

Francis B. Nelson May 6
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THE
State

quarterbacks of the river

Cape Fear Pilots Association trains handful of men for a highly specialized job

By J. W. LONG

A river pilot on the Cape Fear River is like a football quarterback — he calls the signals and the ship's captain, first mate and quartermaster on the bridge follow his instructions in bringing boats around the shoals, and up the river to docks at Wilmington, or taking them down on the outward-bound trips to ports all over the world.

Navigation of the river is a tricky business and no master would attempt it without the know-how of one of the seven licensed captains in the Wilmington-Cape Fear Pilots Association.

There are 21 turns to make the 29 miles from Wilmington to Southport and there are no highway signs. Buoys mark the 400-foot channel but a

master would be foolish to believe he could navigate the Cape Fear by them alone.

Pilots go eight to ten miles out to sea to meet ships, and on the outward trip stay with the ship to the last ocean buoy, which is about six miles off Southport.

The Wilmington-Cape Fear Pilots Association is a unique organization. Its strength lies in the fact that all seven members are of a co-operative mind, work on a friendly basis, share equally on trips, pool their salaries and later split the take seven ways. If a pilot is sick or unable to take his turn for other reasons, one of the other pilots take the trip without a grumble, knowing the same will be done for him later.

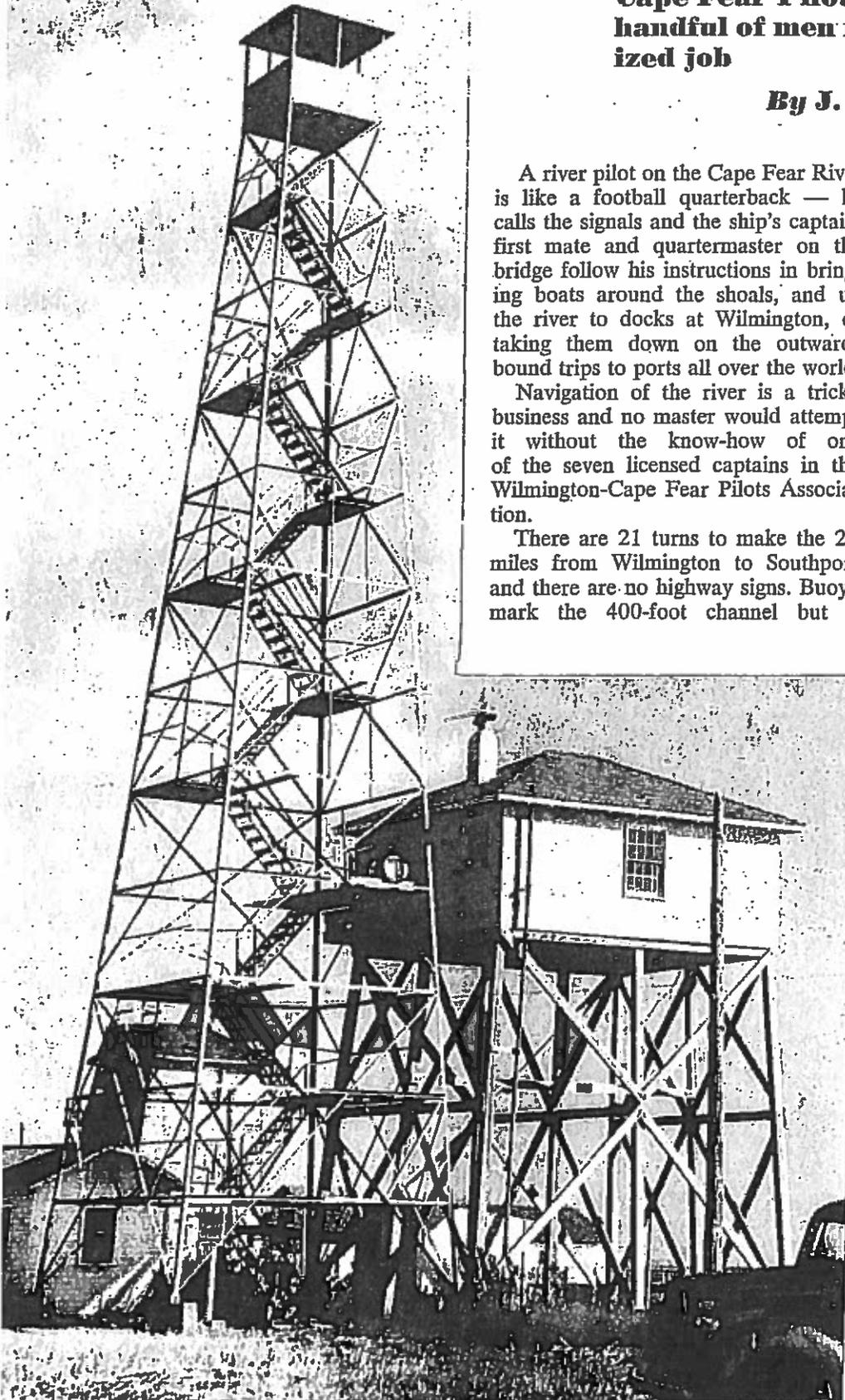
The only officer of the association is Capt. F. L. Willing, president, secretary and treasurer, but he ranks no higher than any of the other six in authority or salary. Capt. H. T. St. George receives an added stipend for keeping the records and sending out the bills. The others don't begrudge him his extra pay as they are happy to escape the paper work.

Six of the seven pilots live at Southport. The seventh, Capt. Jim Loughlin, lives on Harbor Island across Banks Channel from Wrightsville Beach. The other six pilots are Capt. R. P. Thompson, Capt. W. L. Styron, Capt. J. G. Swan, Capt. B. M. Burris, Capt. H. T. St. George, Capt. F. L. Willing.

It is a group rooted in romantic traditions. A good many of the pilots who risked their lives to run Confederate ships through the blockade came from Southport. Some of the past and present members of the association are descendants of those Civil War pilots.

After a pilot makes a trip, he goes

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to the bottom of the list and the other six get a ship before his turn comes again. Each gets two days office duty every 14 days, maintaining a watch in the association's 85-foot tower at Southport.

The association was chartered by the State Legislature in 1921. Two families practically controlled the piloting business before 1921. If one heard of a ship on its way to Wilmington, say at Morehead City, he would go by train to Morehead City, contact the ship's master and bargain for the job. Resentment against nepotism helped kill the system and led to creation of the present association. Today, no son of a pilot can become a pilot on the Cape Fear.

The association is governed by the Board of Commissioners of Navigation of the Cape Fear River, five members appointed by the governor.

To become a pilot a man must apply to the board. If acceptable, he serves a four-year apprenticeship, making \$15 a month for the first three years. He can work as a deck hand on a tug boat to supplement his salary while training. During the fourth year, he must make four trips a month as an observer with a licensed pilot before taking his final examination. Even then, the board can refuse to license the apprentice if he is unacceptable to the association.

The Coast Guard makes a pilot a licensed master and qualified to command sea-going vessels.

When a ship is coming to Wilmington, the association is notified ahead of time by the company's agent in Wilmington. The man on duty sees the ship off the coast and notifies the pilot whose turn it is to make a trip. If the arrival is at night, the pilot goes out and waits on the ship.

After a pilot is notified of the estimated time of a ship's arrival, he takes into consideration the weather, type of ship and nature of cargo in determining when he will have to go out and meet her. Rarely does a pilot have to wait more than four hours. If the arrival is delayed for some reason, the pilot goes back to Southport and awaits a radio message from the ship after she is off the coast. Waiting outside is necessary only at night or in foul weather. When the weather is fair, the ship can be sighted off the coast from the tower and the pilot can reach her in the pilot boat in time.



Pilot-town, North Carolina. This is Southport, a charming river-mouth town, as seen from the pilot's tower on opposite page.

Charge for taking out or bringing in a ship depends on how much water she draws. The lower a ship rides in the 32-foot channel, the more danger in piloting and hence the more responsibility for the pilot. A ship with a 29-foot draft can be navigated safely at low tide and one with 32-foot draft at high tide. The channel has been approved for dredging to 34 feet, which will permit larger vessels coming into Wilmington than at present.

This writer recently accompanied Captain Loughlin on a down-river trip. We left his home on Harbor Island at 1 a.m., went into Wilmington where we boarded a tug for the trip up the river to the tanker, "Atlantic States." The tanker was 460 feet long with a beam of 60 feet and it was necessary to take her up the river to a turn-around basin, where the tug nosed her around and pointed her bow down the river.

We got under way at 2:45 a.m. with Captain Loughlin calling the signals to the quartermaster at the wheel. He paced the bridge, watching the buoys to the left and right and the ranges ahead, calling such directions as "right ten," "left ten," "steady, midships" and other nautical terms used in river navigation. He asked for more or reduced speed as necessary, but the majority of the time we made 14 knots. At times, he would step out on deck and take a look at the ranges behind. Ranges are white lights at the end of

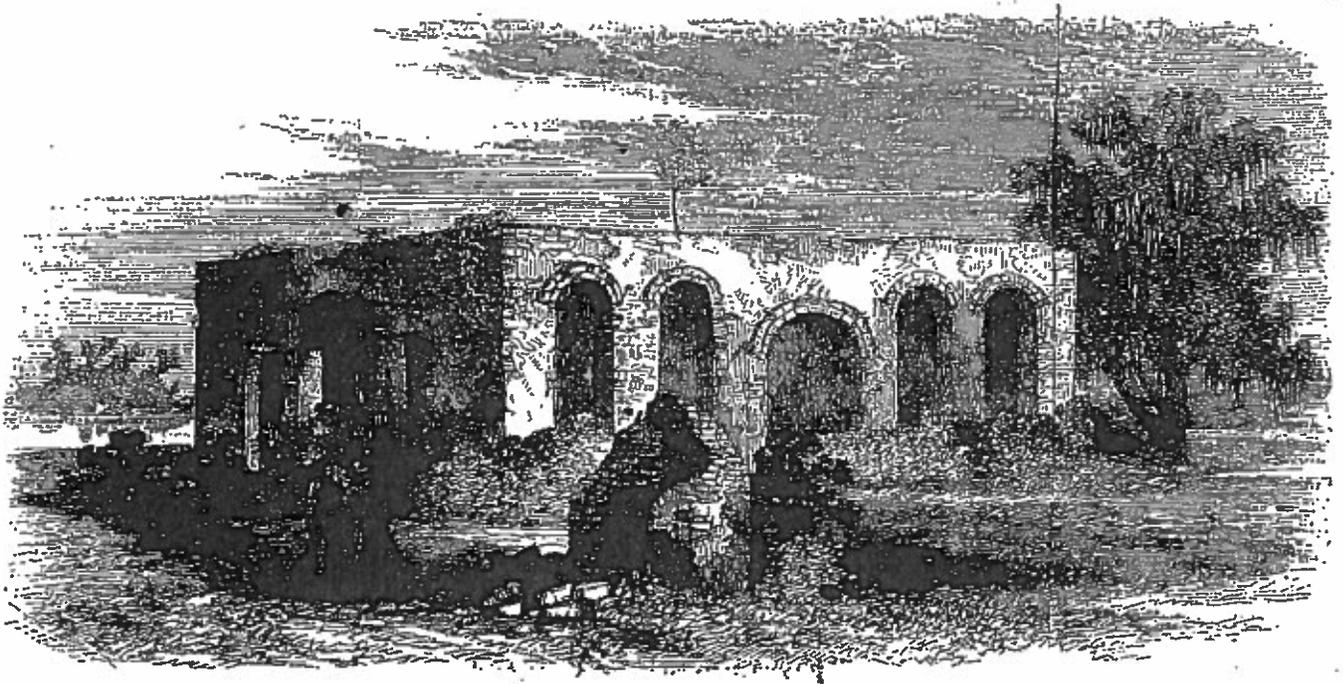
straight stretches and the pilot wants to keep the ship pointed between the lights. If he has the ranges fore and aft in line, he knows he has the ship in the middle of the channel.

The "Atlantic States" has a capacity of 108,000 barrels, weighs 14,000 tons loaded and 8,500 empty. She had brought 100,000 barrels of kerosene to Wilmington and was carrying water as ballast back to Port Arthur. Coming to Wilmington, she had a draft of 29.10 feet and going out she drew 17.11 feet.

The trip down the river and into the ocean was made without incident and we were six miles outside when the pilot boat came alongside to take us off. We left the tanker at 4:55 a.m., leaving by means of a rope ladder. Captain Hayward didn't take any chances of this landlubber missing a step while both tanker and pilot boat was in motion, and he had a sailor at the rail to put a life jacket on me for the 25-foot straight downward trip. It was a ticklish maneuver and the little white pilot boat was a welcome haven.

The pilot boat carried us back to Southport, where we arrived at 5:30 a.m.

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This old drawing, from Leslie's "Weekly" of Oct. 13, 1866, reveals that a few ruins of the old town were in evidence a century ago. In foreground, says the Leslie article, are ruins of one of the old homes. It mentions ruins of Fort Anderson in left background.

they defied his majesty

by paul pleasant

in open daylight

Short shrift would be made of the grades of any North Carolina school child who didn't know about the Boston Tea Party.

How many kids in Massachusetts know of Old Brunswick?

The Boston incident took place at night, by men carefully disguised — a sort of glorified Ku Klux Klan. They played their prank and fled.

Brunswick's resistance to Britain took place in open daylight, was led by the most prominent men of the community, with arms in their hands, who defied His Majesty's governor, his navy, and his tax collector.

It took place ten years before the Declaration of Independence, nine years before the Battle of Lexington, eight years before the Boston Tea Party.

When two merchant ships were seized in Brunswick for failing to have stamped clearance papers, several hundred armed patriots marched to Brunswick and took the papers of the seized ships. Two days later (Feb. 20, 1766) the insurgents boarded the Sloop of War "Viper" and compelled the captain to release the seized merchant vessels.

If this were not enough, the next day these "Sons of Liberty," led by Cornelius Harnett and other prominent men, routed the comptroller from Tryon's own house and forced him to take an oath that he would never issue any stamped paper in North Carolina. This was no leaderless mob; the group was headed by gentlemen, planters and merchants. Hugh Lefler says: "In no other colony was the

resistance by force so well organized and executed." The Stamp Act was repealed the same year.

Today Old Brunswick is a ghost town on the banks of the Cape Fear, halfway between Wilmington and the sea.

