THE PRESIDENT'S MESSAGE

You will be interested in some extracts from the diary of Rev. J. L. Prichard who was pastor of the First Baptist, Wilmington, N. C. during part of the Civil War. Through his devotion and pastoral ministries to the soldiers and citizens stricken with the dread yellow fever he contracted the disease and laid down his life in service to his fellow man.

"In July 1862, the dashing little Kate, a packet-boat, steamed boldly through the Federal fleet blockading the mouth of the Cape Fear River and rapidly unloaded her valuable cargo, as rapidly reloaded with cotton, and departed on her second voyage... She left behind her the seeds of the dreadful scourge, yellow fever."

In 1860 Wilmington was the largest city in North Carolina, "pleasantly situated on the east bank of the Cape Fear River. It had a population of 9,600 with a considerable and rapidly increasing trade. It was the principal depot for the exportation of cotton, turpentine, etc. from an extensive and productive region, and here the imports for a large part of the state were brought in."

Nov. 7, 1860—The telegraph says that Lincoln is elected President! The deepest feeling is manifested by all. Secession is talked of. O God, undertake for us, we beseech Thee.

Nov. 16, 1860—The morning is bright and lovely, but the political sky is dark and lowering! Men's hearts tremble for fear; deep murmurings are heard from the South. It does seem that a dissolution of the glorious Union is inevitable.

Nov. 20, 1860—Lord humble our hearts before Thee as a nation. I pray Thou wilt avert the threatened danger.

Dec. 21, 1860—Heard cannon firing at the news of the secession of South Carolina.

Dec. 29, 1860—A dark, dreary day. Remained at home, reading the news. There is a war spirit all over the world. China has a double war, Africa is at war, all Europe is stirred to its deepest foundations, and our own America is in a most perilous condition. Nothing but Divine interposition can save us from war—inintermece war!

Apr. 13, 1861—Fort Sumter bombarded all night! Everybody is excited. War has commenced; when will it end? Sumter surrendered unconditionally, by Major Anderson, commander! Great rejoicing in Wilmington, flag raising etc.

Apr. 15, 1861—Lincoln's proclamation received, saying he would order out 75,000 men to take the forts, etc. Greatest excitement on the streets.

Apr. 22, 1861—Companies from West and South concentrating.

June 13, 1861—Companies from West and South concentrating.

Oct. 2, 1861—Took a basket of tracts and pamphlets and went to one of the camps. The men were eager for the tracts. Spent several hours very pleasantly with the officers and men.

Feb. 22, 1862—I suppose President Davis is being inaugurated! O God, if it please Thee, own and ratify our government! Give us a name and a place among the nations of the earth.

March 18, 1862—Heard the sad tidings today that New Bern had fallen! A stirring day, Captain G's artillery company from Mississippi, and Captain B's passed through town, also Colonel P. and J's regiments.

May 12, 1862—Letters from Richmond. Great solicitude felt. Lord, deliver our capital from our invaders. Went to the new hospital, conversed with all the sick... After visiting the other hospital and visited all the wards but one and talked with the sick.

After the seven days battle around Richmond Rev. Prichard went to Richmond to "aid in caring for the sick and wounded." From the Confederate's capitol he wrote, "North Carolina has suffered severely in the recent battles. Not less than 3,000 has she lost in killed, wounded and missing. Her devotion to the cause can never be questioned."

Randolph L. Gregory
President.
MEETING

Time and Place: Wednesday, February 13, 1963, 8:00 p.m., St. Andrews-Covenant Presbyterian Church.

Speakers: Mr. and Mrs. F. C. Salisbury.

Subject: North Carolina’s Birth Certificate.

Coming from New York state to Morehead City in 1924, F. C. Salisbury soon adapted himself to the southern way of life. His early life was spent as a photographer; later he engaged in newspaper publishing. Taking over the local paper, The Coast-er, he continued its publication until 1938 when the sheet was converted into a daily by H. B. Utley. Mr. Salisbury continued to operate a commercial printing plant until his retirement in 1946.

During his retirement Mr. Salisbury has been interested in historical research of Carteret County, compiling much material from which many feature stories have appeared in the local papers, the News-Times. His stories have earned him six awards from the North Carolina Society of County and Local Historians, two Smithwick Cups and four Awards of Merit.

He is a charter member of the Carteret County Historical Society, serving as its president for five years. Also county chairman of the Civil War Centennial Commission and the Tercentenary Commission.

