

July 3, 1935...The county board of commissioners had restored the office of home demonstration agent and Miss Marion Smith had been appointed to fill the position. Heavy rains finally came to the aid of foresters, helping put an end to a blaze which burned thousands of acres of Brunswick County's woodlands. Final approval had been given for the sale of the ferry, *John Knox*, which operated across the Cape Fear River at Wilmington for five years prior to the construction of the bridge.

July 4, 1945...A 24-hour marriage license law had gone into effect in South Carolina and was expected to slow the number of South Carolina marriages of North Carolina couples. Tobacco harvest was in full swing and some farmers already had started grading their cured leaf. Dr. M. M. Rosenbaum, Shallotte physician, was home from the war and another Shallotte man, Wingate Swain, had been graduated as a doctor of medicine at Duke University.

July 6, 1955...Sheriff's deputies and ATU agents had captured 75 gallons of the finished product. Record throngs had filled to overflowing the restored housing accommodations at various Brunswick County beaches.

July 10, 1935...Heavy rains had caused road and crop damage in Brunswick County, with a cave-in on Highway 17 near Bolivia; work was about to begin on erection of a seafood freezing plant near Southport; a mule belonging to a farmer in the Shallotte Village area had been struck and killed by lightning.

July 18, 1945...Business was slacking off at the Wilmington shipyard and the W.B. & S. had discontinued its regular bus route to that installation.

July 24, 1935...A shipment of 2,000 bunches of bananas was turned down in Wilmington and the crew of the Norwegian freighter that carried them as cargo started throwing them overboard as soon as the ship passed the Cape Fear bar. An incoming tide brought the harvest, and all along the waterfront people were fishing bananas from the river. There had been no weekly session of Recorder's Court for the very good reason that there were no cases to be tried.

September 11, 1935...Ten survivors from the shipwrecked liner *Dixie* had been brought to Southport aboard the Texas Oil Co. tanker *Reaper* and were ferried ashore by men of Oak Island Coast Guard Station.

September 12, 1945...The Brunswick County Ration Board would be closed and that records were to be moved to Wilmington.