It never had more than 400 inhabitants—if that many—but it was the home of three generals of the Revolutionary War, three royal governors, three acting governors, two judges, three justices and a chief justice of the State Supreme Court, and a justice of the U. S. Supreme Court.

Brunswick was laid out in 1725 on 320 acres of land given by Maurice
(Continued on page 36)

eight years before boston's celebrated tea party

the lights of maco

what causes the lights to appear along the railway tracks at this brunswick village?

by dana-ford thomas

(drawing by r. a. sharpe)

The mysterious Maco Light has baffled scientists and laymen alike for more than fifty years. Although teams of "ghost experts" have studied this Brunswick County phenomenon at great length, there still is no solution to one of North Carolina's most eerie sights.

The ghostly vision just off Routes 74-76, a short distance from Delco, is enough to cause women to scream and men to flee the scene when the hair on the neck bristles and shivers dance along the spine.

The curious who seek out the light usually make the visit on a dark night when the moon is low in the sky. If you sit on the side of the road in a car or take a walk eastward on the Atlantic Coast Line track, you are, according to tradition, almost certain to see the headless logger with his lantern held high, searching for his head which he lost under the wheels of a logging train many years ago.

As you stroll along the track, suddenly, when you least expect it, there is a brilliant light, not stationary, but moving from side to side with a gentle, swaying motion, sometimes dipping near the ground and the next minute rising to a point which appears to be about six feet from the ground. It resembles a lantern being carried by someone on a very dark night, looking for an object on the ground.

If you are brave, you will move closer, but as you do the glow disappears.

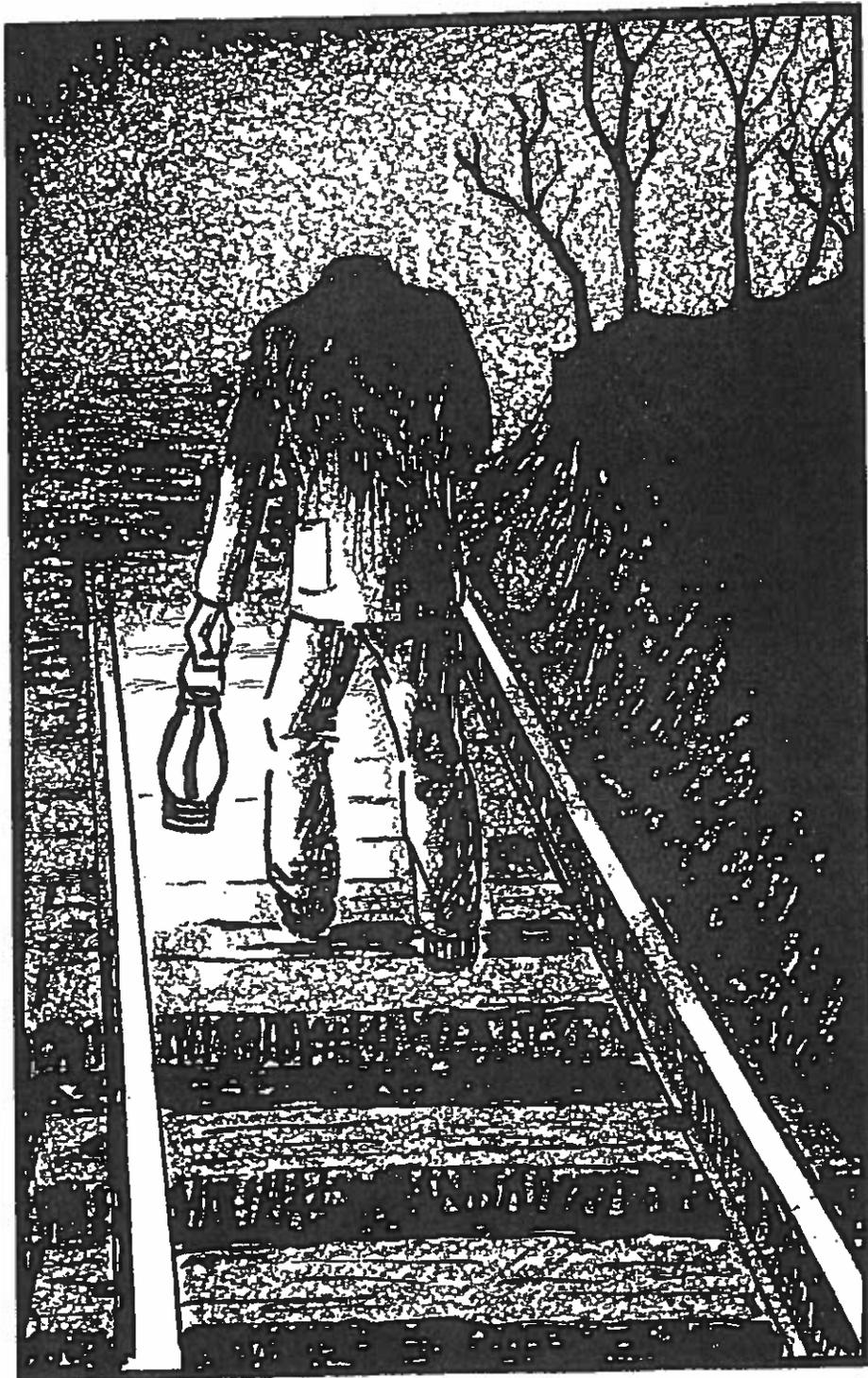
One of the theories advanced as to the source of the light is that it is a will-o'-the-wisp or marsh light, caused by gases rising from the swamp. Scientists say their studies disprove the theory.

There is no town or village at Maco, only a tiny station house put there long ago by the ACL. Before the highway was re-routed, auto traffic passed right by this station, but now, Routes 74-76 carry the traffic some distance from the point where the light is seen.

A high mound of earth several yards in length once stood near the site of the light, toward the highway, and another such ground rise stood near the railroad track. Many who studied the light theorized that car lights were playing tricks.

They explained that car lights two or three miles away were caught and reflected by fog to the mounds of

(Continued on page 56)

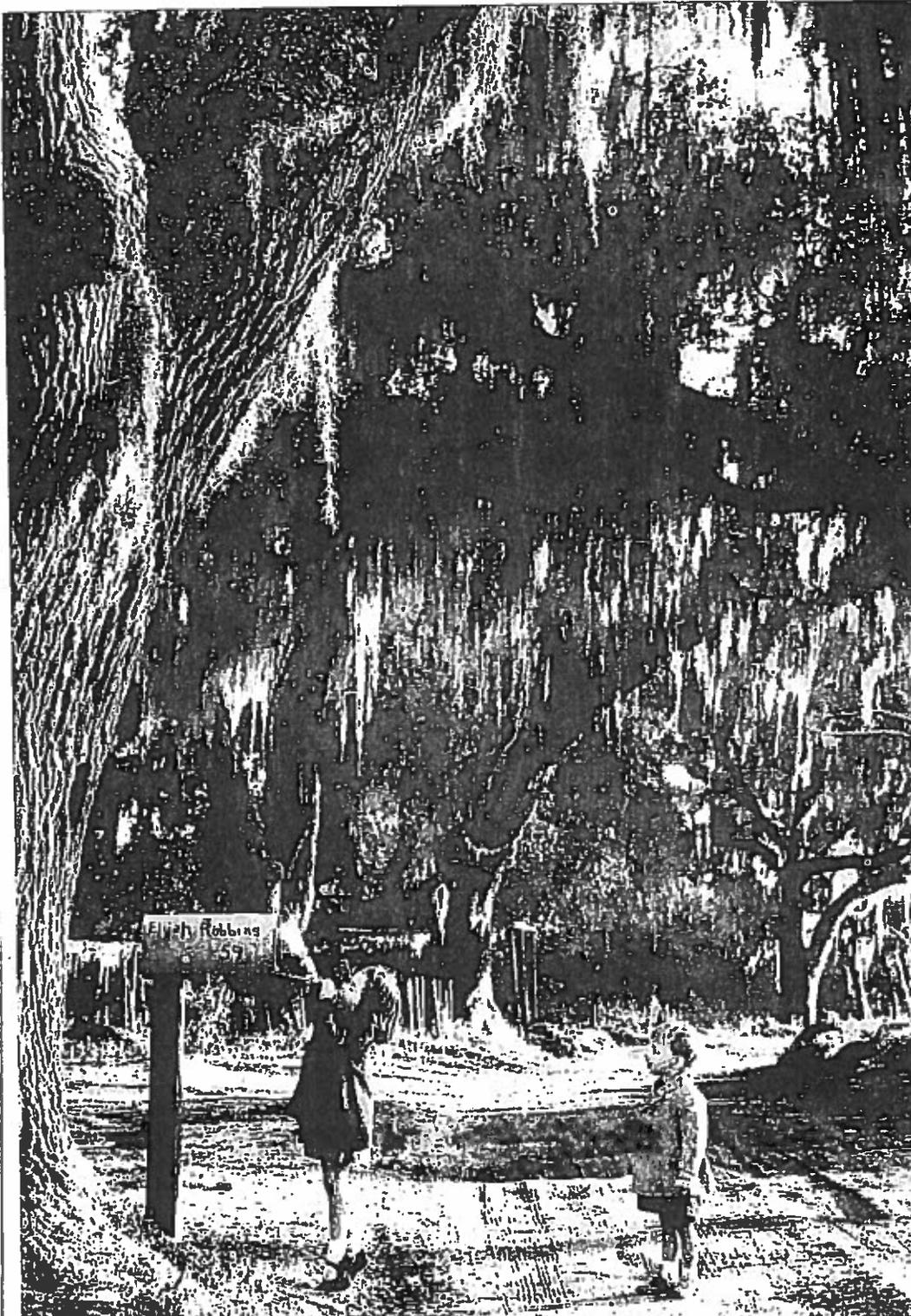


One explanation credits the lights to the ghost of the headless logger.

visit to brunswick

novelty, beauty, oddity stacked on top of each other in our most southeasterly county

Trees, tress, trees—they are Brunswick's wealth and future resource. — (Photo at Orton by Hugh Morton.)



Most travelers enter Brunswick on an island. For some reason the surveyors scorned two wonderful natural boundaries — the Cape Fear and Brunswick rivers — and ran their line through a corner of Eagles Island, formed by these two noble streams. For the rest of its eastern and northern boundaries, the county uses the Cape Fear until it cuts across another island — Smith, at the mouth of the river.

Mothball Fleet

Odd sights of the county begin at once. From Eagles Island looking south the motorist gets a glimpse of hundreds of merchant ships "mothballed" in the Brunswick River — tied up and awaiting emergency duty.

He glimpses them again as he turns off U.S. 17, left, onto the old River Road (N.C. 130) at Orton Motor Court.

This is about as much of the Brunswick River as most people see. Actually the stream is a short and errant arm of the Cape Fear — joining that stream above and below Eagles Island. On old maps it is shown as the Cape Fear, and the stream to the east of the island (now the Cape Fear) was called the Northeast River. Some old maps call the Cape Fear the "West River."

This road once threaded North Carolina's most prosperous plantations, but there now is little sign of their agricultural greatness. Only a few small farms break the forests.

Swallowed up Land

It may be that the big plantations explain why the lower Cape Fear did not develop quicker. And as we pass over Town Creek on the Old River Road, it is a good place to speculate on how this came about.

Old Town

Near Town Creek a dirt road winds toward the river, and if you have luck (a guide is better) it is possible to come to Old Town graveyard. Here, among some modern graves, are a few tombs said to be those of colonists who came from Barbadoes in 1664, with Sir John Yeamans as their governor. They built the village of Charles Town where

Town Creek empties into the Cape Fear. Four years earlier, a group of Indian traders from Massachusetts had attempted to establish a livestock colony on the Cape Fear (across the river on the New Hanover peninsula). These New Englanders went home discouraged, leaving their cattle behind them, much to the delight of the Indians. The settlers also left a letter in a box, warning future explorers against the inhospitable land.

Territory Closed

Yeamans, who had explored the river in 1663, paid no attention to the letter. He probably regretted his indifference, for after about six years of hardship, he gave up and led his colony of 800 back to a new location at what is now Charleston, S. C. He also was named governor of that colony. Old Charles Town, N. C., was in the vicinity of present Clarendon plantation, and the owner, Cornelius Thomas, thinks Clarendon is a relic of the settlement.

These two failures caused the Proprietors to close Clarendon County (as it then was called) to settlement for nearly 50 years.

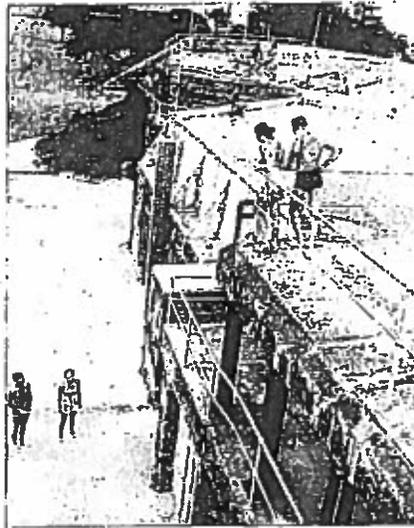
On down the River Road, beyond Pleasant Oaks, Orton may be the answer to our riddle. The house of this magnificent estate is the only one of some dozen in the lower Cape Fear to survive the Civil War. It was spared because Federals used it as a hospital. Some of the house dates from 1725. Surrounded by beautifully landscaped grounds and gardens, set in a grove of moss-draped oaks, it is a brilliant color page from the history books. Nothing in North Carolina can match it during the flower season (camellias, azaleas), but the gardens are open the year around and a visit in any season is rewarding.

King Roger

One of Orton's paths leads down a slope to the bricked tomb of "King" Roger Moore. King in wealth at least; he left 100,000 acres and 250 slaves. He was a grandson of old Yeamans and here's how his body got back to his family's land:

James Moore, grandson of a noted Irish rebel, married Yeamans' daughter. Two of their sons — James and Maurice — came to North Carolina to help suppress the Tuscarora uprising

things to see



Old gun pits at Ft. Caswell are filled with hot mineral water.—(Hemmer photo.)



Venus's Flytrap catches a caterpillar.—(Morton photo.)



