



NEWSLETTER

BRUNSWICK COUNTY HISTORICAL SOCIETY
PO BOX 874, SHALLOTTE, NC 28459

VOLUME LIII

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Organized June 21, 1956

MISSION STATEMENT

To collect, preserve, study, evaluate and publicize the history of Brunswick County, NC. To devote meetings to presentation of materials about Brunswick County and the Lower Cape Fear through lectures, slides, and discussion. To publish a newsletter which contains news of the Society's activities, research papers and articles that pertain to genealogy.

Society Officers

For the 2014 - 2016 Term

President: David Holden
Vice-President: James Green
Secretary: Roberta Brady
Treasurer: Sandra Ward
Directors: Don Hickman
Jim Marlowe
Dave Lewis

Newsletter Editor: Dave Lewis

BCHS Website

www.bchs1764.org
Webmaster: Jimmy Green

FEBRUARY MEETING TO BE HELD AT BEMC IN SUPPLY, NC FEBRUARY 10, 2014 7:30 P.M.

The next meeting of the *Brunswick County Historical Society* will be held on February 10th at the Brunswick Electric Membership Corporation Building, 795 Ocean Highway West, Supply, NC. The meeting begins at 7:30 P.M. We always meet the 2nd Monday in February, May, August and November.

The February 2014 issue of the *NEWSLETTER* begins the 53rd Volume. Volume I, Number 1 was printed September 1961. A complete set of the Newsletter from September 1961 to November 2013 can be found in the Wilson Library at UNC-Chapel Hill, NC and at the New Hanover County Public Library North Carolina Room in Wilmington, NC. There were no publications of Volume 17, #3 & 4 (1977) and Volume 18, #1 (1978).

NEW PRESIDENT for the BCBS

David Holden was nominated and approved as the BCBS's president for the 2014 - 2016 term. All other officers will remain in their respected positions. The Society looks forward to David's leadership during the next two years.

Dues

Dues for the 2014 year are now past due. If you haven't paid, please use the application found on page 7 to update your contact information or pass it along to a prospective new member.

Program for the February meeting has not been finalized at time of printing but be assured that it will be informative as always. See everyone there and happy Valentines Day.

**NORTH ATLANTIC BLOCKADING
SQUADRON.**
**Loss of the U. S. S. Iron Age, January
10, 1864.**

Report of Lieutenant-Commander Stone, U. S.
Navy.

Editors Note: Transcribed as written.

U. S. S. FAHKEE, At Sea, January 14, 1864.

Sir: On the morning of the 9th instant, in obedience to a signal from the flagship, we stood for Lockwoods Folly Inlet. At 9 a. m. I received a 10-inch hawser from U. S. S. Minnesota, which I was ordered to make fast as a towline to the blockade runner Bendigo, which was on shore, about half a mile to the westward of the inlet.

In my conversation with the admiral about the appliances for getting, he particularly mentioned the planting of the anchors of the Iron Age, and then backing in near enough to attach the hawser, but at the same time remarking, However, exercise your own judgment. At 11 a. m. I let go the kedge in 3 fathoms of water, ran a line to the wreck, warped the ship in, and secured the 10-inch hawser around my mainmast. In the meantime officers and men from the Minnesota and Iron Age were busily at work plugging up shot holes, and freeing the wreck from water, and lightening her by throwing overboard coal and other things that could be gotten at, this work continuing until 1 o'clock a. m. of the 10th instant. At 8 p. m. of the 9th received a 10-inch hawser from the Montgomery, and both vessels went ahead full speed, but to no purpose. At 9 p. m., in obedience to orders from the admiral, I ordered the Montgomery to proceed to her night station, and to return early in the morning in time for high water, which was 8:45. I then cast off, anchored, and buoyed the hawser from the wreck, and stood out into 4 fathoms, where I remained during the night. At 4 o'clock on the morning of the 10th the executive officer of the Iron Age returned from the wreck for a fresh set of men, stating that the working party from the Minnesota had been recalled at a time when a little more work would have freed the engine room from water and enabled

