THE PRESIDENT’S MESSAGE

As this year of activity draws to a close, we can look back on a few major accomplishments. No doubt, we might have accomplished more, but we did go forward and succeeded in several major areas. I am very grateful and most appreciative for the help and service of so many dedicated people who are interested in the Society, and in preserving the rich historical heritage that is ours.

Of all the services that have been rendered during this past year, I must single out a few who have done so much in helping me to serve as your President. Mrs. Ida B. Bellam, who has been like a right arm, and whose constant help, cheerful efforts, and services are cherished; to me, she is the backbone of the Society! Mr. Henry MacMillan, who was always on call and gave so much of his time freely and faithfully in all phases of the Society’s activities. Mr. Winfield Sapp, Jr., whose splendid efforts in compiling the Handbook, and who never refused an assignment no matter how large or small the task. Mr. Leslie Boney, Jr., who gave many new ideas and master minded the Louis T. Moore Memorial Fund. Miss Mary Cline Warren, our ever faithful Secretary, who has been so kind, faithful, and hard working. Mr. Ludlow Strong, who has done an extraordinary job as Treasurer of the Society. Miss Fannie de Rosset, for her pleasant and faithful assistance as Membership Chairman, and especially Mrs. Martin Willard, who although serving as President of the Junior League, gave much of her time in serving the Society, in helping with the Museum project, and organizing the “Walking Tour.”

1961-1962 can be remembered for a few significant results. The Society along with representatives from the Sorosis, Junior Sorosis, Junior League, Art Association, Thalian Association, U. D. C., D. A. R., and others formed a nucleus to pursue the relocation of the County Museum. After many long months of frustrated efforts, the City Council and the New Hanover County Commissioners, together, appointed a six member Board of Directors, composed of Mrs. Martin Willard, Mrs. Gardner Greer, Mr. Henry MacMillan, Mr. James Harris, Mr. Eugene Farris, and your President. The County Commissioners then led the way by allocating thirty-five hundred dollars for transferring the Museum artifacts, construction of display cabinets, shelving, etc., and four thousand dollars for the services of a full time director. The City Council graciously donated approximately sixty thousand square feet on the third floor of the Police Building. The Board of Directors are at present working on plans for the layout of the Museum along with the actual transfer, as well as employing a director; and also looking into the possibility of securing an elevator for this building. We are certainly indebted to the members of the County Commissioners and the City Council for their courtesies, services, and the outstanding contribution presented to the citizens of Wilmington and New Hanover County.

The passing of our beloved friend and historian, Louis T. Moore, was a great loss to the Society, but greater still to the community and the state of North Carolina. The Board of Directors in recognition of his many years of faithful service to his beloved county, state, and community, unanimously endorsed the establishment of the Louis T. Moore Memorial Fund. The fund will be used for restoration as well as preservation of significant historical facts and works in the area. At the present time, over seventeen hundred dollars have been graciously donated by the friends of Mr. Moore.

“The Walking Tour,” that was reorganized last year after a lapse of many years, was held again on April 14, and proved to be overwhelmingly successful, as approximately one hundred and fifty history minded adults and students, including guests from Washington, D. C., Charlotte, Greensboro, Raleigh, and Charleston, visited the seven houses on the tour, as well as viewing many other buildings in the Historic Buildings Area. We are indebted to the Junior League of Wilmington for their enthusiasm, devotion, and coordinated efforts with the Society in promoting and conducting this outstanding event. We are especially thankful for the services of Mrs. Sarah McKinnon, who was general chairman of the project, and also to the many Junior League members who did such a splendid job in serving as guides. Mr. James Copeland, of the Brigade Boys Club, also is to be commended for his time and service in transporting the people on the tour; and we are especially indebted to the families, who were so kind and gracious in allowing us to enter their homes and view the interesting interiors.

The society has reached a milestone in attaining five hundred memberships. With a membership this large, the Society has gained respect, dignity, and a definite worthwhile significance. Congratulations to our Membership Committee and the entire membership for their steadfast work.