Cape Fear Light on tropical Baldhead (Smith) Island.—(State News Bureau.)

of 1711, and passed through the lower Cape Fear country of Grandfather Yeamans. They must have liked it, for in 1725 Maurice laid out Brunswick as a town and Roger, a brother, became lord of Orton. Roger had no sooner built a shelter than mischievous Indians burned it down. He promptly mobilized a force, crossed the river and defeated the Indians in a battle at Sugar Loaf, near present Carolina Beach.

Rice Lands

Orton stayed in the hands of the Moores until the Revolution. The property passed to Governor Benjamin Smith, a grandson of Roger Moore, and others, and later to the Sprunts, present owners, and it grew in size and importance. Looking toward the river, the visitor sees the old rice fields — now a wildlife, wildfowl refuge, but once the cash register of the plantation.

The Moores were permitted to enter the forbidden land because of pressure put on the Proprietors to open up this territory. Governor Burrington joined the appeal, and soon others moved in.

- Not Refugees

But the settlers were not the poor and downtrodden or religious refugees so often composing our early colonies. They were families already established, and they arrived with slaves, goods and capital — such men as Edward Moseley, John Baptista Ashe, Cornelius Harnett, Sr. They lived well and entertained lavishly. They obtained extensive grants and commenced operating on a large scale, and left no room along the river for the small farmer. Even Burrington complained that newcomers could find no space.

This deviation from the pattern of North Carolina colonization kept the population at a minimum. Lack of a yeoman class handicapped the growth of old Brunswick and stifled commerce of the type serving a growing population. The handicap has been felt down to this day.

Other Farms

The chain of plantations extended on up the river to the forks and then beyond up its two branches. Two of

them were swallowed up in Orton's expansion — Lilliput and Kendall. Two others in Brunswick preserve their names and boundaries — Clarendon, founded as a rice plantation in 1730 by William Watters, Esq., and Pleasant Oaks, a beautiful farm now owned by Hargrove Bellamy. It was granted to John Moore's widow in 1728. Clarendon is open for a fee; Pleasant Oaks may be visited occasionally.

Lilliput came into the hands of Governor Tryon and was confiscated as Tory property. Kendall at one time was the home of General Robert Howe, credited by some as the architect of Revolutionary military strategy.

There is a little sandy road leading from the Orton parking place down half a mile to old Brunswick (see page 10). Just north of the ancient capital is the site of Russellborough, marked now by a small pyramid constructed of brick from the house. Captain John Russell, commander of His Majesty's Sloop "Scorpion," died before the home was finished, and in 1758 Governor Arthur Dobbs bought the property and completed the building, dying there in March, 1765, as he prepared to return to England. Tryon then occupied it as his official palace. This was the scene of the disorders mentioned in the Brunswick story. The old Brunswick site has been given by the Sprunts of Orton to the State for a park.

The exit trail from Brunswick Town leads back to the paved river road. Because of development of Sunny Point Army Terminal, the road is blocked to the south, and the visitor must turn north and then go across a paved road to get to N.C. 87. As this is written, a new connecting road is being built.

Led in Rice

In getting back to the connecting road, the route passes over the dam of melancholy, wind-riffled Orton pond, the old source of water supply for the rice canals.

Brunswick was North Carolina's leading rice growing county and in 1860 produced 7 million pounds, with production peak in 1899. But it was hard, primitive work, said to be endurable only by slaves. The "task system" was used, with ditches dividing the fields into quarter-acre tasks.

Hands hoed and dug in March, and



until harvest in September the fields were alternately flooded and grassed. In old days, the rice had to be pounded out in a deep mortar, though mills later were devised.

Competition from the southwest, where ditching was not necessary, doomed the crop in this section. The crop declined swiftly and by 1909 only 248 acres were planted to rice; by 1932 not an acre was raised.

In addition to rice, the first planters grew indigo, corn, potatoes, vegetables and tobacco. Livestock was soon introduced.

Naval Stores

The early farms huddled along the waterways. Behind them stretched the vast forests and swamps, and in this wilderness the naval stores industry flourished. For a while it was subsidized by the mother country so England's navy would not be dependent on Scandinavian imports.

Some plantations raised only enough food and cotton to feed and clothe their hands, depending entirely on turpentine for cash. A planter located advantageously could clear from \$500 to \$700 a hand.

"Curse of the State"

But a turpentine and tar plantation only lasted about eight to ten years, and after the trees were bled the land was abandoned until it grew up again in pines. Ante-bellum agricultural leaders called the industry the curse of the state, and there is little doubt that it distracted men from more durable enterprises.

In 1855, D. L. Russell of Brunswick County was the largest turpentine factor in the Cape Fear, owning 25,000 acres and working 150 hands. He cleared around \$25,000 a year — a large sum for that day.

The task system prevailed here, too, and a prime hand took care of from 450 to 500 boxes a week. Boxes were made and placed on the trees and corners were cut to them. Dipping began around April 1, with four to seven dip-

pings a season. A hand could fill 5 or 6 barrels a day.

Forests Remain

Gone are the turpentiners, but forests still comprise Brunswick's No. 1 resource — present and future. This is impressed on the visitor as he drives mile on mile through the flat woods of pine and oak and cypress. Of the county's 873 square miles (5th largest in the state), only 172,369 acres of land are in farms, and only 30,276 acres were harvested in 1952. 77.8 per cent of the county's area is classified as "commercial forests." A large portion of the land comprises reserves of the Riegel Paper Company, though there is some sawmilling. The annual drain on the forests is relatively small — far less than in neighboring counties.

The county is dominantly a level plain, though there is some gently rolling areas. One huge tract — Green Swamp — covers more than 100 square miles in the western part of the county, and then slopes over into Columbus. With only a farm clearing here and there, Green Swamp is a wilderness of timber inhabited by alligators, deer, bear, wildcat and other beasts. The visitor can penetrate parts of it over dirt roads.

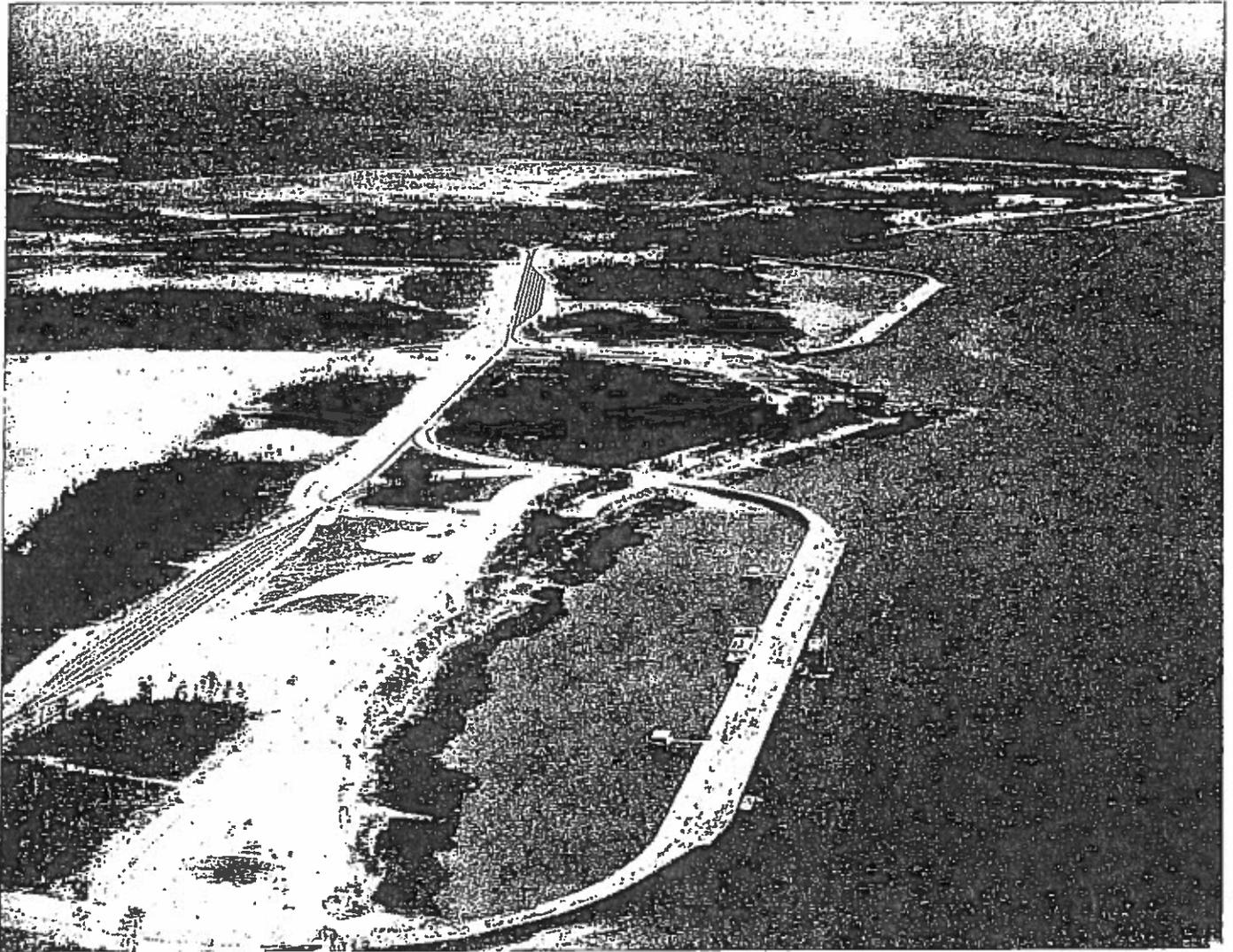
"Bay" Country

Here is the county to see the pocosins or "bays" of the southeast, caused by a shower of meteorites eons ago. Bays appear to be at lower elevations than surrounding land, but actually they are higher and are the source of drainageways. The larger ones lie between Southport and Bolivia, between Shallotte and Longwood, and between Winnabow and the Columbus line.

Low swampy land occurs along most of the streams — and Brunswick is rich in water. It contains Brunswick, Cape Fear, Waccamaw, Lockwood's Folly, Shallotte and Elizabeth rivers — all navigable — as well as Town, Juniper, McKenzie, Big Swamp and other creeks.

The Terrain

About 25 to 30 per cent of the land is gently rolling and has good drainage; some of the rest has been artificially drained. Elevations range from sea level to around 80 feet. In



Sunny Point—a deep water river harbor developed for use of our military forces.

places along the Cape Fear low bluffs face the river.

As one rides through the central part of the county, he sees pine forests in every stage of development — from mature and lofty trees down to seedlings. They include longleaf, loblolly and pond pines; and oaks — red, black, white, post, water, live and turkey. Also maple, black gum, sweet gum, tupelo gum, hickory, dogwood, poplar, holly, black walnut, red cedar, cypress and juniper.

Some of the pine forests have clean and open floors; others in the bays have a heavy undergrowth.

Botanical Paradise

The soil is so varied, the climate so warm that it is a botanical paradise. On Smith Island is subtropical growth, including palmetto, and Brunswick also offers such novelties as Venus's Flytrap, which Darwin called "the most wonderful plant in the world." If you want to see this pretty and savage

flesh-eater, inquire in Southport about locations of colonies. We understand the plant grows at Clarendon.

Town With Personality

At N.C. 87, turn left (south) to Southport, one of North Carolina's distinctive and flavorsome towns, with a quiet charm which brings visitors back again and again.

Located near the point of Cape Fear and at the mouth of the river, and insulated by a large forest belt, Southport stirs the imagination by its remoteness from hurly-burly. And up until now, it has justified its reputation for detached and leisurely living. The 1930 population was 1,760; the 1950 population 1,748. It took 20 years to lose twelve from its population count.

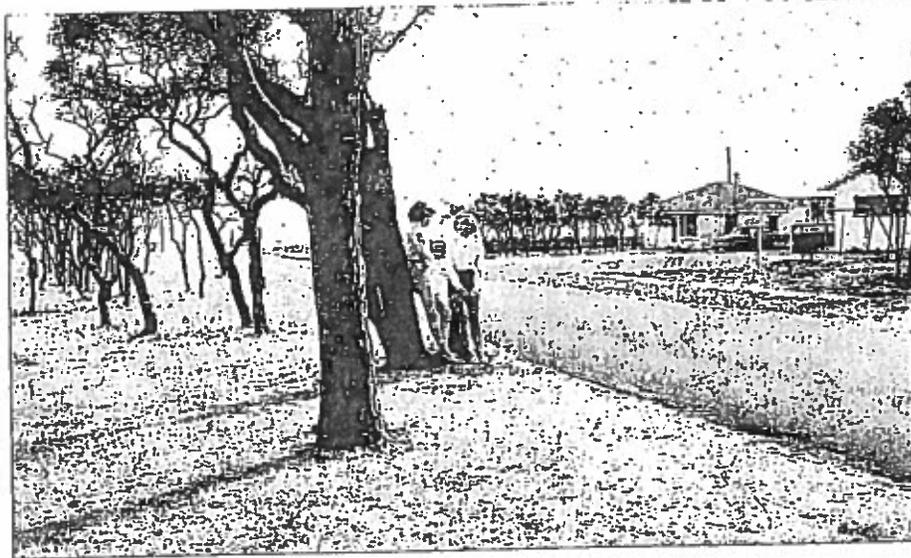
The town occupies a bluff rising above the river. Broad streets carrying little traffic are shaded by huge live

oaks, and in the center of town Franklin Square is a grove of lordly trees rising above patches of lawn and brilliant azaleas, adding to the feeling of spaciousness.

Water Town

Several old houses, galleried and crowned by "captain's walks," face the water, and the main street runs down to the river, where both commercial and sport-fishing boats dock. Here the traveler can rent boats and motors and other gear. The river, coming down on the east, brings with it a stream of water traffic — small boats and barges and yachts using the Inland Waterway, and ocean-going steamers ascending the river to Sunny Point or Wilmington. Over 2,000 craft call at Southport in a year, and provisioning them is a considerable business.

On the waterfront also is the steel pilots' tower. From here, pilots can look over beyond Smith Island (Bald-



Yaupon Village has woods coming almost down to the surf—a unique and booming development. —(Photo by Art Newton.)

head) at the mouth of the river and spot their clients standing off the bar. At the southwest edge of town, where the waterway re-enters its cut, is a yacht basin and landings for small craft.

Liars' Bench

Beneath a weather-beaten tree where the street ends at the water is the loafers' bench. Generations of whittlers cut it to pieces, but some years ago it was restored by subscriptions of grateful sportsmen. It still supports its daily burden of weary bones and preposterous lies.

