



NEWSLETTER

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

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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 2019 & 2020 Term

President: James Green
Vice-President: Gwen Causey
Secretary:
Treasurer: Bob Armour
Directors: Sally Robinson
Jim Marlowe
Dave Lewis

Newsletter Editor: Dave Lewis



AUGUST MEETING TO BE HELD AT BEMC IN SUPPLY, NC AUGUST 08, 2022 at 7:30 P.M.

The next meeting of the *Brunswick County Historical Society* will be held on Monday, August 8, 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 2022 issue of the *NEWSLETTER* began the 61th Volume. Volume I, Number 1 was printed September 1961. A complete set of the Newsletter from September 1961 to August 2022 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).

Program

The Rev. Sean H. Palmer, director of the Upperman African American Cultural Center at the University of North Carolina Wilmington will be our program speaker for the August meeting. Mr. Palmer previously served as assistant director of the Mary Lou Williams Center for Black Culture at Duke University where he earned his Master of Divinity degree. As director, he supervises all operations at the UAACC and is responsible for administering programming and services offered by the center. He also serves as a commissioner on the National Park service's Gullah-Geechee Corridor Commission.

His topic for the evening will be on the Gullah-Geechee culture. Mr. Palmer is helping Wilmington to make an actual connection with the Gullah-Geechee corridor through Black history thinkers and interpreters.

Dues

DUES are now past due unless you are a **Life Member**. The annual dues are \$15.00 for an active member or \$150.00 to become a Life Member. Checks may be mailed to the **BCHS** in care of Bob Armour or bring check or cash to the February meeting. Use the membership application found on page 7 for contact changes. Make checks payable to the **Brunswick County Historical Society**.

Committees of Safety

During the American Revolution the revolutionary provincial congresses or assemblies needed a system of organization and networking to enforce their resolutions, organize activities, and communicate with the citizens. When the First Continental Congress met in September of 1774, the representatives agreed on establishing a system of local institutions or committees to carry this out. Each provincial congress or assembly established it's own local committees, and organization might take place at the county or district level. Congresses often created committees of correspondence, committees of inspection, and committees of safety; and some colonies including North Carolina had already been forming these as early as 1773.

Committees of Correspondence dealt with communication activities to keep people aware of what was going on. Committees of Inspection (also called Committees of Observation) enforced violations of boycott resolutions; and Committees of Safety were organized as the executive authority eventually replacing the authority of the local colonial government. They also became involved in organizing local militia.

Even after the colonies declared their independence and war began the authority of the local committees was somewhat ambiguous. However, the committees were an important step in the process of the colonies becoming independent states as they replaced royal governments with their own. North Carolina's Committees of Safety were established in late 1774 and early 1775 by its revolutionary Provincial Congress to help implement the trade boycotts of Britain. They were endorsed by the Continental Congress and were to help organize

militia activity.

These committees were located in eighteen counties and four towns throughout North Carolina. They performed such duties as spreading Whig propaganda, making military preparations, enforcing price ceilings on strategic items, seizing and selling imported goods, reshipping slaves and other imports, punishing violators of the Continental Association with boycotts, and regulating public morals. At times the Committees in various communities also published their actions and resolutions in the local newspaper. The Committees of Safety, particularly the Wilmington-New Hanover committee and one of the most active, contributed to the breakdown of the royal government in North Carolina.

In April of 1775 Governor Josiah Martin, the royal colonial governor, dissolved North Carolina's colonial assembly because it had endorsed the Committees of Safety and because many members had already convened the revolutionary Provincial Congress in August, 1774 and sent their representatives to the Continental Congress in September of 1774. This action angered Governor Martin, and he called the colonial assembly to New Bern in April, 1775. Speaker John Harvey, Samuel Johnston, and other members of the Second Provincial Congress clashed with Martin and after the assembly pledged their support to the Continental Congress. Governor Martin, ordered the cancellation of the Second Provincial Congress, and in just a few short days the first battles of the American Revolution occurred at Lexington and Concord on April 19, 1775.

Patriots in North Carolina became aware of the impending revolution in the spring of 1775, and the last royal governor understood that his time as governor was coming to a conclusion. Governor Martin and his family remained at the Tryon Palace in New Bern to avoid Patriot spite and heckling. However, as the situation grew alarming for the governor, he sent his family to New York.