Final plans are underway for the printing of a “Walking Tour” Guide of the Historic Buildings District in downtown Wilmington. This will add another dimension to the tourist trade as well as of great aid in future walking tours.

The work of the Wilmington Planning Commission in endeavoring to establish the Historic Buildings Area has added vitality to the program of the Society, and of course, the Society must supply the energy and work in supporting the Planning Commission with this program. We can look with pride as the U. S. S. North Carolina rests in her berth across the river. This was an accomplishment sponsored by thousands of North Carolinians who wanted to do something for their great State. We can be proud of the Herculean task St. John’s Art Gallery, Inc., performed in securing, renovating, and preserving the historic St. John’s Lodge Building. Much work has been done at Fort Fisher and has now gained national prominence again through the efforts of Al Honeycutt and Mr. John Miller along with a great booster, Mrs. Alice McDaniel. Strickland. Mr. Stanley South and Mr. R. V. Asbury are also to be commended for the tremendous service they are giving the area, for the work at Old Brunswick. Therefore, many people have performed many and varied tasks in helping to preserve and restore the rich heritage that is ours — the real purpose of the Lower Cape Fear Historical Society.

It has been a rare and distinct privilege to serve as your President, and I would like to thank everyone concerned for allowing me to have this privilege and pleasure.

R. Jack Davis, President
Lower Cape Fear Historical Society
MEETING

Time and Place: Wednesday, May 9, The Great Hall, St. James Parish House 8:00 P.M.

Speaker: Winston Broadfoot

Topic: “History as an Art”

Winston Broadfoot was born and raised in Wilmington and needs no introduction to the Lower Cape Fear Historical Society, Inc. which he helped to found. His valuable work in the Society ended when he went to Duke University to become director of the George Washington Flowers Memorial Collection of Southeastern Americana at Duke University Library. Mr. Broadfoot is well known as an historian. He has been a director of the Society and a contributor to the Bulletin.

INVITATION TO DEDICATION

The new Fort Fisher museum-pavilion has been officially opened to the public and will remain open each day from 8 a.m. to 5 p.m. Official dedication of the pavilion is planned for Confederate Memorial Day, May 10, at 10:30 a.m. and the society membership is invited. The museum-pavilion, which features exhibits on blockade running, Fort Fisher, and the lower Cape Fear defense system, will eventually be replaced by a permanent museum structure. The present display area was constructed with funds from the State and County and from donations in the area.

BOOKS


This report prepared for the City of Wilmington makes an attractive publication. Printed on good quality paper, attractively bound with nice photographs, it is of great importance to everyone interested in the preservation of “historic Wilmington.” The text of the report prepared by Mr. John Voorhees is well thought out and presented. His argument for the necessity of preserving the heart of Wilmington’s old residential section seems irrefutable.

H. J. MacM.

GIFTS RECEIVED

The Society gratefully acknowledges gifts from Mr. Julien D. Martin, Mr. Henry J. MacMillan, Mrs. P. W. Delano, Mr. H. Bruce Ludlum, Jr., Mr. Paul Gartrell, and Miss Fannie deRosset, Mr. Stanley South.

Mrs. Albert F. Perry, P. O. Box 119
Mr. Wm. N. Post, 112 No. 7th St.
Mrs. Geo. K. Saffe, 115 Wrightsville Ave.
Mrs. Julien K. Taylor, 1806 Grace St.
Mrs. Frederick Willetts, Jr., 703 Windsor Drive
Mr. Frederick Willetts, Jr., 705 Windsor Drive
Mrs. Burrows Smith, P. O. Box 841
Mr. John C. Drewry, Turtle Hall, Box 177, R.F.D. 3
Mrs. John C. Drewry, Turtle Hall, Box 177, R.F.D. 3
Mrs. T. C. Talfiher, Oleander Court Apts. G-8
Miss Charlie Lee Woodward, 410 South Front St.
Miss Athalia E. Bunting, 315 South 4th St.
Mrs. A. C. Craft, 119 North 6th St.
Mrs. E. D. Umstead, 19 South 6th St.