Southport is a commercial fishing, sport fishing, and trading center with a growing economic interest in tourists coming here and to the nearby beaches.

It has three new motor courts, two restaurants specializing in seafood, and a fleet of 18 charter fishing cruisers. It is boasted that more pounds of fish are caught per sport fisherman in southeastern North Carolina than in any other area in the country. Most popular practice is Gulf Stream fishing around Frying Pan Lightship.

Ocean shipping, and other occupations related to the sea — coast guarding, light-keeping, piloting, etc. — have been factors. Shrimp and menhaden plants thrive. It is also the county seat.

Building of the 19,000-acre, \$23 million army terminal at Sunny Point is changing the town. The loading and unloading of cargoes, the presence of trucks and truck drivers, the coming of military personnel to staff the new

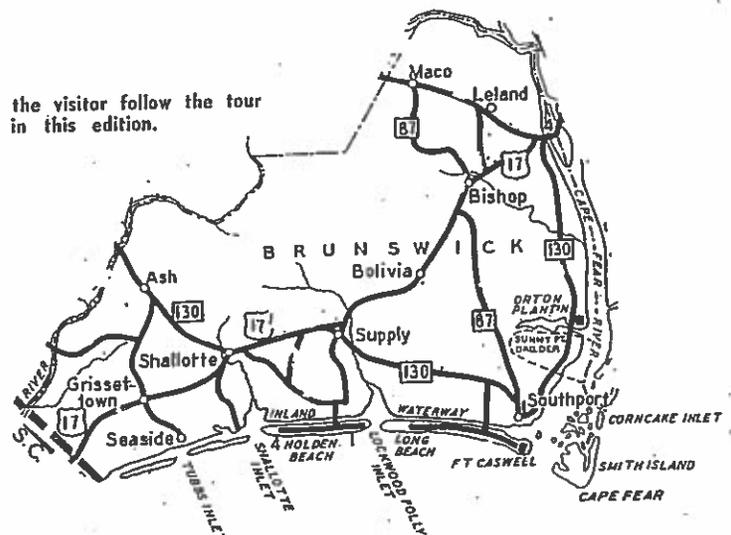
facilities — all these things are making themselves felt in a growing payroll, more home building and opening of new service enterprises.

Sunny Point is a port with three modern docks each capable of loading at one time three large cargo vessels. A network of railway tracks covers hundreds of acres, permitting explosive-laden cars to be inspected and temporarily held behind thick earthen embankments. For more on Sunny Point see STATE, Vol. 21, No. 33.

They Want Bustle

And Brunswick, like all our counties, is lusting mightily for payrolls. The visitor may be enchanted by the absence of bustle; but bustle is what most Southporters want, and in my opinion the average Brunswick man would swap the most idyllic scene for a smokestack or two, though

This map will help the visitor follow the tour outlined in this edition.



this by no means is to say that everyone down there would.

Need Income

And a little reflection will make even the visitor get the point. Of the county's 1950 population of 19,238 (an increase of 12 per cent since 1940), 11,375 were living on farms in 1954. Agriculture absorbs 46.7 per cent of the labor force, manufacturing only 16.4 per cent. The rest are in forestry and fisheries, professions, trade and other occupations. Wood products gave 523 jobs in 1950, and chemical and allied industries 265 (these are fertilizer plants up near Wilmington). 36.6 per cent of the population is non-white. Most of the Negroes are farmers or fishermen.

Meantime, Brunswick had done well with its means. Its only hospital, the J. Arthur Doshier Memorial, has a reputation for outstanding service and has just completed an expansion and improvement program.

Brunswick feels that in industry is its best chance to boost its per family annual income of \$1,495 (1950). Many hope and believe the Army port may be followed by other ocean shipping developments which will help the county and also attract landlubber industries.

Late in Developing

It seems odd that one of America's greatest river mouths would be so late in settlement. The Cape Fear is the only river in North Carolina emptying directly into the ocean and it was known long before Raleigh's ships found Roanoke Island.

Possibly the first white men to be in this area were Spanish explorers

who touched the coast at or near the Cape Fear mouth in 1521. Five years later they were back, this time a group of 500 men and women led by Vasquez de Ayllon. He landed at the mouth of a river, which he named the Jordan and which probably was the Cape Fear. That river, incidentally, also has been shown on maps as the Charles River and as the Clarendon.

De Ayllon lost a vessel and built one to replace it, then sailing south to settle about 125 miles away — probably at the mouth of the Pee Dee.

In the meantime, in 1524, Giovanni de Verrazzano, an Italian serving France, coasted along Brunswick's beaches, but did not enter the river. (STATE Vol. 21, No. 31.)

Pirates Found It

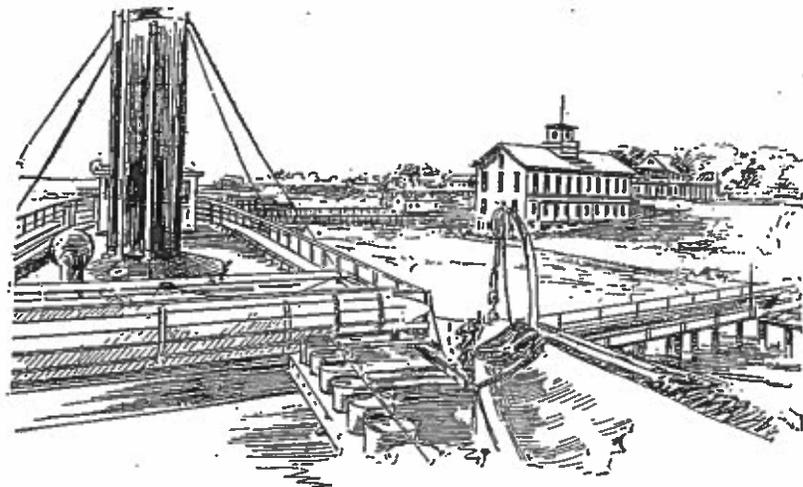
Pirates, however, found the river mouth and used it. As many as 20 buccaneer vessels would rendezvous here at one time. In 1718, the governor of South Carolina sent Col. William Rhett to the pirates' hangout, and a desperate battle occurred. Stede Bonnett's ship fled up the Cape Fear, but it was overtaken and captured — along with Bonnett and 40 crewmen. All were hanged at Charleston.

Fort Built First

These incursions — and the later one at Brunswick Town — really gave Southport its start. In 1745, the General Assembly authorized construction of Fort Johnston on a bluff guarding the river. It was named for Governor Gabriel Johnston and was not completed until 1764. It became the refuge of Royal Governor Josiah Martin, and from here he master-minded his abortive plan to rally the highlanders to the crown. Patriots in 1775 ran the governor out and fired the fort.

In 1794 the state ceded the property to the federal government on conditions that a new fort be built. Brick masonry erected then is still in good repair. Changes have been made from time to time, but the old building still is a picturesque landmark overlooking the river.

Confederates seized the fort in 1861 and it helped protect blockade runners. In recent years it has been variously used by Army Engineers, Lighthouse Service and other federal agencies.



A sketch of Southport made in 1896 from the deck of the steamer from Wilmington.

"Old" Southport

In 1897, the *Wilmington Messenger* described Southport as a popular river resort. A regular steamer schedule accommodated up-staters who sailed down from Wilmington. They came around June 1 and stayed until the first frost.

In the "old days," says the 1897 writer, it was even better. Before the war, Southport was a more popular and fashionable resort than it has ever been since.

As a hotel guest dressed in the morning, a slave with a mint julep knocked on the door. After breakfast, the gentlemen retired to the verandah to enjoy the breeze sweeping up the river. There the smokers were served with pipes already filled. At 11 o'clock it was considered proper and polite to have a toddy.

The meals were big and beautiful, and eating must have been the main recreation. But there were also boating and fishing. For the young ladies, flirting with the handsome youths at the Fort Johnston garrison was standard play, and dancing was popular.

Its Beaches Now

Apparently, these early summer visitors paid little if any attention to the ocean itself, but development now is going on all along the Brunswick ocean front.

To see it, drive back up N.C. 130 and turn left at the Long Beach sign. A paved highway crosses a bridge over the Inland Waterway and lands the motorist on the sand bank called Oak Island. Continue straight ahead, curving east, past Oak Island Coast Guard Station and visit Fort Caswell, another of Brunswick's unique sights.

Fort Caswell

The barracks and other army buildings are now used in summer as a Baptist Assembly. Groups come from all over the state for study and meditation — a strange use to make of the stern old fort. The concrete pits where large coast artillery pieces crouched now are swimming pools. They are filled with hot mineral water gushing up under strong pressure from a well deep in the sands. The hot spring was

One of Southport's 1896 hotels. The building still stands.



Welcome To Shallotte, and the

1956 FISHING TOURNAMENT

*Sponsored by the Shallotte Society for
Marine Safety, of Shallotte and Calabash, N. C.*

\$1,000 IN VALUABLE PRIZES

MAY 1 THROUGH NOVEMBER 30

Any Fish Entered Is Automatically Eligible for the
FISHING RODEO OF THE SOUTHEASTERN N. C. BEACH ASSOCIATION

FAVORITE SPOT FOR FISHERMEN—Sportsmen who have fished the exciting waters of lower Brunswick County know the fish are here—plenty of them—inshore or offshore—dozens of fighting species.

They know also that here at Shallotte Point, Calabash, and other picturesque waterfront communities are boats of any kind desired, including a dependable fleet of modern charter boats, manned by experienced captains.

And here are scores of good accommodations for lodging and dining, catering especially to sports fishermen.

For Your Own Protection, Fish With Members
of the Shallotte Society for Marine Safety.



GATEWAY TO MANY VACATION PLEASURES—The whole family will enjoy a vacation in the Shallotte vicinity. Beaches are among the coastland's most beautiful, with wide, clean strands facing east-west and a safe, gentle surf. The Inland Waterway and sound waters provide an ideal setting for boating and water sports. Nearby Holden and Ocean Isle Beaches are established attractions, and other less known picturesque waterfront communities are always pleasant to visit.

SHALLOTTE INVITES NEW RESIDENTS, NEW INDUSTRY—Shallotte is not only a pleasant place to visit and live, it is a good place to do business. There is opportunity here for industrial development among industries that may benefit from rich marine, forest, and agricultural resources . . . plentiful good labor . . . abundant water . . . good highways and Inland Waterway transportation . . . plus the co-operation of friendly, hospitable neighbors. For information, contact The Mayor, Shallotte, N. C.

This Advertisement Is Sponsored By

• PUBLIC SPIRITED BUSINESS FIRMS AND CITIZENS OF SHALLOTTE, N. C.

and

• THE SHALLOTTE SOCIETY FOR MARINE SAFETY

discovered by the Army while drilling for drinking water.

Never in a Battle

The fort was started in 1826 and built of brick, later remodelled with cement and modern armament. Seven batteries, each named for a military hero, were mounted, and in 1896 the fort was modernized again.

In spite of its exposed position, Fort Caswell (named for the first state governor) was never engaged in major battle. Nevertheless, seized by the Confederates, it rendered good service by protecting Fort Johnston and fending off the blockading fleet.

Fort Blown Up

When Fort Fisher fell in 1865, Caswell's guns were spiked, the wooden buildings burned, and the magazines blown up. One of the magazines contained nearly 100,000 pounds of powder and it is said its explosion was felt in Wilmington, 30 miles away, and "even in Fayetteville, a hundred miles distant."

The fort was described as "an enclosed pentagonal work, with a loop-holed scarp wall, flanked by caponiers, and was constructed for an armament of 61 channel-bearing guns, mounted en-barbette, and a few small guns for land defense. Capacious defensive barracks called a citadel occupied a large part of the parade."

Premature

Fort Caswell has a distinctive place in history. It was the first U. S. military post seized in the Civil War—and it was taken long before hostilities broke out.

Early in January, 1861, the people of Wilmington were excited by war tension, and organized a company of Cape Fear Minute Men. Under Colonel John E. Hedrick, they sailed down to Smithville, took possession of Fort Johnston, and then crossed the sound and seized Fort Caswell.

This precipitous action brought a rebuke from Governor John W. Ellis, who on January 9 ordered the fort returned to the U. S. garrisons.

Then on April 14, when Fort Sumter was attacked in South Carolina, Ellis ordered the two garrisons taken again, which was done. We gather that perhaps the two garrisons were not too bellicose.

Fort Caswell was sold after World War I to a Florida capitalist who planned a resort development. When World War II broke out, the government took the property back and used it as a supply base for the Navy. At the end of the war it was sold to the Baptists.

Baldhead Island

Across the river's mouth, and forming its western jaw, is 17,000-acre Smith Island, once owned by Thomas Smith, a Landgrave of North Carolina. In 1738, he willed it to his four sons, saying that its old name was Cedar Island. It commonly is called Bald-

head now, a name originally given only to the barren south portion of it. It also has been called Cape Fear Island in old books.

Beyond the island, the sands of **Frying Pan Shoals** stretch underwater for 18 more miles. Mariners are warned against them both by **Cape Lookout Light** on the island, and by **Frying Pan Lightship** at the far end of the shoals. It was first anchored there in 1854, and was re-established in 1930.

Frying Pan Lightship was destroyed by fire in 1861. The ship had been

Pleasant . . . Picturesque . . . Significant— SOUTHPORT INVITES YOU



● Generations of visitors to this quiet, waterside town have been charmed by the leisurely, restful atmosphere . . . the near-tropical climate . . . and the genuine friendliness of Southport's people. You'll like Southport, too.

HISTORIC, UNIQUE — You'll be interested in seeing the relics of Southport's rich history, described in this edition of **THE STATE**. Southport itself is a sightseer's goal, with its lovely old trees and picturesque waterfront homes.

FISHING, BOATING, BEACHES — Sportsmen who know their coastal fishing favor Southport for both salt and fresh water sport. Large, experienced charter boat fleet for Gulf Stream fishing. Southport maintains its own public loading ramp and dock for your fishing pleasure.

Nearby are Caswell, Yaupon, Long, Holdens and Ocean Isle Beaches, increasing rapidly in popularity and facilities.

Excellent boating waters. Southport's location on the Inland Waterway, halfway between New York and Florida makes it a natural stopping place for yacht.

PROGRESSIVE SOUTHPORT — Southport's 4½ miles of newly paved streets, new water and sewer facilities, excellent new electric distribution system, and other progressive developments mark this historic, lovely community as a modern town with modern advantages.