Governor Martin soon followed his family, leaving Tryon Palace at night on May 31, 1775. With high hopes to regain the colony for the crown, Governor Martin moved to Fort Johnston on the Cape Fear River. Patriot forces soon discovered Martin's location and planned an attack. On July 18, 1775 Cornelius Harnett and John Ashe led several hundred militiamen to burn down Fort Johns-

ton. To their dismay Governor Martin had escaped a few days earlier to the British man-of-war, Cruzier, anchored on the Cape Fear River.

Josiah Martin continuing to carry out the crown's commands devised a plan to retake the colony. With the crown's approval Martin so ordered General Donald MacDonald and some 1600 Loyalists to march toward Brunswick Town in February, 1776. If all went according to plan, 4500 British soldiers would join them for an invasion of North Carolina by way of the Cape Fear River.

The Wilmington-New Hanover County Committee of Safety intercepted Martin's proclamation which clearly revealed his plan. "Governor Martin at Fort Johnston, it appears, intends erecting a King's Standard, and commencing hostilities against the People of this Province," Patriot leaders warned. They quickly responded by calling on militia units of "Liberty Boys" to rush the Lower Cape Fear and help turn back the Loyalists before they linked up with the incoming British Redcoats. General MacDonald encountered Colonel James Moore and his Patriot forces, and the colonist won what was later dubbed the Lexington and Concord of the South. Known as the "Battle of Moore's Creek Bridge".

The Wig minority along the lower Cape Fear seems to have been rendered less effective than the rebels of other counties in dealing with the strong Loyalist opposition by the presence of Loyalists and conservatives in the Safety Committee of Wilmington. Nevertheless, since the efforts of the committeemen and of the militia were sufficient to force Governor Martin to raise the royal standard before the supporting troops arrived from England, the Whig victory at Moore's Creek was assured. Had the militia troops been tied down by a British invasion of the coast, the outcome of the Loyalist rising might well have been different.

A few excerpts from the Proceedings of the Wilmington Safety Committee: Transcribed as written.

January 28, 1775: Resolved, that the Balls and Dancing at Public Houses, are contrary to the Resolves of the General Congress. It is the opinion of this Committee that every tavern Keeper in this town, have notice given them not to suffer any Balls or Public Dancing at their Houses as they

wish to avoid the censure of the people.

Mr. W. Campbell and Mr. John McDonnell reported sundry dry goods imported by them in the Brigantine Carolina, Packet, Malcom McNeil, Commander and delivered up their invoices to the

Ordered, That the said Goods be avertized to be sold at public vendue, at 11 o'clock, on Monday, the 30th inst.

March 1, 1775: The committee being informed of a Public Ball, to be given sundry persons under the denomination of the gentlemen of Wilmington, at the house of Mrs. Austin, this evening, and as all public Balls and dances, are contrary to the resolves of the General Continental Congress, and a particular resolve of this committee: Ordered, That the following letter be sent to Mrs. Austin, to forewarn her from suffering such Public Ball and dancing at her house.

Madam: The committee appointed to see the resolves of the Continental Congress put in execution, in this town, acquaint you, that the Ball intended to be given at your house, this evening, is contrary to the said resolves; we therefore warn you to decline it, and acquaint the parties concerned, that your house cannot be at their service, consistent with the good of your country.

Signed,
By order of the Committee,
Thos. Craike

March 6, 1775: Present: Cornelius Harnett, Chairman, Francis Clayton, Deputy-Chairman, Archib'd Maclaine, Alex. Lillington, James Moore, Jno. Robeson, Samp. Mosely, Joel Parish, Timy Bloodworth, Tho's Bloodworth, James Wright, Jno. Hollingsworth, Sam'l Marshall, F. Jones, Jno. Ancrum, Jas. Walker, Wm. Hooper, Sam'l Collins.

The following association was agreed on by the Committee, and oblige annexed to the resolves of the General Congress, to be handed to every person in this county and recommended to the committees of the oblige adjacent counties, that those who oblige acceded to the said resolves, may subscribe their names thereto.

We the subscribers, in testimony of our sincere approbation of the proceedings of the late Continental Congress, to this annexed, have hereunto set our hands, and we do most solemnly engage by the most sacred ties of honor, virtue and love of our country, that we will ourselves strictly observe every part of the association recommended by the Continental Congress as the most probable means to bring about a reconciliation between Great Britain and her colonies and we will use every method in our power to endeavor to influence others to the observation of it by persuasion, and such other methods as shall be consistent with the peace and good order, and the laws of this Province, and we do hereby intend to express our utter detestation of all such as shall endeavor to defeat the purposes of the said Congress, and will concur to hold forth such characters to public contempt.