Contributing

Mr. Johnston Averly, Middle Sound, Wilmington
Mrs. Johnston Averly, Middle Sound, Wilmington
Dr. G. M. Kosuruba, Box 161-A, Route 1, Castle Hayne, N. C.
Mr. William C. Lord, R. R. 5, 578, Belle Glade, Florida
Mr. C. J. Hogervorst, 16 North 26th St.

Sustaining

Mr. Richard A. Shew, 213 Princess St.
Mr. Laurence G. Sprunt, P. O. Box 568
THE CONFEDERACY ON THE SEA

By Charles H. Foard

The Civil War came at a time when the Navies of the world were undergoing the tremendous transition from sail to steam, and it hastened the beginning of another—the change from wooden ships to iron ships, of armor and armament, for rifled and breech-loading cannon were being perfected and were beginning to be used with devastating effect undreamed of a year or so before.

The era of what is now thought of as modern warfare was foreshadowed by what had happened on land but actually it began on the sea, and by the beginning of 1865 naval warfare resembled the Twentieth Century far more than anything that Lord Nelson or John Paul Jones had ever known.

At the outset whatever ships were had in common by the United States were found to be in the hands of the North, and though the South never had a Navy worthy of the name it can be credited with notable achievements and departures from the usual in the annals of warfare. This is because the South had to offset the lack of numbers by ingenuity and inventiveness.

There were some ninety warships in all and more than half of these were sailing ships—models of their class a generation earlier but obsolete now. About forty ships were steam driven and a great many of these were tied up at various navy yards, out of commission “in ordinary,” as it was expressed. Some of them were badly needed in need of repair and of those that were in commission many were scattered on various foreign stations and it would take time to get them home and refit.

The pride of the Navy was its set of five steam frigates. They were powerful wooden vessels, ship rigged, with adequate power plants and with exceptionally heavy armament. They were probably as powerful as any ships then in existence, but for the moment all of these were out of commission.

Then there were five steam sloops, smaller and less formidable than the frigates but sturdy fighting craft, none the less. There were four side wheelers dating back to the Navy's early experiments with steam, which were obsolete but still usable. There were eight lighter sloops and a half dozen of third-class rating, along with a handful of harbor craft and tugs, and that was about the lot.

With this motley of ships the Yankee Navy had to patrol thirty-five hundred miles of Confederate coast line and blockade about one hundred and eighty ports of entry. It also had to control such rivers as the Mississippi and the Tennessee, to say nothing of the extensive sounds along the Atlantic coast. Furthermore, it had to be prepared to strike at Southern ports, most of which were either heavily fortified, and to join with the Army in amphibious action from Cape Hatteras to the Rio Grande.

To do all of these things it did not have nearly enough ships and most of the ones it did have were of the wrong kind. The powerful frigates and sloops were all deep water vessels and were not easily adaptable to the job they now had to do. In the end enough craft were acquired but they were a heterogeneous lot consisting of ferry boats, excursion steamers, coastal craft, river boats and captured blockade runners, or anything that could navigate and carry a gun or two. Obviously the expense entailed was enormous.

It can be seen that a great deal of improvising had to be done by both sides and though in this improvisation the Southern engineers were every bit as ingenious as those in the North, the main difference was that the North had so much more to improvise with, especially in the supply of raw materials, steel and the facilities for manufacturing.

Stephen Mallory of Florida was the Confederate Secretary of the Navy. Mallory had very little to work with and though he did not have the regiments that the Union had he did have a large number of the ablest officers in the land and a good many of the best ideas.

EDITOR'S NOTE: Charles H. Foard, retired civil engineer, has long been a student of The War Between the States. His map showing the location of the wrecks of blockade runners compiled after years of study of the Cape Fear coast is a contribution to naval history. An enlarged copy of Mr. Foard's map is on view at the Fort Fisher Pavilion. Mr. Foard is a member of this Society. It was he who suggested that the naval divers investigate the wreck of the "Modern Greece."

The South’s inability to break the ever tightening blockade brought him such unjust criticism, he did a great deal more with the materials at hand than there was any reason to expect. It can be truly said that it was not that the South did so poorly, but that it did so well with so little.