Point of entry for important ocean commerce, Southport's great natural harbor provides substantial economy for shipping interests, an advantage emphasized by location of the giant Government Terminal at nearby Sunny Point.

OTHER ADVANTAGES — Among them semi-tropical climate, abundant labor, marine, forest, and agricultural resources — make Southport an ideal location for many types of industry. Your investigation will be welcome. Contact The Mayor, Southport.

Plan Now Your Memorable Visit To
SOUTHPORT, N. C.

Big . . . Beautiful . . . Bountiful . . . Historic **Brunswick County Beckons**

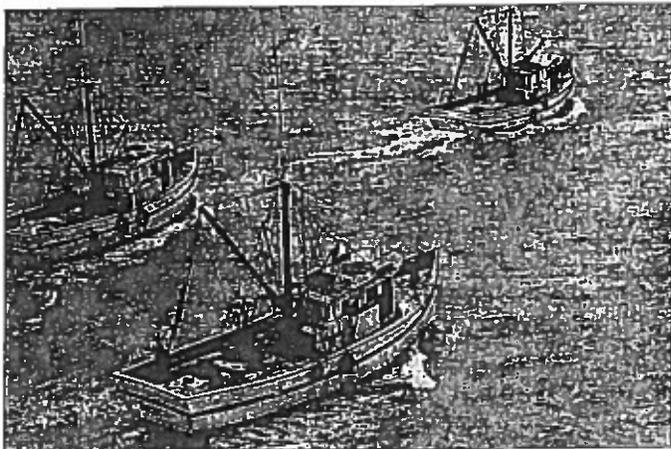
From the earliest days of American History, men have been attracted to Brunswick County—to settle, to build, to enjoy living, to develop the mighty forest and marine resources.

It's a big county—third largest in our state—and a county with big opportunity for men of vision. It's a county where much history has been made . . . and where much significant development is now underway. It's a county where beautiful waters . . . mild, semi-tropical climate . . . and traditional hospitality and friendliness are good for the soul—a land where it's lovely to live!

We invite you to visit Brunswick County—investigate the opportunity for progress and pleasant living which Brunswick offers you.



BRUNSWICK IS A TOURIST'S PARADISE—Historic riverside plantations, famous for their beautiful gardens . . . modern, lively beach resorts . . . and the best sports fishing on the coast . . . attracting thousands annually.



BRUNSWICK'S ABUNDANT WATERS range from quiet creeks to the Atlantic Ocean. For pleasure or for profit, they are one of the county's greatest resources.



BRUNSWICK COUNTY'S VAST FORESTS constitute one of the great potentialities for industrial development.

COME TO BRUNSWICK FOR FUN

There's everything to enjoy in Brunswick County—nostalgic river plantations, famous for their historic charm and beauty . . . fabulous Orton, Old Brunswick, Fort Johnson, Fort Caswell. Scores of picturesque waterside communities.

Brunswick's popular beaches—Caswell, Yaupon, Long, Holdens, and Ocean Isle—are the favorite vacation goal of thousands each year. Brunswick's beautiful waters and link of the Inland Waterway make a perfect setting for boating and water sports. Good hunting, too, in season.

Brunswick boasts the best fishing on the Atlantic Coast—salt, fresh water, and Gulf Stream . . . from piers, beaches, boats, and the famous charter fleets.

COME TO BRUNSWICK FOR BUSINESS OPPORTUNITY

Brunswick's waterways carry important ocean traffic; and her natural marine advantages are the basis for significant development, including the giant Government Terminal at Sunny Point.

Other advantages—among them good highways, adequate labor, unusually mild climate, rich marine, agricultural and forest resources—make Brunswick an ideal location for many types of industry. Brunswick County will welcome your investigation of plant sites here.

This advertisement is sponsored on behalf of the people of Brunswick County by the

BRUNSWICK COUNTY
Board of County Commissioners

seized by Confederates and they had annoyed Federal ships by hoisting deceptive light signals. On December 31, 1861, a crew of volunteers rowed to the lighthouse, found her deserted, and fired the ship.

Romantic Light

Long before that, the river mouth was marked by old Baldhead Light, located to the northwest of the present Cape Fear light. It fits the romantic notion of a lighthouse, with the light-keepers living in the tower in rooms stacked on top of each other. Governor Benjamin Smith, grandson of Thomas, donated ten acres of land for it in 1790 and the light was completed 16 years later. In 1866, when the river mouth became so choked with sand that most ocean traffic entered by way of New Inlet, Baldhead Light was abandoned. It was relighted when New Inlet was closed by a rock barrier and the old channel came back into use. It has not been lighted since 1935.

Tropical Isle

Baldhead has a tropical look. Palmettoes and Spanish bayonets, Yucca, and other far-south plants thrive, and it has North Carolina's balmiest weather.

The same may be said of all Brunswick County, with a climate described as "oceanic," which is effected by the Gulf Stream and ocean breezes.

Balmiest Climate

With a mean annual temperature of 64.1 degrees Brunswick has the highest winter temperature in the state. Cold weather is infrequent and of short duration, the winters short and mild, and snow, seldom falling, soon melts.

Average length of frost-free days is 241. Since records have been kept, the longest frost-free period was 290 days in 1946, the shortest was 205 days in 1926. In 1931, there was no frost until December 27. And in 1945 there was no frost after February 9.

Average rainfall is between 49 and 50 inches per year.

Lonely Place

Baldhead's Gulf Stream climate is enjoyed only by four lonesome Coast Guardsmen who tend the lighthouse, by wild pigs, squirrels, possums and coons in great numbers, some mink and a profusion of ducks, geese and marsh hens. Shore birds, incidentally, such as rails and gallinules, are found

all along Brunswick's tidal flats. Oysters, clams, scallops are found in the island's creeks.

The interior portion of Smith Island is a low jungle. The river and north side are reed marshes threaded by creeks and slues. A sandy road runs through the island to the southern portion, which is high and dry.

Good Fishing

The island has a fine beach, curving down along the ocean and turning into the mouth of the river. The beach to the north gradually slims into a reef which is broken by Corncake Inlet, a little passageway blocked on the inside by "The Rocks." Across Corncake Inlet is Carolina Shoals Beach which leads on up to Fort Fisher and

Carolina Beach. Smith Island beach is fine fishing and bathing ground, and sportsmen go over to enjoy it, especially during the fall run of channel bass. Tarpon are caught in the creeks.

Our average tourist, however, should be careful to lay his plans before he visits Baldhead. Unless jeep arrangements can be made, he faces a good hike along the interior road before reaching the beach. (The island is about 10x4 miles) Boatmen at Southport will do the ferrying for a moderate fee. A skipper who knows the water can cross the island almost to the beach by using the creeks at high tide.

Baldhead now is owned by Frank Sherrill, the knife and fork magnate from Charlotte, who reputedly bought

INDUSTRY NEEDING WATER?

You can find it in Brunswick, an abundance of clear, sparkling water, up to 43,000,000 gallons daily in areas.

IDEAL CLIMATE AND LIVING CONDITIONS
YOUR INVESTIGATION OF BRUNSWICK COUNTY
IS WELCOMED

BILL KEZIAH

SOUTHPORT, N. C.

JAMES A. WOLTZ

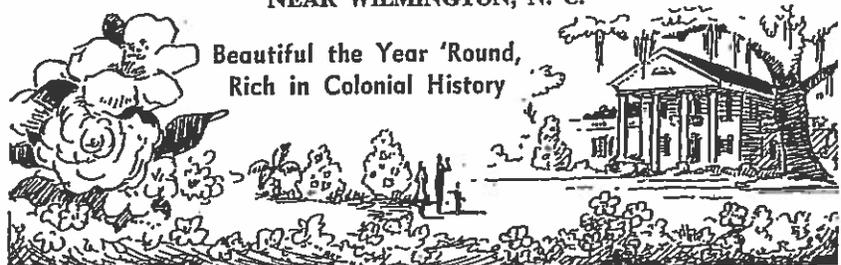
Building Contractor

- Real Estate Sales
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LONG BEACH, N. C.

ORTON PLANTATION GARDENS

NEAR WILMINGTON, N. C.



Beach Living

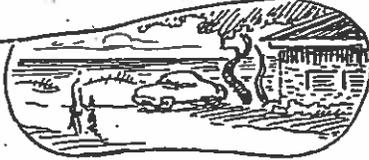
SEASONAL OR YEAR AROUND



YAUPON VILLAGE

modern—well planned—ocean side community

*in the shade
of a live oak*



*a favorite
fishing spot*



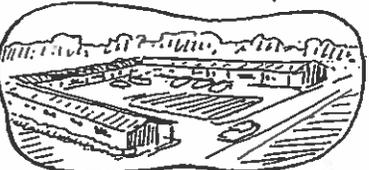
*skating
and golf too*



*life guard
watches swimmers*



*modern
motel*



CAREFULLY PLANNED

in the interest of beach home owners, situated on high fertile land—by the ocean. Real estate and rentals.

THE BEST IN FISHING

modern steel ocean fishing pier. Tackle and beach material. Free picnic tables.

WHOLESOME AMUSEMENTS

Miniature golf and skating rink are desirable additions to the many natural forms of recreation.

SUN and SURF on STRAND

Yaupon Beach runs east and west just a few miles west of Cape Fear. The sun rises and sets on a water horizon!

NEW AND MODERN MOTEL

with or without kitchenettes for individual or family convenience.

BARBEES INCORPORATED

SOUTHPORT, N. C.

Mail This Coupon Now For
FREE PASS

Your free pass will entitle you and family to one day of FREE fishing, picnic tables, miniature golf, skating rink, pier admission.

it for a song back in the 30's. Rumors of development have sifted through Brunswick from time to time, but the island is still almost as primitive as it was when the original Smith somehow acquired it. It is a valuable piece of property — perhaps the largest island in North Carolina owned by one individual — and would make a wonderful site for a resort — both hotel and residential.

Yaupon

From Fort Caswell, the traveler must retrace his steps to the forks of the paved road, and then turn left. The first beach development is Yaupon Village, and this year for the first time there are overnight and vacation accommodations, including a modern new motel with housekeeping units. There also are furnished cottages.

Yaupon is unique in North Carolina in one respect. A forest of pines and oaks and yaupon covers the development, going within half a block of the surf. The ocean front itself has been set aside for commercial and recreational use; residential streets all are at right angle to the waterfront.

A Dry River

Across the highway from Yaupon Village, a new road has been cut down to the Big Bluff above Elizabeth River. Once an important waterway, it is now alternately filled and emptied by tidal action in the Inland Waterway which drains it. There are plans to make it boatable through dredging.

Long Beach

This beach continues on down to Long Beach, just now recovering from the damage inflicted by the big hurricane. It is a 7½ mile stretch of ocean front, running east-west like all of Brunswick's beaches, and backed up by the Inland Waterway. Development on the waterway side of the strand is just beginning.

There are fishing piers at both Long and Yaupon, and the latter also has a skating rink and miniature golf course.

Quiet and Spacious

These beaches are only a few miles from Southport, and are ideal from the point of view of spaciousness, quiet and mild surf. Since they lie east-west and since the prevailing summer wind is from the southwest, an ocean breeze is the rule.

Long Beach naturally ends at Lockwood's Folly Inlet, but a new inlet, opened by Hazel, has chopped the

island in two. Efforts, so far unsuccessful, are being made to close it.

Twisting River

The traveler inspecting Brunswick returns to N.C. 130 and joins U.S. 17 at the farm and trading village of Supply. The highway crosses the upper end of Lockwood's Folly River here, and while it is not apparent, this stream is navigable all the way from the inlet (3 feet at Supply). A two-foot tide is felt at Supply. It turns and twists through swamplands for 19 miles before reaching the sound and ocean.

On the way it passes by the old settlement of Varnum, on a high bluff where the population still is largely made up of Varnums, who fish, farm, keep store and build boats. Commercial fishermen base here. The village may be reached by turning off the Holden's Beach road onto a dirt road.

This road to Holden's is paved from Supply. The traveler reaches the beach over a new bridge across the water.

Holden's Beach

It is a long, narrow sand island, bounded east by Lockwood's Folly In-

**Complete and Dependable Financial Service
For Brunswick County — In Our
Shalotte and Southport Offices**

**WACCAMAW
BANK AND TRUST COMPANY**

OFFICES ALSO AT

WHITEVILLE CHADBURN TABOR CITY
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Member Federal Deposit Insurance Corporation

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- **FISH MEAL and SCRAP**
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BRUNSWICK NAVIGATION CO.

SOUTHPORT, N. C.

*Now . . . The Ideal Setting for
Your Retirement Home in Southport*



Aerial view of Southport shows the new Cape Fear River Heights and Deep Water Heights developments in the high, forested section lower right of picture. Adjoining this attractive property, foreground, is Cape Fear River; Intra-Coastal Waterway and Atlantic Ocean, upper right. (Photo by Art Newton.)

Visitors to Southport, fascinated by the quiet charm and story-book beauty of this peaceful waterfront town, are often heard to say, "I'd love to come back here and live!"

It is for people such as these that beautiful Cape Fear River Heights and Deep Water Heights have been developed.

This delightful residential property, beautifully wooded with live oak, rises 14 to 35 feet directly above the Cape Fear River — high and wonderfully protected from storm and high water. A wonderful place to vacation or retire, swept by gentle ocean breezes in summer, warmed by the semi-tropical sun in winter . . . removed from noise and disturbance of any kind, yet within the corporate limits of Southport. Every desired city convenience.

Select the site of your choice from the generous-size lots now available (100 x 200 to 300 ft.). Fully restricted and planned for good living. The retirement site you've dreamed of—*Investigate!*

Prices of lots range from \$1,000 to \$2,500

CAPE FEAR RIVER HEIGHTS
and
DEEP WATER HEIGHTS

SOUTHPORT, N. C.

• Davis C. Herring

• S. B. Frink

• James M. Harper, Jr.

let and west by Shallotte Inlet, both named for the rivers whose currents break the banks. Lockwood Folly Inlet has only about three feet of dependable water. On the mainland facing these (and other Brunswick beaches) the terrain often is low and wooded, sparsely populated, though there are occasional farms and small communities on the waterway.