Under the title of North Carolina’s Birth Certificate, Mr. Salisbury has made a set of lantern slides from all available prints that tie in with the Carolina Charter, with an appropriate narration.

Notice About Mailing Procedure

In those cases where both husband and wife are members of our Society, we have been maintaining a separate mailing stencil (for sending our Bulletin, Handbook, and any special notices) for each of those members.

In the interest of economy in printing and mailing and to avoid unnecessary duplication, we are now combining the stencil, in each such case, into one stencil.

If any members desire the separate stencils to be continued, please advise our Treasurer, L. P. Strong, Box 118, R.F.D. 2, Wilmington.

Archives Contributions Since November, 1962

The Society gratefully acknowledges historical contributions from Mrs. Wallace Schorr and Miss Elizabeth Moore.

Bronze Plaque for Fort Fisher

At the Colonel William Lamb Day ceremonies held on July 4, 1962, Mr. Horace J. Sheely, Jr., Regional Chief of the Branch of Historic Sites of the National Park Service, presented a landmark certificate.

Now Fort Fisher has received a bronze plaque designating it an historic landmark. Fort Fisher is one of 378 sites approved for Registered National Historic Landmark status. According to Secretary of the Interior Stewart Udall, this list is “a sweeping panorama of prehistory and history from the ancient Birnirk culture of Alaska to Captain James Cook’s first landfall in Hawaii, to the nineteenth-century home of writer Ralph Waldo Emerson in Massachusetts. . .”

Additional sites and structures will be added to the list as they are recommended by the Advisory Board on National Parks, Historic Sites, Buildings and Monuments, from studies prepared by the National Survey of Historic Sites and Buildings. They are selected on the basis of exceptional value and historical significance in commemorating the history of the United States. They are not administered by the National Park Service, but recognized with a certificate and bronze marker.

In response to an urgent demand for a guide to the Wilmington Historic Area by many organizations the enclosed brochure has been prepared under the direction of the Lower Cape Fear Historical Society.
Cape Fear River Boats

Who would not have chosen to sail on the smooth surface of the water rather than ride on roads which were often no better than paths of holes and mud or deep sand? From the days of early settlement until the development of railroads, waterways were our chief means of transportation. Just when regular passenger service was established on the Cape Fear River is questionable, but it must have been in the late 18th Century. Travel to and from Fayetteville by boat was not only the most agreeable means of covering the distance but also very likely the quickest.

Some old accounts of the paddle-wheelers used for service between Wilmington and Fayetteville bring to mind the floating gingerbread steamboats of the Mississippi. The Cape Fear boats could never have been as large as the Mississippi ones, but according to contemporary accounts they were surprisingly elaborate.

The first description of a Cape Fear steamboat appeared in The Carolina Observer and is quoted by Guion Griffis Johnson in his Ante-Bellum North Carolina.

The “Cotton Plant,” a “new and elegant Steam Boat,” rode easily at her moorings in the Cape Fear at Fayetteville’s main dock before making her maiden trip to Wilmington on April 12, 1826. Her owner had invited a large party of ladies and gentlemen aboard to witness the first performance of the boat and “to enjoy an aquatic excursion.” Freighted with the beauty and fashion of the town,” the boat proceeded a few miles down the river; “while music, dancing, and other diversions, and a profusion of good cheer, enlivened the scene.” For days afterward, crowds overflowed the docks when the “Cotton Plant” arrived in Wilmington or in Fayetteville, but after the novelty of a steamboat on the Cape Fear wore off, the towns returned to their usual order and quiet.

On December 15, 1852, the Daily Journal, a Democratic paper established in 1844 by A. L. Price, business manager, and David Fulton, Editor, carried the story of a visit to a new boat, the Zephyr. David Fulton, a native of Ireland, came to the United States as a boy and settled later in North Carolina. After his death in 1848 Price himself edited the paper for a period until the editorship was taken over by David Fulton’s brother James. Probably James Fulton wrote this account.

The Zephyr

Yesterday afternoon we paid a visit to the new steamer by the same name, which has just arrived here from Wilmington, Delaware, and is intended to run as a passenger boat between this place and Fayetteville. She is 129 feet in length, 21½ feet beam, 5½ feet hold,—has two inclined engines, the combined power of which is over one hundred horse; the engines capable of being uncoupled, and acting separate; when tried on the Delaware river, she attained a speed of fourteen miles an hour. She will not draw, with all on board, more than eighteen inches.