To quote Captain John Newland Maffitt: "The Northern Navy contributed materially to the successful issue of the war. The grand mistake of the Confederacy was the neglect of its Navy." "Nobody here," he continued, "would believe at first that a great war was before us. South Carolina seceded first and improvised a navy consisting of two small tugboats! North Carolina followed suit, and armed a tug and a small passenger steamer. Georgia, Alabama and Louisiana put in commission a handful of frail river boats that you could have knocked to pieces with a pistol shot. That was our Navy!"

As the war progressed it was demonstrated more and more that the combination of military and naval action was to the great advantage of the North.

The effect of power at sea intelligently integrated with power ashore has seldom been more clearly shown than during the War Between the States.

The North was fortunate in having this advantage and more fortunate to have employed it effectively. That it did so can be credited to a number of the people of the Army, as well as the Navy. However, Lincoln’s friendship with Admiral Dahlgren, the inventor of the Dahlgren gun and at that time Commandant of the Washington Navy Yard, to whom he often went for advice on matters concerning the use of the Navy, had a far reaching effect on policy making.

Basically, the strategy was—

1. Blockade. By control of the sea the North reduced and made terribly expensive aid from abroad for the industrially deficient South, while the industrially superior North continued to import freely from all the world.

2. Capture of Southern Ports and Harassing the Coast. These operations facilitated the blockade, captured or destroyed facilities and forced the South to divert substantial strength from her armies to counter-attack from the sea.

3. Splitting the South Along the Mississippi, and using the river highways to speed her destruction.

4. Combine Operations with the Army, providing massive concentrations of big-gun fire, flexible change of plans, swiftness of movement, ease of shifting base, transport of supplies and support of the Army in all of its problems wherever water reached.
5. Deferring and Ultimately Preventing Foreign Intervention that could have turned this conflict into a world war, with the South receiving powerful allies and reinforcements from overseas.

Having no Navy at all in the beginning, the South was forced to resort to a war of attrition by raiding the commerce of the enemy, and to accomplish this enlisted the services of privately owned armed vessels under letters of marque.

The first vessel to be so commissioned on the Cape Fear was the tug "Mariner." The "Mariner" was owned by Joseph H. Flanner & Company and was commanded by Captain B. W. Berry. She was armed with one 24-pounder forward and two 9-pounders—one in each quarter. She captured three vessels but succeeded in getting only one into port.

Another, the "Retribution" was originally the United States Government tug "Uncle Ben," which had been taken over by the Confederate Government and stripped of its engines to equip the "North Carolina." The hull was sold to Power, Lowe & Company, which company had her refitted and rigged as a schooner. The "Retribution" mounted one 20-pounder Parrott rifle and two 9-pounder smooth-bore guns, and was commanded by Captain Locke of Nova Scotia, with Captain Joseph Price of Wilmington as first officer. The "Retribution's" record is about the same as the "Mariner's."

Neither of these vessels accomplished very much, nor much be expected of them. Although they were ably commanded, they were, after all, just ordinary tugboats pressed into a service for which they were entirely unsuited.

Captain Maffitt ran the "Florida" from the Gulf of Mexico to the coast of New York and back, capturing fifty-eight ships valued at approximately $6,547,000.00 before she was destroyed by the "Kearsarge," and in June of 1865 the "Shenandoah" was still destroying Yankee whalers in the Bering Sea, unaware that the war had ended in April.

Of far more value to the Confederate cause than the commerce raiders were the blockade runners. With an estimated 8,000 round trips made by a fleet of 1,650 vessels, averaging about a quarter of a million dollars each way, we have an astronomical figure of four billion dollars worth of goods transported.

When the capture of a blockade runner was imminent her captain, if possible, ran her ashore with the hope that some of her valuable cargo might be saved. The bones of two dozen or more of them lie buried in the sandbars of our beaches from Rice Inlet to Tubbs' Inlet to the south of Cape Fear, and more around the approaches to other southern ports.