Holden's is almost entirely a cottage beach, a thin line of cottages stretching over about three miles of the strand. Damaged by Hazel, it largely escaped subsequent hurricanes, and is slowly rebuilding. Charter fishing boats and skiffs are available; cottages and apartments for rent. Meals may be obtained at a cafe on the mainland, about a mile from the bridge.

200 Years

Just 200 years ago this year this property, and most of the mainland back to U.S. 17, was granted to Benjamin Holden by Royal Governor Dobbs. The Holden family — quite numerous and prominent in Brunswick — still owns a good part of the beach, which it has been developing for several years. First reference to it as Holden's Beach appears in records of 1785.

From Holden's Beach, the motorist need retrace only part of his route, turning left about a mile from the bridge and cutting across the back country on a paved road to U.S. 17 just east of Shallotte. This town is also the navigation head of a river — the Shallotte, which provides at least two feet of water at the town, with three feet more at high tide. Both sport and commercial fishing boats use it to get down to the ocean.

Shallotte, with a 1950 population of only 493, is a brisk rural center. Salesmen say it is one of the best little trading centers in the southeast. It is the southernmost incorporated town in North Carolina.

Agriculture

Around it and in the northern section are some of Brunswick's best farming lands. The county's modern roads were surveyed after the country was settled, of course, and often cut for miles straight through woodlands, so that unless you get off the main routes few of the farms are seen. There is, in truth, little farming in comparison with the dimensions. In 1953, 172,369 acres were in farms, of which only 30,226 acres were harvested. Never-

theless, 11,375 persons lived on the 2,168 farms in 1954. The farm tenancy rate is 15.3 per cent and 525 of the farm operators worked 100 or more days off the farm in 1950.

The 11 principal crops were valued at \$5,033,800 in 1953, and tobacco accounted for \$3,187,800 of this. Sweet potatoes ranked second and corn third. Growing of tomato plants for northern gardeners is a relatively new and successful enterprise.

Newest Beach

Turn off U.S. 17 again to visit North Carolina's newest beach—Ocean Isle, located on Gause Island. A free ferry at old Brick Landing quickly takes automobiles across the Inland Waterway to the wide, flat beach. Brick Landing is the place where the Gause family unloaded brick shipped from England. It was a powerful clan in those days and owned much of the land in southeast North Carolina.

Scores of North Carolina families have built summer cottages at this southernmost of our beach developments. There are furnished cottages for rent and a grill (see STATE, Vol. 21, No. 23).

Village Point

Another paved road from Shallotte leads to Shallotte Point (also called Village Point), which is across Saucepan Creek from Brick Landing. This is a little resort on the banks of Shallotte River at its mouth, with a small hotel, modest cabins, off-shore charter boats and skiffs. It is something of a commercial fishing center, too, with a boat railway, and a variety of water for boat fans.

A Place of Charm

Returning across the ferry from Ocean Isle, the traveler can take the first left paved road and ride down to one of the most peaceful, charming little spots in North Carolina—Gause

Landing. This mainland fishing village is opposite Ocean Island and is comprised of a few old homes built on a gentle slope going down to the waterway. Trees, equal in size and beauty to those you see at Orton and Southport, cast the hamlet in deep, cool shade, and wisps of Spanish moss brush the top of your car. It is surrounded by a

Fish With "Idle on II, III, IV"
Manned only by experienced captains

Capt. Thos. H. Watts

Phone 3341 SOUTHPORT, N. C.

*Dreams of the Coastal
Home Materialize At*

**BLAKE BUILDERS
SUPPLIES**

- Johns-Manville Seal-a-Matic, Shingles
- Paint • Plumbing Supplies
- Blocks, Lumber

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SOUTHPORT, N. C.



**QUACK'S
RESTAURANT**

*On the Boat Harbor where the fleets
tie up — fishing information.*

- SEAFOODS AND
HOME STYLE FOODS
IN A POPULAR,
FRIENDLY ATMOSPHERE

QUACK'S SEA SHACK

SOUTHPORT, N. C.

Mr. and Mrs. H. T. Sanders, Prop.

Pilots To Progress . . .

Year after year, as we meet the ships of the world and pilot them to dock along the waters of the Cape Fear, it is a satisfaction of our profession to know that their cargo is helping to bring new progress to this coastal country. Count on our cooperation in building the historic ports of the Cape Fear to the dominant position which they merit in world commerce.

Wilmington-Cape Fear Pilots Association

HEADQUARTERS AT SOUTHPORT, N. C.

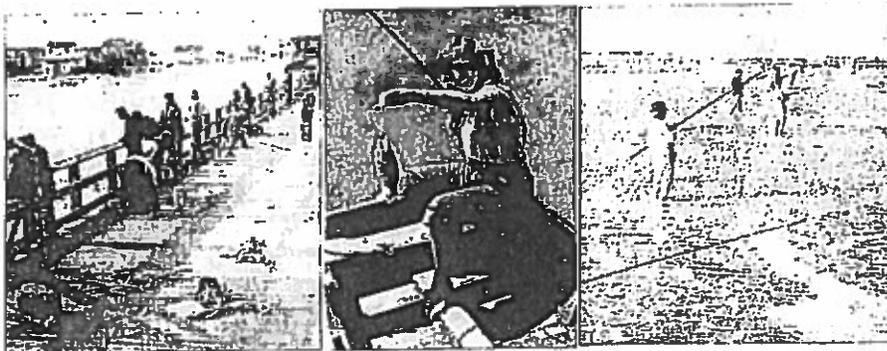
The Ideal Beach For You Is

Long Beach



One of the Nicest Strands On the Entire Atlantic Coast

At Long Beach the clean, sparkling strand runs east-west . . . the surf, mild and safe, is perfect for your family. Or if you prefer the waters of the sound — just right for boating and varied water sports — Long Beach has that too!



Your Choice of Fishing, And The Fishing Is Great

- Fish Surf or Sound
- By Boat, by Pier or Surf Casting

Choose Long Beach for lively sports, or quiet rest and relaxation . . . for a pleasant holiday, or for your permanent vacation dream home.

Long Beach has just completed a \$50,000.00 water system, serving the entire beach from state-tested deep wells. For complete information about Long Beach, write The Mayor

TOWN OF LONG BEACH

LONG BEACH, N. C.

forest of second-growth timber and seems quite remote from the rest of Brunswick.

Driving on southwest of here, the motorist will pass a large store of pulpwood, piled up waiting for barges on the nearby waterway. The landing is called Seaside. Beyond is Bonaparte Landing, a tiny hamlet at the end of a dirt road, and situated on Bonaparte Creek.

Calabash

The last place of call in Brunswick is one of the best. This is Calabash, which is almost at the South Carolina line. Calabash is not on the waterway like the others. A couple of dozen houses are built around a road which gently declines to the edge of Calabash Creek, where fishermen's boats — both sport and commercial — are tied up.

Seafood Center

It is well shaded, too, and the people and the scenes remind one of Harker's Island. It is a fishing, shrimping, oystering center. And in consumption as well as production, for Calabash has no less than five seafood cafes, all of them specializing in steamed and roasted oysters.

In winter, people come from South Carolina, Georgia and from all over North Carolina to feast on oysters at these little restaurants. In summer the same places specialize in fried chickens, shrimp and fish. Two of the restaurants — one of them brand-new — are right down on the creek bank.

Like most of these places, Calabash offers guides, charter boats and skiffs for rent. The boats reach the ocean via Calabash Creek and Little River Inlet. Across the marsh and then across the waterway, a mile or so away, lies the last of our beaches — undeveloped Bald Beach and Bird Island, two small banks.

You'll Return

The trip these articles outline can be done — believe it or not — in one full day, if you start early, keep at it and drive late. There is more to Brunswick than this — we drove on up to the communities of Longwood, then across Green Swamp and back to Maco and Leland.

But Brunswick seems so different to the outsider, the people so casual and friendly, the setting so picturesque that no one will be satisfied with such a brief glimpse. If he is like the writer — and hundreds of others — he will

return again and again, year after year.

There are not so many villages left like Southport, Gause Landing, Calabash. Brunswick is still the kind of place where a modern traveler can repeat the judgment of Bishop Asbury, handed down in 1792:

"We have the most delightful weather, kind friends, and good entertainment for man and beast."

TURPENTINE

what you chase,
and what you get

It is said that a nearsighted man lost his hat in a strong wind and promptly gave chase. He chased it into the yard of a neighbor and under the house. The woman of the house came out and yelled at him: "What in the world are you doing under my house?" He replied that he was chasing his hat. "Your hat!" exclaimed the woman, "That's my black hen you are chasing, I wish you would get out and tend to your own business."

Yes, a lotta folks are nearsighted. I have seen men chase the almighty dollar until their tongues hung out.

I have seen men chase pleasure until it was no pleasure at all.

I have seen men chase fame until they became infamous (Hitler).

I have seen men chase power until they became powerless (Mussolini).

I have seen men climb the political pole until they slid down a greasy pole (McCarthy).

And I have seen men chase life until they chased it to death (the speedster).

—J. W. CLAY, *Winston-Salem Journal*.

here's an idea
for poor spellers

What turned my thoughts to the subject of misspelling was a visit to our home last week by Mrs. Paul Schenck of Greensboro (the former Miss Margaret Alexander of Chapel Hill).

In the course of the conversation she said that, with the failing of her eyesight, she now did all her writing on the typewriter. This has enabled her to solve her misspelling problem in a way I never heard of before.

"I have always been a poor speller," she said, "and what's given me more

trouble than anything else is the question of which comes first, the 'e' or the 'i,' in words like 'receive' and 'believe' and 'thief' and 'siege.' When I wrote with a pen or pencil, I had to put it down one way or the other, and of course often I'd get it wrong.

"Now I write it both ways. I tap 'ie' and then over the top of that I tap lightly 'ei.' This makes it look as if I knew how to spell the words but have just made a mistake on the first try, by tapping the key in the wrong order." — LOUIS GRAVES, *Chapel Hill Weekly*.

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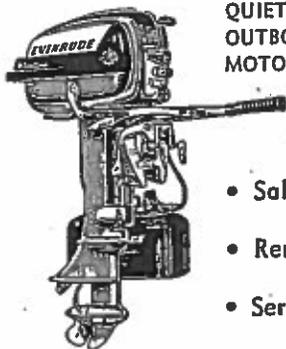
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RIVALS

It is telling no secret to say that Brunswick County looks on Wilmington as its rival. That feeling of small rural counties toward metropolitan centers is not unusual in North Carolina, and perhaps elsewhere.

But this is a special sort of feeling, and it is intertwined with history. At one time, the town of Brunswick was the county seat of New Hanover, the home of the governor, and the chief port of the southeast.

SHALLOW RIVER

There was a good channel up the river for 23 miles above the bar at the mouth. At this point a shallow called "The Flats" decreased the depth to about 10 feet at high tide. Ships in excess of 50 to 60 tons could go no further, though vessels of 18 to 20 tons could continue another 80 miles and small boats and flats could ascend the northwest branch for about 150 miles.

DRAM TREE PORT

As early as 1729, raftsmen from plantations on the upper rivers began stopping at a place called the Dram Tree, and later wharves for loading ships were erected here. It was known as New Liverpool, New Carthage, Newtown or Newton, and finally was named Wilmington by Governor Gabriel Johnston.

This governor favored the place over Brunswick, and citizens of the

old capital fought a hard but losing battle to keep the government and commerce from going up the river.

"THE FAMILY"

One story is that Johnston wanted to move away from the influence of the powerful Moores, called by their enemies "The Family." One of his predecessors, Burrington, had written of the Moores that "these people were always troublesome where they came from and will doubtless be so here."

Johnston moved to Wilmington in 1734, and the jail, courthouse and customhouse followed.

FOUGHT NEW TOWN

In 1740 the Brunswick men in council opposed a bill making Wilmington a township. They pointed out that the customhouse was too far up the river; that Brunswick was already established and with all the facilities needed. The vote was a tie and Chief Justice Smith broke it in favor of Wilmington. In 1741 the General Assembly met in Wilmington and Brunswick's doom was sealed. In 1754, Brunswick's population had dwindled to 20 families. Nevertheless, other royal governors lived there and the town survived the colonial period.

It was made the county seat when Brunswick County was formed from New Hanover in 1764, but the county government was moved temporarily to Lockwood's Folly in 1778 when British threatened the town. Later it went to Southport.

STORM-BORN INLET

But that's only part of the story. By the time the village of Smithville grew up around Fort Johnston the site no longer was on the "main street" of Cape Fear traffic as it was before and is now.

This was because of a terrific hurricane in 1761, which opened a breach in the banks at a place called The Haulover, about 8 miles north of the mouth of the river. It was named "New" Inlet, although there had been an inlet at the same place in earlier times.

As new inlets often do, this one gradually widened and deepened, and at the same time, the regular river mouth, between Oak and Smith Island, began to shoal up. Each year, New Inlet got to be a better entry into the Cape Fear, and each year the old Bald Head channel got to be a worse one. By the time of the Civil War, New Inlet was the safest and best route from ocean to river. The new town of Smithville was off the path of commerce.

NEW LIGHTHOUSE

A lighthouse was built at Price's Creek on the mainland to guide ships through the new inlet, and this old brick structure is still there, just north of Southport. It's worth a visit and Bill Keziah will show you how to get there.

During the Civil War, the presence of two entries—the new one and the old one—was a boon to blockade runners. It gave the pilots a choice of routes and doubled the work of the Federal fleet.

"ROCKS" BUILT

After the war, several efforts to deepen and improve the old channel past Baldhead failed. Finally, Army engineers decided that if all the river's current could be turned back into the old channel, the "scour" would help remove the sand. So a great dam, called The Rocks, was built about 1881 across New Inlet from Federal Point down to Zeke's Island, and later on down to the north end of Smith

Things to Write For

Interested in Snakes? Take your choice of two good pamphlets, both obtainable from Harry Davis, State Museum, Raleigh: "A Guide to the Reptiles and Amphibians of North Carolina," 70 cents; and "Poisonous Snakes of the Eastern United States," 10 cents.

"What Everybody Ought to Know About This Stock & Bond Business." Information for investors or would-be investors from Dept Jt-36, Merrill Lynch, Pierce, Fenner & Beane, Raleigh, N. C. Free.

Want to start a new hobby? Write for "Basket Weaving," National 4-H Supply Service, 59 E. Van Buren St., Chicago 5, Ill. 15 cents.

Building a home? Information helpful to buyer or builder is described in "This is the FHA," Government Printing Office, Washington 25, D. C. 15 cents.