the engineer to trace the pipes and find the necessary cocks for freeing the vessel of water and feeding the boiler, as he then had steam up on the forward boiler. As the men had been hard at work all day and up to a late hour of the night, I refused his request, particularly as all of the buckets belonging to the Minnesota had been taken away by her men. Shortly after, Chief Engineer McGinnis came on board with the remainder of our men. After hearing his report, I felt sanguine of getting her off on the morning tide. At early daylight I got underway, stood in, picked up the hawser, and again made fast to the wreck. Received a 10-inch hawser from the Montgomery, who also had the Daylight ahead of her. At 8 a. m. all three steamers pulling away at the wreck. Prior to the Montgomerys going ahead I sent an officer in a boat with orders to the Montgomery to get her head well around to starboard before starting, as I was fearful that the slight current that there was would drift me to the eastward, so that if the wreck should start off, she would be in danger of grounding again before we got her into deep water. My orders were not complied with as I wished them, and I made repeated signals with my hand to the Montgomery to pull more to starboard. I will here state that the wreck was again full of water, and as soon as it was known to me, I gave up all hopes of saving her, but thought it possible that she might be hauled into deep water. I sent an officer with a boats crew to cut the hawser so soon as we should have succeeded in effecting our object. At 8:40, finding the vessel in 24 fathoms of water, I debated with myself as to the propriety of cutting adrift everything for fear of the very event which happened, but before I had fully made up my mind to forego all of the advantages of being attached to the wreck, with a strong hope of her starting every moment, I discovered the Montgomery to be aground, and the Iron Age struck almost immediately afterwards, at 8:45 a. m. (it then being high water). I immediately cast off both hawses and ran out the kedge with which I usually anchor with a 7-inch hawser, and hove it taut to prevent her bows going on any farther, the Daylight, in the meantime, making two or three unsuccessful attempts to get into a position to take a hawser from us, and it was not until 10:30 that she at length made fast to us with a 10-inch hawser, which she parted at the second or third jerk. I believe the delay getting her into position was caused by her pro-

propeller being fouled by a hawser. Even up to this time I felt no apprehension as to eventually getting the vessel off. I had made signal for permission to throw overboard battery and otherwise lighten the vessel, that I might be at liberty to do so when, in my judgment, the proper moment had arrived. At 11 o'clock Admiral Lee came on board and took charge. An anchor was planted off the starboard quarter with two parts of a 5-inch hawser, which was set taut by a deck tackle. Boats from the different vessels were alongside, and all hands were at work lightening ship. At 12-a. m. water was so low that we were obliged to knock off lightening ship, as the boats could not approach near enough. The Daylight and Governor Buckingham had received orders to anchor off our starboard bow. Between 4 and 6 p. m. the boats again came alongside and took in a few shot and shell; the sea being too rough, discontinued. At 5:25 made fast to the Daylight by a 10-inch hawser. At 6:30 received hawser from the Governor Buckingham: the former was led through the bridle port and made fast to the foremast on gun deck; the latter was led between the bit head and made fast to the foremast on the spar deck. At 6:40. both vessels towing full speed, I sent word to the admiral that if the ship did not come off by 7:30 that I should throw overboard the main-deck battery. His reply was to wait until 8:30. I waited until 8:15, and then gave the order to commence throwing overboard the gun-deck battery, intending, however, to retain two for defense. At 8:22 No. 1 went over the side; at 9:03 No. 4 was launched. Finding the ship did not move, and knowing that the water had commenced to fall, I gave up all hopes of getting the vessel off on this tide, and sent word to the Buckingham and Daylight accordingly. Their hawsers were let go. I then made preparations for resisting any attack that might be made during the night. At 11:30 p. m. boats from flagship, Aries, Daylight, and Governor Buckingham came alongside, and I received orders to prepare to abandon the ship. The water was too shoal at this time to take out any but light articles on the port side, and on the starboard side it was too rough for boats to lay. The wind was freshening, the weather threatening, with an increasing sea from the southward. It became now necessary for me to decide whether to run the risk of a gale of wind and the probable capture of the whole ships company by the enemy or abandon and destroy the

vessel. After consulting the opinion of my officers, as well as of Acting Master Pierson, of the Minnesota I came to the conclusion that it was my duty to immediately abandon and fire the ship. At 12 o'clock I gave orders to the officers and men to put their bags, hammocks, and effects into the boats, which were alongside for that purpose. Afterwards the officers and men themselves were ordered into the boats.