January 19, 1776: Present: William Wilkinson, Deputy Chairman, Corn's Harnett, A. Maclaine, Jno. Forster, John Kirkwood, Will. Ewins, H. Blackmore, Joha. Dunbibin.

Resolved, that Jacob Phelps, one of the pilots in this river, be employed with his boat, to carry freight and passengers between Wilmington and Brunswick, and no further, without permission: and that the said J. Phelps do not presume to take any passengers or freight, without the leave of one of two committees of the said towns, or the commanding officers of the forces at Brunswick or Wilmington; and it is recommended to the people in general, that they employ the said Jacob Phelps' Boat only, as a passage boat; and it is further Resolved, that no other person, but such as the said Phelps may employ, shall have liberty to carry any freight or passengers to Brunswick, without the leave of this committee, or the commanding officer at Wilmington, to the end that such persons as may have inimical designs against the country, may be prevented from carrying intelligence to the Governor or Ships of War.

Resolved, that Jonathan Swain, another of the pilots, have liberty to remove with his family from his usual place of residence, about two or three miles back; that Benjamin Bill may be employed, if he thinks proper, on board the Provincial Ship, but that he shall not have liberty to go to his usual

place of residence, about two or three miles back; that Benjamin Bill may be employed, if he thinks proper, on board the Provincial Ship, but that he shall not have liberty to go to his usual place of residence, and that Thomas Galloway continue at some convenient place near the New Inlet, in order to be ready to pilot in any vessels which may be allowed to trade in this province, and that it be recommended to the Provincial Council and Committee of Safety for Wilmington district, to make an adequate allowance to the said Thomas Galloway towards the maintenance of his family.

Ordered, that Mr. John Forster, receive all the Saltpetre, Lead and Brimstone, in Wilmington, and that he give receipts for the same: And that 4s. per lb. be allowed for all saltpetre.

Sources: Subject and some sources suggested by BCHS member Carol Phelps Neubert.

Committees of Safety, by Carmen Miner Smith, 2006, NCpedia.

The Committees of Safety, North Carolina History Online Resource, NCpedia

Americaninclass.org/wp-content/uploads/2012/06/Wilmington.pdf

The 1776 Battle of Moores Creek Bridge, by Dr. Chris E. Fonvielle, Jr., Salt Magazine

Ferry to the landing at Big Sugar Loaf

The first authorized ferry on the lower Cape Fear River was established in 1727 from the town of Brunswick on the western shore to the "upper haulover" on the eastern shore, where small craft were transported overland from the river to the ocean. The Brunswick ferry was sometimes referred to as the "Ferry to the landing at Big Sugar Loaf".

On June 3, 1725, Maurice Moore was granted 1,500 acres of land on the west side of the Cape Fear River. Of this tract, 320 acres were set aside and a portion divided in half-acre lots to be developed as the town of Brunswick. From the time of its founding until the American Revolution, the town served as a political, social, and commercial center of the lower Cape Fear region. To facilitate travel between the ocean and the interior of what is now Brunswick County, the general court met in

Edenton on March 27, 1727 determined that a ferry was needed over the Cape Fear River. The general court authorized Cornelius Harnett, Sr. to keep a ferry "from the place designed as a town on the west side of the river (Brunswick Town) to a place called Haulover, and that he receive the sum of five shillings for a man and horse and a half Crown for each person". In June 1726 Harnett purchased from Col. Maurice Moore two lots, Nos. 22 and 23, within the town of Brunswick for two pounds each. Those lots located in the southern portion of the town near the river were to be improved within eight months by the construction of two habitable houses not less than 16 feet by 20 feet in size. It was from this location that Harnett operated the ferry across the river to the haulover near Sugar Loaf.

About 1725 in addition to the site of Brunswick Town and adjacent areas, Col. Maurice Moore also acquired by grant extensive landholdings on the opposite or eastern side of the Cape Fear River. Moore's seaside property comprised 2,640 acres that extended from Landgrave Thomas Smith's land northward along the barrier beach and sounds approximately 12 miles to a point just below the present Masonboro Inlet. On April 21, 1736 Col. Moore sold to Col. Thomas Merrick for 500 pounds the large tract of land that became known as the Haulover Plantation and a portion of the property to John Porter. Merrick called the plantation "Hall Over" in a security bond issued to Richard Moorescroft six days later. While Merrick was probably a longtime resident at the plantation, and subsequently appointed keeper of the ferry, there is no indication that Moorescroft ever resided at The Haulover. Perhaps Moorescroft simply held the land in trust for Merrick, inasmuch as Merrick's heirs owned the property a few years later.