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Island. (This is an interesting structure and may be visited by going on down past Carolina Beach to Fort Fisher.)

The theory was correct. Assisted by occasional dredging, a depth adequate for ocean going vessels was maintained over the Cape Fear bar.

IMAGINARY BOOM

Smithville was jubilant. Newspaper accounts of the time foresaw a shipping boom now that the old gate had been reopened. Accordingly the citizens renamed their town Southport, hoping the name would be descriptive.

Once more it was doomed to disappointment. Dredging of the river to Wilmington continued, until now a fine 32-foot channel (34 ft. soon) leads right up to that city, and traffic goes on up the river.

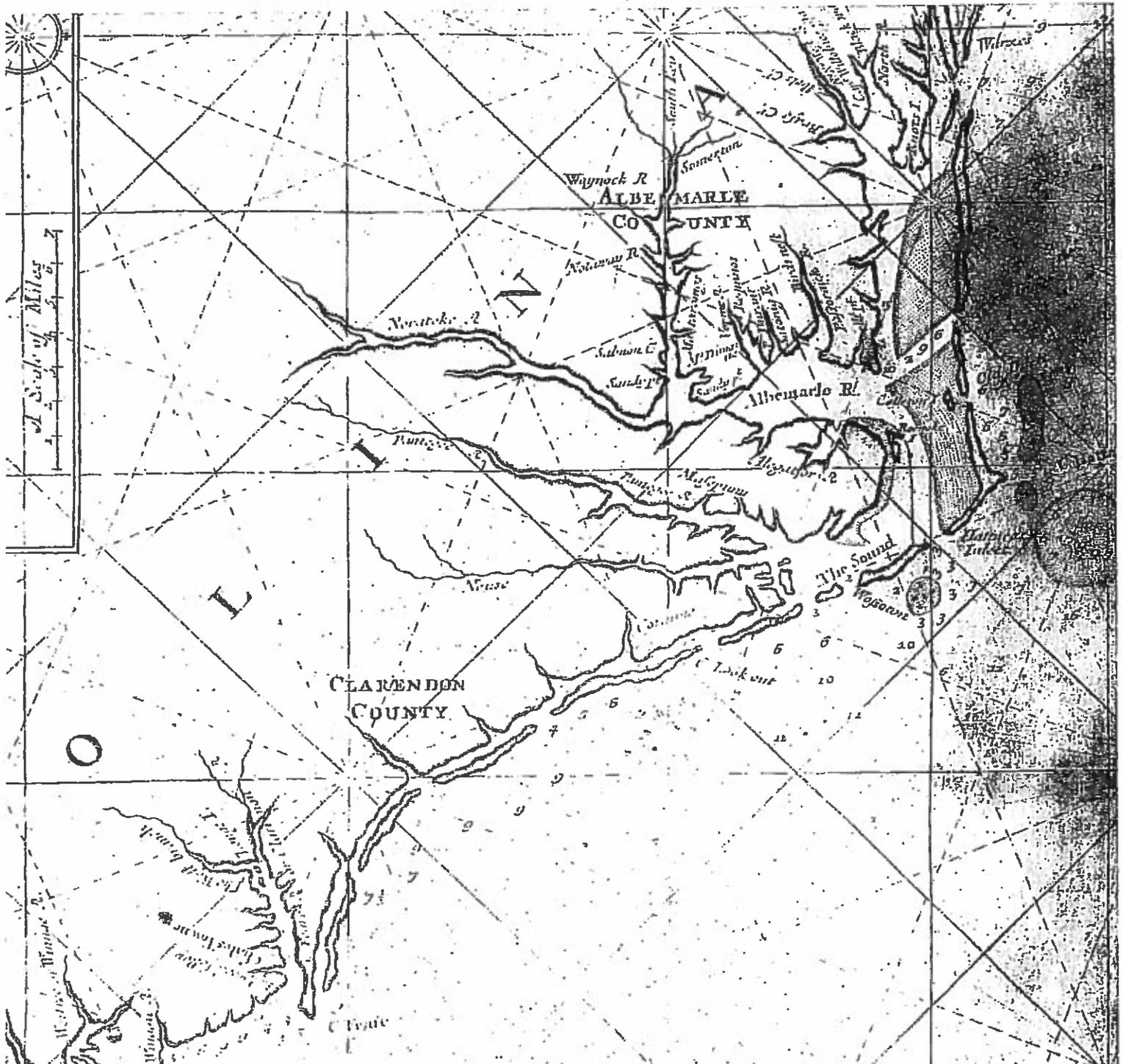
It is hardly necessary to say that Southporters feel their town has been passed up when it comes to river and harbor improvements. Then came Sunny Point north of the town, and so Southport's name fulfilled its prophecy.

COLORFUL BENJAMIN

But there's a better story in the old name of Smithville, for North Carolina

had few governors as colorful as this one. He served with Washington, was a wealthy planter, fought two duels, was the University's first benefactor,

This 1767 map (Thornton & Fisher) contains several oddities. There were three counties in Carolina — Albemarle, Clarendon and Craven (now S. C.). What we now call the Cape Fear was the "West Branch" and what we call Northeast was the "Cape Fear or Clarendon." Albemarle Sound is designated as a River. The Pamlico and Tar was the Pantego, and the Roanoke was Naratoke. Notice two inlets at Knotts' Island (none now), and Old Inlet, which must have been "Trinity Harbor." New Inlet may have been Coffey's. Hatteras Inlet is shown. It closed later and was reopened about 1848 for the last (most recent) time.—(Photostat from State Archives & History.)



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and yet his friends had to steal his
body from his creditors.

Benjamin Smith was the grandson
of a Landgrave of Carolina, Thomas
Smith, for whom Smith Island
is named, and his forebears included
Sir John Yeamans and old King Roger
Moore. The grandfather is said to have
introduced rice culture to the new
world, throwing a handful of seed in
a Charleston garden.

THE UNHAPPY LETTER

Benjamin's war record was
marred by an odd and unfortu-
nate incident. During the siege of
Charleston in 1780, he wrote a
letter to his wife. The courier was
captured and printed copies of
Smith's letter next day were
thrown into the garrison in un-
loaded bombshells.

The gossip letter plainly said that
the garrison must soon surrender, that
provisions were gone and there was no
hope. It so disheartened the soldiers
that Lincoln surrendered fort, city,
army and all. Defenders of Smith say
the letter did nothing more than hasten
the inevitable.

TURBULENT REAL ESTATE

At the first meeting of the UNC
board, Smith, a member, donated to

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the University 20,000 acres of land
in Tennessee which had been awarded
him for his war services.

It was a fateful piece of land. It
later was ceded to the Chickasaw
Indians. Then in 1810 came the
worst earthquake ever felt in the
interior of this country, turning a
part of the university's tract into
famous Reelfoot Lake. Even-
tually, the university realized
\$14,000 from its sale.

HURT IN DUEL

While in the state senate Smith is
said to have fought a duel with a
Thomas Leonard, and was seriously
wounded. He became governor in
1810, and was a strong supporter of
internal improvement and education.
He later served again in the legislature.

It is not true that Smith "founded
Smithville," though a lot of books say
so. While Smith was in the senate,
Joshua Potts of Wilmington in 1790
laid off a town at Fort Johnston to be
called "Nashton." Smith unexpectedly
opposed a bill granting the town a
charter and it was defeated.

SQUEEZE PLAY

At the next election, Smith's neigh-
bors in Brunswick told him quite
bluntly that unless he reversed his
stand and permitted incorporation of
the new town, they would oppose his
re-election. Smith accepted the condi-
tion, was re-elected and fulfilled his
pledge in 1792.

TOWN COMMON

He must have had kindly feel-
ings toward the place, however,
for he donated that land called
Franklin Square, a beauty spot in
the middle of Southport, and one
of the few old Town Commons
left in North Carolina. In mak-
ing the gift, Smith specified that
the land could be used only for
religious, fraternal and civic
purposes.

Already government buildings,
churches and a Masonic Hall have
taken up much of the park, and unless
Southporters get their backs up and
stop the partition, Franklin Square soon
will disappear beneath the common-
placeness of brick and concrete.

Smith, then owner of Smith Island,
gave ten acres of its land to the govern-
ment for erection of the old Baldhead
light. He also constructed the cause-

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way over which motorists on U.S. 17 travel when they cross Eagles Island south of Wilmington.

DUELED WADDELL

Smith in aging grew cantankerous, and his sharp tongue led to a duel with Maurice Moore, son of Judge Alfred Moore. At the second fire, Smith

received his antagonist's bullet in his side and fell, but recovered. He carried the bullet until his death.

In fact, it was this bullet which led to identification of his ashes when they were removed many years later to the burial ground of St. Philip's Church.

This re-burial was the finale of a tragic episode. Smith's generosity and informal business methods got him into financial trouble. At one time, he was arrested by the attorney for the University and held for debt.

BODY SNATCHED

When he died in 1826, his creditors seized his body — as allowed by law at that time — and held it against payment of his debts.

Deputies watching the body were lured away to partake of liquid refreshments, and when they returned, the coffin and its contents had disappeared.

Friends took Smith down the river and secretly buried the body on the outskirts of Smithville. About 35 or 40 years later, his friend, General Joseph Gardner Swift, came from the North and located the grave. He had the remains disinterred, carried to old St. Philip's Church and there re-buried. Several years ago the Grand Lodge of North Carolina Masons erected a monument at the grave.

ISLAND OF GUANO

The Cape Fear contains several sizable islands. One of them was valuable, but stupidity needlessly destroyed it.

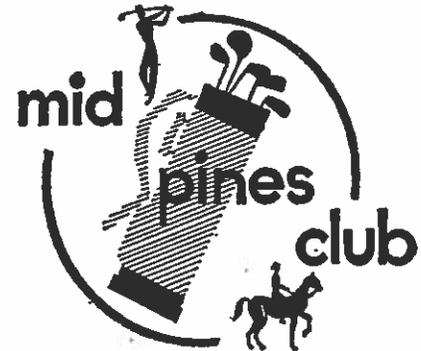
It is called Campbell Island now, originally Crane Island, and lies in the river just below the mouth of Town Creek. James Sprunt in 1896 said its 300 acres of rich alluvial soil promised a fortune to some truck farmer. It had Built-in fertilizer.

At one time it was the roosting place of hundreds of thousands of "rice birds" and for generations they had been fertilizing the island with their manure. These birds were estimated to take about 25 per cent of the rice crop annually. They appeared mysteriously, all on the same day, and they everyone departed on the same day, when the rice got too hard for them.

Planters never discovered any way to protect their crops. Some of them

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Combine all ingredients and mix. Divide into 4 loaves, 1-inch thick. Place on broiler pan, 3 or 4 inches from heat. Cook 10-15 minutes, turning only once.

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hired gangs of men and boys to fire guns all day but only a fraction of the birds were killed.

During World War II, the island was used as a target for bombing practice. It was protested that there were plenty of other, and worthless, sand lumps in the river which would serve as well. With the military's unerring instinct for making the worst possible choice, the commanding officer rejected the protests.

Out of the thousands of bombs rained on Campbell Island, a large

number did not explode, of course. These carried tons of high explosives deep into the earth, so that Campbell Island is now unfit and unsafe for any use.

BRUNSWICK STORIES

Earlier stories on Brunswick will be found in THE STATE Magazine, issues of Aug. 23, 1941; Sept. 16, 1944; April 30, 1949; Aug. 27, 1949; Dec. 29, 1951; Dec. 4, 1948; Aug. 19, 1950, and May 31, 1952.

FIRST COTTON?

When you pass on by Clarendon and over Town Creek, you are near the spot where tradition says the first cotton was first cultivated in North America. It was "cotton-wool" — a distinct species, and the beginning of the Sea Island, Barbadoesian or black-seeded cotton, bearing a pure yellow blossom with a reddish purple spot in the base, and is the longest staple in the world. Another tradition however, gives the "first cotton" honor to Virginia.

FORT ON ISLAND?

While Fort Caswell was not built until 1826, its strategic importance was recognized as early as 1747. In that year, the Council directed that a fort be built "on the island north of Oak Island," and South Carolina offered the state 10 pieces of ordnance to arm it — nine and twelve-pounders, "with ammunition."

This could only have been Smith Island. No mention is found as to the fate of the proposal.

HOWE'S DUEL

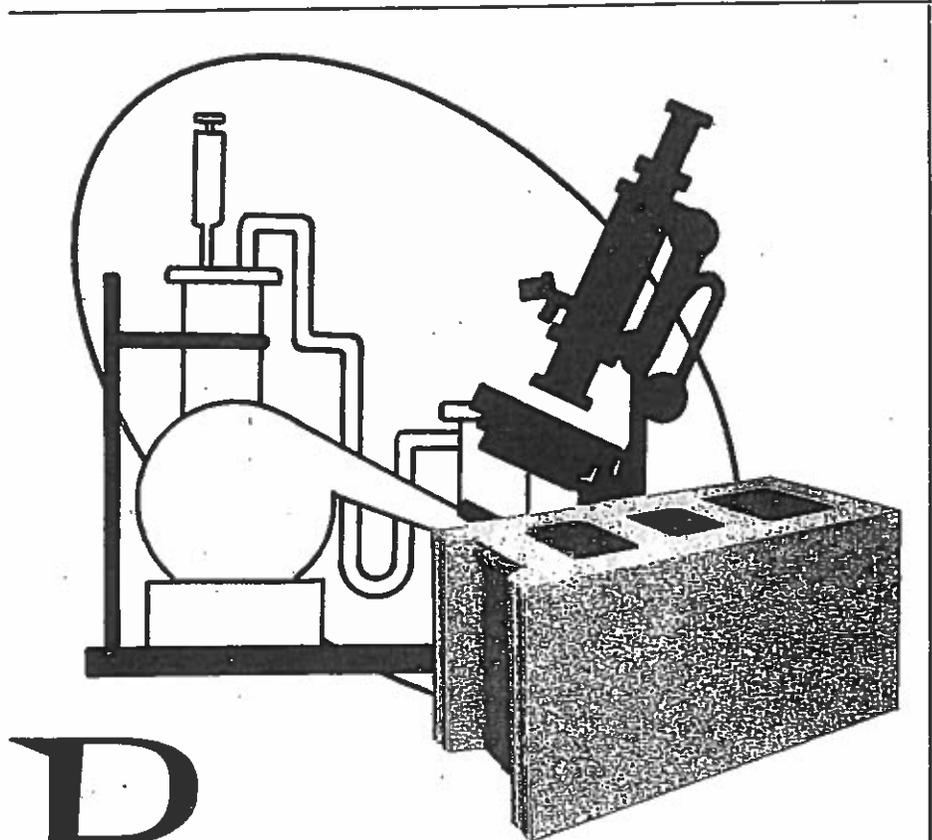
General Robert Howe, one of the distinguished citizens of Brunswick, had an almost story-book career of excitement. He was a favorite of Tryon's and was first commander of the garrison at Ft. Johnston (Southport). But when Josiah Quincy of Massachusetts toured the south to confer with Whigs, he was delighted to find Howe a willing conspirator.