By 2 o'clock the sea was so heavy that I was obliged to keep the boats outside of the surf and send the remaining officers and men into them by a bowline around the hawser from the starboard bow, one boat having been capsized in the attempt to come in through the surf. At 3:45 all hands were out of the ship except myself and gigs crew. I then made the necessary preparations and at 4 o'clock applied the torch and at 5:40 the U. S. S. Iron Age blew up.

I did not keep my anchor down on the 10th instant because I considered it unnecessary, as being the inner vessel and having two heavy steamers outside of me. Again, had my anchors been down and the tow started off, before I could have gotten them, with the slow purchase that I had, she would more than probably have grounded again. Further more, the purchase for getting anchors was the lightest kind, being a small-sized gypsy windlass. Owing to the peculiar construction forward and the height of the hatches jon the main deck, I could not have worked a deck tackle to any advantage. I do not think that after a vessel has lain on the sands over one tide that it is possible to get her off particularly if lying broadside on. At low water there was but 4 inches on the port and 1 foot on the starboard side. I believe that if the propeller of the Daylight had not fouled that the Iron Age would have been now afloat and in service, for it was two hours after I struck before she was fast to me. Most sincerely do I regret the unfortunate termination to this my first cruise in command.

I blame myself but for one thing that is, for hesitating to give the order to cut adrift when I struck 2+ fathoms of water, and I can only urge my aforementioned reasons for not doing so. As an offset to the loss of the U. S. S. Iron Age, if I might be allowed, I would place the capture or destruction of

22 blockade runners within the last six months by this squadron. The risk that is nightly run by the blockader renders it a matter of wonder that more are not stranded.

I submit the above statements to the Department with the consciousness of having done what I conceive to have been the best under the circumstances. Hoping the Department will take the same view of the case, I remain,

Respectfully, your obedient servant,
EDWD. E. STONE,
Lieutenant-Commander, U. S. Navy.
Hon. Gideon Welles, Secretary of the Navy, Washington, D. C.

Source: Official records of the Union and Confederate Navies in the War of the Rebellion. / Series I -Volume 9: North Atlantic Blockading Squadron (May 5, 1863 - May 5, 1964) *Author:* United States, Naval War Records Office. *Publisher:* Govt. Print. Off., Washington, 1899

Interview with James J. Hawes

Editors Note: Transcribed as written.

Mr. Abner Knowles, a member of the Bicentennial Committee for Brunswick County, conducted an interview with Mr. James Jackson Hawes, Sr. in 1976. Mr. Hawes was born in Shallotte on December 19, 1898 and died on February 20, 1985 in New Hanover County. He is buried in the Mintz Cemetery just off the Old Shallotte Rd. west of Shallotte. He was married to Ethelyn Green.

Mr. Hawes worked at the A C L Railroad in Wilmington, was a merchant in Supply and worked as the office manager for the Agriculture Stabilization Conservation Office. His interview provided much historical information for the people of Brunswick County.

JJH: I was born in Shallotte and moved to Winabow, the Funston Community about 1901 and attended the Funston Institute. That was a thriving community and had a good school, a good church there. We moved to Supply about 1917. I have

done a variety of things and livelihoods and my great ambition always was to get a good education.

AK: Well, you did that, I think, alright.

JJH: But I didn't succeed as far as I would like to have. I went to school at Buie's Creek Academy (now Campbell College) and then I took a course, business course in bookkeeping business forms. I studied law at the University of Extension about a year. I finally wound up selling insurance, general line of insurance.

AK: Yes, I believe you sold me some house insurance. Wrote that up.

JJH: Yes, and it was very enjoyable work.

AK: Tell me something about the area of Funston, that's on eastern part of Brunswick County. It's one of the older settlements, I guess, of the county. Turpentine was one of the old occupations here in the county and from the few people that I have talked to, you probably know more about it than most of those that I have talked to.

JJH: Well, there was quite a lot of turpentine produced in the Funston area when I was a boy and of course they stilled it and sold it raw and shipped it into Wilmington. It was, might say, that they called it money crop for the farmers and other people. We did not have tobacco at that time. We had small farms through out the county. I have one thing that I would like to point out that we did have small farms. Most of our farms produced a lot of things that were needed for home consumption and lived at home and worked at turpentine and other things for some money, as a money crop. That leads for good government, by my way of thinking.

AK: Yes, that's certainly true. Did you have any other interest say around Funston as a boy? You know boys when they are growing up, they get around a whole lot and we are wondering if you knew very much about the river that was close by, whether there were any boats and so forth, coming up the river?