From the above dimensions, power and speed, it will be seen that the “Zephyr” is a larger and more powerful class of boat than has heretofore been used in this business, at the same time that her draught of water is graduated expressly for the trade of the Cape Fear River. She is fitted up in the most beautiful and convenient style, with all the modern appliances, and is equal in every respect to the Delaware or North River boats of a similar class. Her saloon is 48 feet in length,—the ladies portion divided from the rest by handsome curtains; the woodwork painted white, and the pannels ornamented with gilding, and decorated with papier mache scrolls, also gilt. The windows between the saloon and the deck are fitted with stained glass. Being intended as a day boat, she has no berth. It is calculated that she will make the run up in about fourteen hours; that down in about ten hours.

Upon the whole, her appearance and general arrangement reflects credit upon her builders, Messrs. Harlan & Hollingsworth, Wilmington, Delaware, and she promises to be a valuable addition to the trade of this place and Fayetteville. We hope that she will receive the patronage which the enterprise of her owners, Gen. McRae, Col. John McRae, Capt. R. McRae, and it may be one or two others, richly deserves. We believe that her cost has been about sixteen thousand dollars. We think our Fayetteville friends will be equally pleased with her.

The Zephyr left her dock in Wilmington at 7 a.m. and arrived in Fayetteville at 5 p.m. If she could make the trip today there would be numbers of passengers clamoring to get on board.

—H. J. MacM.

Confederate Centennial Conference

A joint meeting of the New Hanover County Centennial Committee and the Fort Fisher Restoration Committee was held on January 15 to formulate plans for entertaining the Confederate Centennial Conference. Chairman Henry J. MacMillan, appointed an arrangements committee consisting of R. Jack Davis, Chairman, Mrs. George Allie Moore, Jr., and Mrs. W. K. Stewart.

The invitation to convene at Wilmington was issued by the New Hanover County Confederate Centennial Committee and the North Carolina Commission to members of the Conference meeting in New Orleans, Louisiana, November 24-25. Representing North Carolina at the New Orleans conclave were Norman C. Larson, Executive Secretary of The North Carolina Confederate Centennial Commission; Colonel Hugh Dortch, Chairman, and Mrs. Dortch; and Colonel W. Cliff Elder, commander of the re-activated Sixth North Carolina Regiment. April 19-20 has been chosen as the spring meeting date.
British Assistance for Confederacy

During the Civil War the streets of Wilmington reverberated with the sound of English accents. Almost all of the blockade-runners were of British registry. Many of the captains were on leave or temporarily retired from the Royal Navy. They undertook the high adventure of running the blockade for equally high profits under assumed names. Among them were officers who later achieved prominence in the Royal Navy. Hugh Burgoyne was lost on the Captains in 1870 when she sank on her trial run with 500 tons of bullion and designer aboard. W. N. W. Hewett became a vice admiral after an eventful career in Her Majesty's Navy. An officer known in Wilmington only as “Murray” later became Admiral Murray-Aynsley. The most remarkable swash-buckler of them all was known as “Roberts.” He was actually the son of the sixth Earl of Buckinghamshire and was baptized Augustus Charles Hobart-Hampden. After eighteen voyages, an incredible number, which meant running the blockade thirty-six times, he was considered one of the most successful of all the captains. After the Civil War was over he went on to greater fame as the commander of the Turkish fleet. In 1869 the Sultan awarded him the title of Pasha, as Hobart Pasha he became one of the most glamorous of British naval heroes. It would be interesting to know where he stayed in Wilmington while disposing of his cargoes and refitting.

Great Britain, though never an official ally of the Confederacy, proved a valuable friend both by building and by furnishing the cargo to the fast, low-hulled steamers which made their way through the blockade from Nassau and Bermuda to the Port of Wilmington. One hundred years after, this shared interest in blockade-running has stimulated a thriving correspondence between The North Carolina Confederate Centennial Commission and a group of English buffs known as the Confederate Historical Society. In the July issue of the Society’s excellent Journal appeared an article on the blockade-runner Sea Rovers, built at Liverpool, and another on the Modern Greece salvage operations, then in progress at Fort Fisher, North Carolina. Taking advantage of the Society’s interest in the blockade-runners and of their access to records relating to them, the Commission requested their help in tracking down the origins of artifacts recovered from the Modern Greece. Several members of the English organization are now interested in the project and have located records on manufacturers represented in the cargo of the vessel. A collective dossier on the blockade-runner and her cargo is being prepared by interested members of the Society, and will be distributed among interested persons. The North Carolina Confederate Centennial Commission congratulated the members of the Confederate Historical Society on their fine organization and thanked all those who assisted the investigation of the Modern Greece. Interested persons in the Confederate Historical Society may write to: K. M. Broughton, Honorable Secretary, 2 Fairleigh Drive, Leigh-on-Sea, Essex, England.