Howe led the troops that defeated Lord Dunsmore and drove him from Norfolk. He distinguished himself in other battles, too, and served six years in the army without a furlough or a leave.

Perhaps it is not generally known that Benedict Arnold coveted Howe's job as commander at West Point, and finally got it. Within a week, his treason was discovered.

Howe fought a duel with a fellow officer as the result of a personal quarrel. Neither apparently had any stomach for the affair, for both fired their weapons so as to miss the opponent. Even in that day it was so ludicrous that a British officer wrote a song (to the tune of "Yankee Doodle") which lampooned the encounter.

Howe, the duelist, might have seemed a little comical, but he was no joke as a soldier. He was such a



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thorn to the British that when Sir Henry Clinton offered amnesty to rebellious North Carolinians, he excepted two from the pardon offer — Howe and Cornelius Harnett.

WHY NO DIDAPPERS

Bill Keziah of Southport tells newcomers why there are no longer any didappers on Dutchman's Creek. These wary birds knew all about guns, and every time one would go off, they would dive under water.

Then came the modern motor boat, and when it approached with its putt-putt-putt, the didappers went to the bottom. And every time they came up, they heard the new-fangled gun going putt-putt. So they kept on diving until, says Bill, "every danged one of 'em drowned."

Speaking of rare birds, the frigate bird, also known as man-o-war birds, are frequently seen in Brunswick in the summer time. They are seldom if ever reported north of here. It was said by fishermen a few years ago that some of these birds were nesting on Bald Head Island.

SHALLOTTE'S NAME

The name of Shallotte has mystified name-hunters for generations. However, some early writers called the place (and river) Charlotte, and Bishop Asbury's diary so calls it, adding "vulgarly called Shallotte." That's good enough for us. Some say it is named for the shallot, an onion-like plant growing thereabouts.

The naming of Lockwood's Folly is said to refer to a certain Lockwood who settled in hostile Indian country in spite of warnings and to have lost his life thereby. The earliest visitor on record gave this version. Another story says Lockwood built a boat and found it too large to float on the stream. It is a very old settlement.

Maco was named for a type of cotton grown in that vicinity.

Calabash was named because people in the community grew a lot of gourds, so says a local informant. It was settled about 1880.

Bolivia, settled in the 19th century, was named because of the importation here of fertilizer from Bolivia.

Don't believe it — that Winnabow was named because a maiden lady named Miss Winnie got a beau. We are told it was the name of an old Indian woman in the vicinity.

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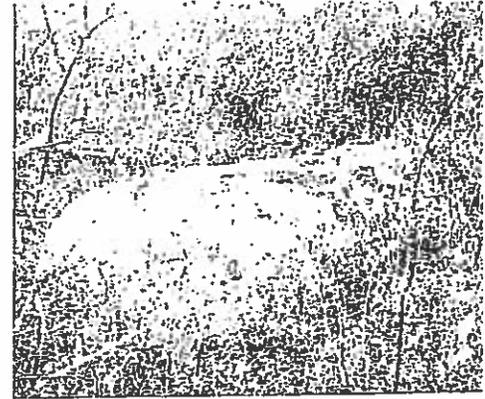
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the bishop's diary

extracts from asbury's chronicle of
his several visits to brunswick county



One of the old graves at Charles Towne, on Town Creek—a place visited by the Methodist Bishop, Asbury.

February, 1791, Monday 7

Rode to Lockwood's Folly, and preached at Charlotte River to not less than one hundred people; a vast congregation for so lonely a part of the world. The soil is very barren, and the country, consequently, but thinly settled. We were recommended, for lodging to a certain squire's but Providence so ordered it, that we came to a simple-hearted brother S.....'s where we were kindly received and abundantly supplied with everything necessary for man and horse. As our time would admit, I was disposed to indulge a desire I had of going by Pyraway, about twelve miles distant. We crossed Waccamaw River, it is about one hundred and fifty yards wide, our horses ferried themselves over by swimming. I preached in the evening "The Son of Man is come to seek and to save that which was lost."

December, 1796, Friday 23

We had an excessively cold ride through heavy sands to Wilmington; when we came to the town wharf there was neither flat nor ferry; the causeway was under improvement. The only expedient therefore that remained was to cross at Negro Head. We came up the sandhills to Wrights ferry. It was truly cold and very bleak on the water, while in a trifling flat; and I feared one or both the horses would be thrown out of it. We were driving through the woods till seven o'clock and the weather exceedingly cold; at last we came to Polk's on Town Creek. We could not spare ourselves the next day, but came off blowing and hiding our fingers. We passed Locketts Folly and Shallotte River, and came up to father Gause's where we met with friendship, fellowship, and love, and held meeting on Christmas day, it being the Sabbath.

February, 1799, Wednesday 6

We rode in a cold day, thirty miles; to dear brother Hawkins's, upon Little

River crossing Wacawmaw at Star Bluff, North Carolina. I preached at the meeting house from Luke IV, 18, 19; and came the same evening to father William Gause's where I preached, on Friday 10; we had a living season here. I paid a visit to the sea, and saw the breakers — awfully tremendous sight and sound! But how curious to see the sea gull take the clams out of the sand and bear them up into the air, and drop them down to break them and then eat the flesh! This I saw demonstrated; and if they fail once in breaking the shell, will take it up again, and bear it higher, and cast it down upon a hard spot of ground, until they effect their purpose.

February, 1801

From this neighbourhood we came to Abraham Befount's, Brunswick County, North Carolina, fording the seven-mile creek, and crossing the Waccamaw River at Loftin's Flat.

At Gause's Manor, or more properly town, we were pleasantly situated. I had a most solemn visit to the sea-beach, which to me was a most instructive sight: the sea reminded me of its great Maker, "who stayeth the proud waves thereof"; its innumerable productions, the diversified features of its shores — the sand hills; the marsh; the frimeta, tall and slender; the sheep and goats frisking in the shade or browsing in the sun; or the eye directed to the waters, beholds the rolling porpoise; the sea gulls lifting and letting fall from high the clam, which breaking, furnishes them with food; the eagles with hovering wings watching for their prey; the white sail of the solitary vessel tossed upon the distant wave — how interesting a place do all these objects make!

We preached at William Gause's, the patriarch of the place: his son stood for scribe, and assisted me in making extracts of letters to add to my manuscript.

We visited Charlotte Meeting House named after the river, vulgarly and improperly called *Shallotte*. On our return, I prepared a long letter for the north. I made my last visit to the sea. I thought upon my friends on the other side the great waters: my voyage to this country: the little probability there was of my ever again seeing my dear mother, or my native land.

We have had preaching in three or four places: to wit, at Befunt's, in Brunswick County and at the Manor.

Wednesday 25

We dined with General Smith — there was abundance of hospitality. We came into town. Our tabernacle is crowded again; the minds of the people are strangely changed; and the indignation excited against us is overpast; the people see and confess that the slaves are made better by religion; and wonder to hear the poor Africans pray and exort.

January, 1802, Saturday 16

We attended a meeting at Charlotteville (Shallotte) meeting house. We have the most delightful weather, kind friends, and good entertainment for man and beast. We lodged at John Gause's; our host is a local minister, and, I trust, a dear child of God.

Wednesday 8

We rode to Smithville, so called from General Smith; we rode thirty-three miles through the rain. We lodged at the widow Douyer's, and were plagued with our horses breaking away.

Thursday 9

Our horses were taken and brought to us. I preached at Smithville, and brother M'Caine also in a house in the town. This is the old Fort Johnson, at

(Continued on page 37)



forever bubbling: spring & keziah

Nobody has been able to figure out where it comes from — 42 million gallons of pure fresh water a day pouring into and out of McKenzie Pond in Brunswick County. The basin drained by Allen Creek — tributary of the pond — isn't large enough to produce any such flow of water. Bill Keziah, who took us out to one of the springs, thinks the water may be bubbling up from subterranean rivers traveling underneath the Cape Fear.

The spring we saw was a large, deep basin. The water, clear and refreshing, in contrast to the usual copper color of swamp water, boiled up from the sandy floor so strongly that a large floating wooden block was kept in lively agitation, rolling and dipping. And even the severest drought has no effect on the flow.

This spring is located at the head of Allen Creek right on the boundary of the Sunny Point Reservation, and is reached by traveling over a dirt road, then walking a couple of hundred yards into the woods.

Some years ago, Keziah had the Water Resources people measure the flow coming out of McKenzie Pond, and it was fixed at 42 million gallons per day. Bill says there are seven similar springs feeding into the pond.

The Allen Creek spring has been known for a long time, but only re-

cently has its opportunities for a water-using industry been played up. It is the No. 1 resource now on the Keziah agenda.

It is repetitious to remind STATE readers of the fact that Brunswick County, in addition to its history, army terminal, beaches and miraculous springs, also contains Bill Keziah. He has been there a long, long time, publishing, editing and writing for newspapers, but mostly working as the unpaid champion and prophet of his county.

He has the title of secretary of the Southport Chamber of Commerce. Sometimes there isn't any president, vice-president or treasurer; sometimes there isn't even any chamber, but there always is a secretary. When others help out, it is fine; if they don't, Bill buys the stamps, writes the letters and does all the other work. When the "chamber" entertains a distinguished visitor with a clam chowder lunch at Quack's, Bill picks up the check.

All of this routine activity is accompanied by a vigorous brand of promotion. It has taken the form of writing letters to bureaucrats, industrialists, vacationists and editors. Also as a torrent of news and feature stories recounting the wonders of Brunswick. Sometimes the material is soft and seductive, pleading and pensive. Some-

times it is strident and demanding, and sometimes, when Brunswick is on the defensive, it snaps and snarls unpleasantly.

Over the years the "one-man chamber of commerce" has become known all over the state as an exceptionally ardent and durable partisan for his section.

Other boosters come and go and change jobs and achieve and fail, but Bill stays right where he is, never gives up hope, and always has a new dream to follow. Some of them come true, too, such as the Sunny Point project, the beach development and growth of the area as a sport-fishing rendezvous.

A newcomer, seeing for the first time this astounding energy and stamina, is inclined to ask: "Why does Mr. Keziah keep this publicity going?"

A native confronted with such a stupid question, might reply "How come does Allen Creek Spring bubble all the time?" Keziah and Brunswick comprise elements of an eternal co-existence. He is one of the unique personalities of North Carolina.

Bill's exploits have been recounted many times in THE STATE, but one anecdote he tells on himself is worth repeating.

He is stone deaf, but can talk. He was the victim of infantile paralysis, and the doctor said that the child

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would never walk. Pretty soon the child was walking. Then the doctor said the child would never talk. But Bill learned to talk anyway.

Then the exasperated doctor said: "Well, this boy will never have any sense."

"And that time," says Bill, "he hit the nail on the head."

IN OPEN DAYLIGHT

(Continued from page 10)

Moore. Associated with Maurice in establishing the settlement were his brothers, Nathaniel and Roger.

Within five years, Brunswick had a substantial trade and counted a number of merchants and rich planters. In 1731, 42 vessels sailed from the port. From 1773-1776 over 300 cargo vessels entered and cleared the port. Incoming ships brought a wide assortment of necessities for colonial life, while outgoing vessels were usually loaded with lumber, staves, tar, indigo, rice, corn, wheat and tobacco. Among

this colorful procession of brigantines moving up the Cape Fear were Scotch vessels bringing many Scotch settlers to the Cape Fear, among them being the famous Flora Macdonald.

For four days during 1748, the town was held by Spaniards while residents of the Cape Fear fought furiously to recover it. On the fourth day, one of the Spanish vessels in the harbor was blown up and the others were driven off. Spoils from the wrecked ship were appropriated for the use of St. Philip's Church in Brunswick and St. James' in Wilmington.

Governors Johnston, Dobbs, and Tryon — in the order named — had their residence at Brunswick, and the Assembly of the province convened there on numerous occasions. Here

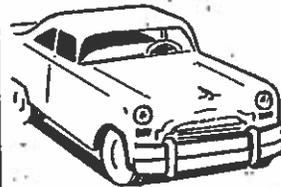


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also lived Major General Robert Howe, North Carolina's most distinguished contribution to the American Revolution.

Some contend that the whole plan of the Revolution was conceived by Howe, Cornelius Harnett, Jr., and Josiah Quincy of Massachusetts, when the latter visited the Cape Fear in 1773.

Generals John Ashe and James Moore were other distinguished contributions to American Independence, while on the civil side, there were Cornelius Harnett, Jr., Judges Maurice Moore and Alfred Moore, Attorney General MacLaine, Justices Allen, Hasell and Smith.

Cape Fear society dispensed culture and hospitality, with the family of Moores heading the social register. Its members were educated and influential.

In 1765 when the Stamp Act resistance occurred at Brunswick, Wilmington had about twice as many inhabitants as Brunswick, and when the Revolution began about three times as many. The decline continued until Brunswick ceased to exist as a town. It was burned by Cornwallis during the Revolution.

When the Civil War came, Fort Anderson, a great earthworks fortification, was built on the site and enclosed within one of its arms the walls of old St. Philip's. Hostile shells fell near, but the walls escaped damage.

Today they stand amid a newgrown forest, and together with the tombs in the churchyard, are all that is left of once proud Brunswick.

BISHOP'S DIARY

(Continued from page 34)

the mouth of Cape River; it is partially rebuilt.

Friday 10

We came to Brunswick, an old town; demolished houses, and the noble walls of a brick church; there remains but four houses entire. I preached at Miss Grimshaw's and ordained Nathaniel Bell to the office of deacon. At Edward Sullivan's I found that the cold weather and hard labour of riding and preaching began to press me down.

THE STATE, MAY 19, 1956

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