JJH: Yes, Mr. Knowles. I recall very definitely

some of the boats that used to bring freight from Wilmington down the Cape Fear River and up Town Creek, up as far as what was then called the Upper Bridge. I recall the names of two boats. One was the Lisbon and the other was Whitlock. We did not have good roads then and that was our means of getting freight. This same thing applied also to Shallotte - Supply area. They came down the Cape Fear River and out to sea and went up Lockwood Folly's River and up to the bridge and unloaded that cargo.

AK: They went up the Shallotte River here too.

JJH: Yes Sir, Shallotte River also. Lathrop was one of the boats that used to come up to Supply, up Lockwood Folly River. And Ada May was one that went up the Shallotte River.

AK: I bet that was interesting to see those boats come up the river and know that they were carrying supplies that you were probably going to use in your home and on the farm.

JJH: Another interesting factor to me was that, when I was a boy, I could, I knew that rice was being planted along the Cape Fear River and some along the side of Town Creek. And I could hear the guns, the sound of the gun that would keep the birds away from the rice, keep them from eating it up.

AK: So that's the way they kept the birds from destroying all of the rice?

JJH: That's right and another interesting thing was, when they had to float the rice fields for a certain period of time, they would use mules to plow in there and of course it was boggy and they had what they called clogg, that they stuck on the mules ankles.

AK: What good was that?

JJH: That was on so that the mule could stand up in the muck and work.

AK: Well, that was an invention to buoy him up, keep him up above the mud.

JJH: Yes, it worked. We had rice plantations along the river, Clarendon, Hall Hill, Oaks, Kendall and Orton plantations.

AK: What are some of the other interesting places and things that you did?

JJH: Well, one thing that I recall, they had a meeting at Old Brunswick on Thanksgiving Day, I believe, and I rode a bicycle over there to that meeting.

AK: Oh, about all you saw at that time was probably the Old St. Phillip's Episcopal Church then?

JJH: That is right.

AK: Everything else had grown up long before then, I guess, and had not been tampered with. The undergrowth and all that was still there I guess?

JJH: Right, it was thick, woods were thick around there.

AK: But that was an annual affair?

JJH: I'm not sure about being an annual affair, I just remember this particular occasion.

AK: Ah-hah, what are some of the other things that you remember about the county here?

JJH: Well, along about 1914 the Wilmington, Brunswick and Southport Railroad from Navassa to Southport was inaugurated and came to Bolivia and Bolivia kind of sprung up right quick, lot of interest, lot of land buying and so on, and little bit later on they had a tobacco warehouse there.

AK: They had a hotel there one time, I understand.

JJH: Yes, operated by Mr. and Mrs. Joel Long.

AK: Well now, talking about the WB & S Railroad, you said it came from Navassa down through Bolivia to Southport. Somewhere near on of the railroad stations there was an out crop of rock, that you were telling me about some time ago. I don't know if you ever saw it but some geologist came

by here one time looking for the site and he had some notation on a map, that there was an out crop of rock. I have never seen the place but tell us something about what this man was looking for and the approximate location.

JJH: Yes, he said, someone had assigned him to me, that perhaps, I could give him some information as to where he might find a rock that he had some history on, and he gave a name El Paso. Well, I immediately remembered that there was a station on the WB&S Railroad near Landville, I would say about 1/2 mile from Landville, that by the name of El Paso. So I told him about the location of the place and I understand that he did go and check on it but I have not learned the results.

AK: Well, this might be of interest to somebody in the future that would want to do some checking on rock formation, the out crop of the end of the mountain. Now you were talking about the turpentine industry. I believe you said, Brunswick County was probably one of the last counties to go out of this particular type of business. Tell us just a little bit about the crops that followed. What did people make their money from mainly?

JJH: Well, as I had said before that most of the farms in the county were small but most of them were pooled by the people that did live there. In other words, most of everybody owned their own home and a little farm and he did some farming and tried to produce things so he could live at home, so to speak. And we had the turpentine business and that was the money crop, but because Brunswick County was one of the last counties in the state to go out of the turpentine business, our folks had not started tobacco, maybe a patch once in a while but we knew nothing about tobacco. I knew nothing about tobacco except my father had three rows in the garden when I was a boy.