The Mosely map of 1733 shows the eastern ferry landing located just below the mouth of a stream that much later came to be known as Telfairs Creek. This ferry to the landing at Big Sugar Loaf on the opposite side of the river, a distance of more than two miles, connected with the only road to the northern part of the province. Surviving records indicate that Cornelius Harnett, Sr. surrendered the operation of the Brunswick Ferry in the mid 1730's, possible as early as 1733. His successor was the mariner Capt. Edward Scott, who purchased lot #29 at Brunswick Town from Nathaniel

Moore during that year for 700 pounds. Scott's employment as a ferry keeper apparently lasted only a few years, for in March 1738 the New Hanover County Court accepted his resignation. On June 13, 1738, the court appointed Thomas Merrick "to take the Brunswick Ferry" after the resignation of Scott. Merrick operated the ferry until September 1740, when the court also accepted "the resignation of Col. Merrick as a Ferry Keeper at Brunswick ordered to become effective within a month after this Court," provided it could find a proper person to keep the ferry.

On June 12, 1741 permission to operate the Brunswick Ferry was granted by the court to Roger Moore, who undoubtedly employed others for at least two years to carry out the actual duties involved. From 1743 until at least 1748 John Maultsby operated the ferry. Maultsby came to the lower Cape Fear in the late 1730's from Pennsylvania where he had previously operated a river ferry. He purchased a 320 acre tract of land on the east side of the river just upstream and across from Brunswick Town. By 1761 a new tender, Darby Eagan, had commenced operation of the Brunswick Ferry. In September 1760 the court ordered all ferry keepers in New Hanover County to maintain at least two boats to each ferry. By 1765, Darby Eagan had evidently remained at his in Brunswick Town, while his wife Elizabeth stationed herself on the opposite shore for the convenience of travelers. For the next four years Darby Eagan maintained and operated the Brunswick Ferry. He then sought to improve his fortunes by assuming responsibility for ferry service in the larger and more prosperous town of Wilmington. On October 6, 1769, the New Hanover County Court denied Eagan "the keeping of the ferry over to Brunswick any longer, because he had engaged himself at the Wilmington Ferry".

The Brunswick Ferry remained in operation with a new keeper until at least 1775 and it is highly probable that it continued to operate until early in 1776. However, by the end of March of that year, British warships present in the lower reaches of the Cape Fear River along with well-armed troops placed ashore, carried out sporadic raids against Brunswick Town and the surrounding countryside. It was probably during these early months of 1776 that the inhabitants of Brunswick permanently abandoned the town. It is also probable that the Brunswick Ferry was forever discon-

tinued during that period.

Source: *“A Maritime History and Survey of the Cape Fear and Northeast Cape Fear Rivers, Wilmington Harbor, North Carolina.” Comprehensive Study Volume I, by Claude V. Jackson*

What’s in a name? Lockwood Folly

Posted on September 8, 2012, North Carolina Map Blog, as written.

Few North Carolina place names are older than Lockwood Folly, and the origins of few place names are more mysterious. It appears to have made its debut as “Look Wood Folly” on the c1673 Ogilby-Moxon map, *A New Description of Carolina*, the so-called First Lords Proprietors’ map. “Lockwoods Folly” is seen on the c1673-75, *A New Map of the English Plantations in America*, by Robert Morden and William Berry, and “Lockwood Folley” is found on the 1682 Gascoyne map of Carolina, the so-called *Second Lords Proprietors’ map*. Lockwood Folly remains a regular, if not constant place name on North Carolina maps from that point forward to current times.

Whence came this unusual name? One story relates how a Mr. Lockwood built a boat on the river that currently bears his name. He constructed the boat with a draft that was acceptable for the depth of the river and the ocean. Unfortunately, the boat’s draft was too deep to clear the inlet, so Lockwood left it in the inlet to rot. Locals thus referred to it as Lockwood’s folly. Thus far, I have not located any factual historical basis for this story.

Another explanation relates how a Mr. Lockwood tried to establish a settlement at this site, but he either provided inadequate provisions for the endeavor, or ran afoul of the local native Americans, resulting in a failed settlement, the Lockwood Folly. This explanation dates back at least to 1734, according to a traveler’s diary published in the Georgia Historical Papers, Vol. II, page 54, quoted, by James Sprunt in his *Chronicles of the Cape Fear River, 1660-1916*.