Louis T. Moore Memorial Fund

The Louis T. Moore Memorial Fund has been established by the Lower Cape Fear Historical Society to honor this outstanding leader of History and Culture in our area. Available funds will be used on a project or program which the Board of Directors of the Society considers most fitting as a tribute to Mr. Moore.

Some ideas which have been suggested include:
1. Permanent cataloguing of his extensive records and research and suitable display in the new museum.
2. A Book about the life and work of Louis Moore, possibly written by a local author.
3. Publication of some of his writings.
4. Memorial plaque or bust in some appropriate location.
5. Fund to publish an up-to-date guide booklet on points of historical interest in the Lower Cape Fear Area.
6. Fund to be used in the preservation of the historical district in Wilmington by acquiring valuable buildings whose destruction may be imminent.

7. Fund to be used in the acquisition of land for a memorial park.
8. A permanent exhibition in the new museum on “The Wilmington Story.”

Other suggestions or your comments on these will be appreciated.

For your information the gifts to date range from $10 to $100. However, any amount, larger or smaller, will be appreciated. Checks should be made to “Louis T. Moore Memorial Fund.” Contributions are tax-deductible. At the present time the fund stands at $2,044.00.

Send contributions to: Leslie N. Boney, Jr., Chairman, Louis T. Moore Memorial Fund.

Fort Fisher

Fort Fisher continues to develop with interest in the famous site increasing all the time.

Mr. A. L. Honeycutt, Jr., Historic Site Specialist at Fort Fisher State Historic Site, reports that visitation was excellent during the period August-November. Since the opening of the Museum-Pavilion on March 1, 165,000 people have visited the Site. Some of the surgical instruments, knives, guns, tools, and other items recovered from the “Modern Greece” by U. S. naval divers have been treated at the Fort Fisher Preservation Laboratory and are now on exhibit in the temporary museum. On August 7 and 8 Mr. Harold Peterson, Director of the National Park Service, toured the Fort Fisher Preservation Laboratory. On August 15 Mr. Virgil Carrington Jones, author of the trilogy, Civil War at Sea, visited Fort Fisher. He is preparing a “Civil War at Sea” article, which deals in part with Fort Fisher, for the National Geographic magazine. On August 20 Mr. McDaniel Lewis, Chairman of the Executive Board of the Department of Archives and History, toured Fort Fisher. At the close of the 1962 beach season Mayor John Washburn of Carolina Beach stated that the tourist boom (caused by the opening of the Fort Fisher Museum-Pavilion and the U.S.S. “North Carolina” Memorial and the recovery of Civil War artifacts by U. S. naval divers) created a busy season for nearby Carolina Beach, with businessmen and residents reporting the biggest season in history.” On September 13 Governor Terry Sanford and the Council of State voted to condemn 11.4 acres adjoining Fort Fisher which is badly needed for the future development of the site. The purchase of the land will be handled by the Department of Administration. On October 9 Rear Admiral E. M. Eller, Director of Naval History from Washington, toured the Fort Fisher Museum-Pavilion and the Preservation Laboratory. On October 10 Mr. Honeycutt installed three displays at Wilmington College on “Fort Fisher Archeology,” “Fort Fisher Underwater Archeology,” and “Blockade Runner Artifacts.” The exhibits remained through November.

In January an excellent exhibit on Blockade Running, designed by the staff of the Hall of History in Raleigh, was installed in Wilmington College. This exhibit will be circulated throughout the state by the Department of Archives and History.

Board of Review for Historic Area

Wilmington’s City Council has named a five-member Board of Architectural Review to pass on applications to build, alter or demolish buildings in the city's new downtown historic district as appropriate.

Some 30 city blocks are involved in the historic district which surrounds the central business district.

County J. MacMillan and Mrs. Ida B. Kellam were named to the Review Board for four-year terms.

Appointed for two-year terms were Wallace Murchison, Charles Boney and M. V. Barnhill, Jr.

Future appointments will be for four years.

When applications are disapproved by the board, appeals may be taken to the City Council.