But as a result of our folks not growing tobacco, when it came time to give out allotments, established tobacco allotments in the county, Brunswick County didn't have much history. So as a result we did not get much tobacco allotment for the county. However I have been told that the State Committee was very generous to us and we grew our allocations, maybe say 1/5 of what our joining counties

were. We have been doing pretty well. We can produce good tobacco in this county.

AK: One other thing, you mentioned something about the highways from Shallotte to Wilmington. Were they all paved at the time you moved back to Supply and had to ride on them?

JJH: When I moved from Funston to Supply, I covered some bad roads...mostly mud. We got some paved roads through from Supply to Wilmington about 1928. I rode a bicycle to Wilmington one time before that road was paved, in 3 hours, 27 miles.

AK: Mr. Hawes, do you have some other thoughts that you would like to inject into our program today?

JJH: Well, our county has, for years was considered to be a poor county financially. We didn't have any roads, electricity, telephones and we didn't have much money. But for many years now our county has been coming forward in all these things. For instance in 1939 we got electricity in our homes.

AK: That was a great thing, wasn't it?

JJH: Yes sir, we came out of the dark then. When Governor Kerr Scott became governor and we got some paved roads then we came in out of the mud and sand. We got telephone service and a good telephone system back in 1938, and then is when we got communication to the outside world.

AK: You were telling me that when you were a boy you had a telephone at your house.

JJH: Yes, there was. We had a farm line from Southport by the way of Orton, by the way of Funston, Winnabow and to Wilmington. And then after we moved to Supply we had a farm line there. Then it went down and later on my brother-in-law put in a line from Southport by way of Midway, Supply and to Shallotte and I had a telephone.

AK: Mr. Hawes, it's been a pleasure talking to you today about the progress of Brunswick County. Thank you for your devotion to the county.

Will of Matthis Hewett

Transcribed as written: Book B3, Page 182

In the Name of God, Amen

I, Matthias Hewett, of the County of Brunswick & State of North Carolina, being of sound & disposing mind & memory, considering the certainty of death and the uncertainty of the time thereof, do make this my last Will and Testament.

First. My will is that my Wife Elizabeth shall the plantation on I now live containing 200 acres, one cow & calf, on horse & cart, one sow & pigs, her choice of the horses, cows, sows & pigs, one bed, bedstead & furniture and enough money to finish a dwelling house now started on the said 200 acres of land, and my negro Henry - to have and to hold during her lifetime, provided she does not marry after my decease if she should marry again then all the aforesaid property shall be divided equally among all my children.

Secondly. I give and bequeath to my beloved daughter Anzy, wife of Isaiah Fulford, one hundred and six acres of land whereon she now lives already patented.

Thirdly. My will is further that after all my just debts and burial expenses are paid which it is my will shall be done by my Executors that all the rest and residue of my estate real & personal and Mixed be equally divided among my six children, Frances, Enoch, Rufus, Sarah, Isaiah and Anzy - except that Anzy shall not be but half as much as the rest.

Witness my hand & seal, Decr. 14th, 1861.

Matthias Hewett (Seal)
(his mark)

Signed, Sealed, Published and declared to be his last Will & Testament in presence of us, who at his request & in his presence signed out names as witnesses.

Washington Holden, Joseph J. Bell

Recorded agreeably to an Act of the Genl. Assembly Special Session, 1908. Ratified Feby 1st 1908

Area Events

February 15-16, 2014: 149th Anniversary of the Fall of Fort Anderson, "The Navy Way". Visitors will have the opportunity to experience life of Civil War Sailors.. Brunswick Town/Fort Anderson State Historic Site, Winnabow, NC. Times are from 10:00 to 4:00 each day.

February 22-23, 2014: 238th Anniversary Celebration of the battle of Moore's Creek Bridge. Come on out and listen to the Colonial and Scottish music, watch the demonstrations of blacksmithing, candle making, colonial cooking, and walk through the Colonial encampments. For more information, please call the Visitor Center at (910) 283-5591. Times are from 10:00 to 4:00 each day. Moore's Creek National Battlefield, Currie, NC.

Membership Application ... Invite a Friend to Join Brunswick County Historical Society

Name(s): _____

Address: _____

Telephone: _____ E-Mail _____

New: _____ or Renewal _____ Amount Enclosed _____

Mail this form with your check to: P.O. Box 874, Shallotte, NC 28459

Annual Dues: Individual \$15 Life Membership \$150