Yet another explanation with some historical basis, dating to January 1778, is found in the

travel journal of Ebenezer Hazard, edited by Hugh Buckner Johnston and published in the North Carolina Historical Review, Vol. 36 (1959) pages 358-381. Hazard wrote, “Lockwood’s Folly is a Creek which empties into the Sea: it gets its Name from one Lockwood who mistook it for Cape Fear Inlet, & lost his Vessel.” That sounds plausible, even though it appears 40 plus years after the “failed settlement” explanation, and more than 100 years after the name first appeared on a map.

In *The North Carolina Gazetteer*, author William Powell provides a fourth, and reasonably plausible derivation: “...in the seventeenth century, however, the word Folly was used in the sense of the French *folie*, ‘delight’, or ‘favorite abode’, and it formed a part of the name of English estates. Lockwoods Folly River...has been described as the second most beautiful river in North Carolina, and it may have been the ‘delight’ or ‘favorite abode’ of an early settler named Lockwood.”

Whether a failed settlement or a “delight”, the origin of Lockwood Folly obviously predates the c1673 Ogilby-Moxon map. Therefore, one could reasonably assume that Lockwood was a member of one of Hilton’s exploration parties, either 1662 or late 1663, or a part of the aborted settlement of the Cape Fear region by New Englanders and Barbadians in the mid 1660s. The 1734 traveler’s account mentioned above described Lockwood as a “Barbadian”, but Hilton’s account of his voyage from Barbados in 1663 does not mention Lockwood or any attempted settlements. If anyone has further information, please share it with us via the comment section.

Sources: *A Relation of a Discovery Lately Made on the Coast of Florida by William Hilton, published in London in 1664, as reprinted in James Forte; a 17th century settlement... by Cornelius M. Dickinson Thomas (1959).*

The North Carolina Gazetteer: a dictionary of Tar Heel places by William S. Powell.

Chronicles of the Cape Fear River, 1660-1916, 2nd edition, by James Sprunt.

The Charting of Cape Fear, North Carolina 1525-1800, by Ashley Baynton-Williams. (c1999)

ncmaps.org

Brunswick County News
November 15, 1917

Monogram (Present day Shell Point)

Graydon and Robert Lewis are home from Wilmington where they have been working for the past few weeks.

Thedford, Roger and Elijah Lewis returned home Saturday from Scotts Hill, where they are engaged in fishing. They report good luck. Thedford and Roger will return there Wednesday.

Rev. H. A. Forester is conducting a big meeting at Ocean View Chapel. Brother J. A. Clement will be with him after Wednesday.

Mr. Byrd Lewis and Miss Sallie Edwards of this place were married Sunday at the home of L. H. Phelps, Esq. Mr. Phelps performing the ceremony.

Editors Note: All Lewis's were the grandsons of George Washington Lewis, Sr. from the Monogram area.

Pleasant View Notes (Present day Town Creek/Winnabow area)

Potato digging is all the go and they are find.

Mr. and Mrs. John Henry and Mr. Preston Henry and Misses Isabell Shaw and Francis Henry were recent visitors at the home of Mr. Henry Galloway.

A large number of her friends attended the funeral of Mr. J. M. Stanley, deceased, conducted by Rev. H. A. Foster, at the grave a few Sundays past.

Many attended the Bolivia Fair and the Wilmington Corn Show, all reporting a nice time.

School at this place is progressing nicely, with Miss Zara Shaw as teacher. On the honor roll last month were Misses Blanche and Ive Hewett; James and Leon Galloway, and Leroy Lewis.

Mr. Grover Gilbert of Wilmington spent a few days with his home folks recently.

Miss Carrie Baldwin spent the week-end with Mrs. W. T. Gilbert.

Local and Personal Mention

Mrs. French Bowen and children came back yesterday from New York City where they had gone a few days ago to join Capt. Bowen, who is now in the custody of the authorities on a charge of embezzlement.

Mr. Geo. W. Kirby and son Hobson, of Supply, Rev. Loyd M. Hollaway and Rob't W. Davis Esq., of Southport, were here Sunday, Rev. Mr. Hollaway and Mr. Davis delivering two very strong appeals in behalf of the Y.M.C.A. campaign at both the Baptist and Methodist churches.

Mr. R. D. White, the Ford man left Monday for an extended trip north.

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

Name(s): _____

Address: _____

Telephone: _____ E-Mail _____

New: _____ Renewal _____ Amount Enclosed _____

Receive *Newsletter* by email:

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

Please submit any articles or information for future newsletters to Dave Lewis.

Email: davelewis@atmc.net

CALENDER OF EVENTS

BCHS Meetings: February 07, 2021

May 09, 2021

August 08, 2021

November 07, 2021

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