To the Confederate Navy, minute though it was, belongs the distinction of having tested in battle the invulnerability of the ironclad. It was the famous battle, that resulted in a draw, between the Confederate ironclad "Virginia," or "Merrimac" as she was more popularly known, and John Ericsson's "Monitor," that demonstrated to the world that the day of the wooden fighting ship was over. The "Virginia" was a success by any standard both but must be remembered in all fairness that up until this time no one had used armor on warships, so in consequence no one had taken the trouble to produce an armor-plating projectile.

Contrary to popular belief, neither the "Monitor" nor the "Virginia" was the first steam propelled ironclad of their respective Navies. The U. S. S. "St. Louis" was launched at Caronolto, Mo., on October 12, 1861, and the C. S. S. "Manassas" was converted from the tug "Enoch Train" at New Orleans late in 1861. The Confederacy constructed several more of these ironclads from the plans and specifications furnished by Captain John L. Porter, Chief of Construction for the Confederate Navy.

There was the "Albemarle" built in North Carolina that shock Federal control of the North Carolina sounds until young Lieutenant William Cushing sank her with a torpedo. Captain Maffitt was recalled from the blockade runner "Lillian" to command this ship.

There was the "Neuse" which was scuttled in the Neuse River after the second battle of Kinston. Attempts to raise the hull of the "Neuse" are currently going on and, so far as is known, what remained of the "Raleigh" and the "North Carolina" has never been raised.

The "North Carolina," built at Berry's Shipyard on Eagle's Island, was used as a guard ship at the mouth of the Cape Fear River near Smithville. I do not know whether it was through neglect or for want of a relief ship, but the "North Carolina" was allowed to become thoroughly clogged up at her moorings in the river near Fort Johnston. It is an interesting coincidence that the berth for the Battleship U. S. S. "North Carolina" was constructed on the identical site of the Confederate cotton press and the terminal of the Wilmington & Manchito Railway where many blockade runners discharged and took on cargoes of cotton. It is also adjacent to the location of Berry's Shipyard where the C. S. S. "North Carolina" came into being one hundred years before. The "Raleigh" was built at Cassiday's Shipyard at the foot of South Street in Wilmington. This latter ship was commanded by the late J. Pembroke Jones, with Edward G. Manning as Chief Engineer. There were also two small wooden gunboats on the Cape Fear—the "Yadkin" and the "Equator," the small passenger steamer and the tug mentioned by Captain Maffitt.

The "Raleigh" like the "North Carolina" had an undeserved fate. However, she did have a brief moment of glory. It was at night on May 6, 1864, that the "Raleigh," accompanied by the "Yadkin" and the "Equator," made a sortie out of New Inlet and exchanged fire with some of the blockading fleet, the effect of which was magnificent, and in the act of returning just before dawn grounded on the rip near Battery Buchanan. Efforts were made to lighten her and get her off but the receding tide caused her to break in two and becoming a wreck, she sank and went to pieces.

Indeed, if the South had had Northern industrial facilities the story of the war at sea might have been very different.
BOYD PORTRAIT DISCOVERED

Adam Boyd was one of those extraordinary men who represented in their lives the 18th century ideal of the "complete man." He was a man of varied interests and successful in them all.

In the February, 1960 Bulletin of the Society was published a letter from Adam Boyd to his step-daughter, Mrs. Henry Toomer, from the William Atkinson collection. In this issue of the Bulletin it was stated that the second newspaper in Wilmington according to Waddell's "History of New Hanover County" was published by Adam Boyd and named The Cape Fear Mercury. Copies of this paper as early as November, 1769 are on file in the State Archives in Raleigh. Waddell comments further (p. 199):

"Adam Boyd deserves more than passing notice. He came to Wilmington from Pennsylvania prior to January, 1764, as appears from one of his letters, in which he says he was initiated in the Masonic lodge there in January, 1764; that Peter Mallett and Colonel de Keyser were in the lodge with him, and that on St. John's Day, 1770, "at the dinner at Emmet's house, a little back from the street," he and Mr. London acted as stewards. He had been a Presbyterian licentiate, but not an ordained minister. Adam Boyd was appointed Register of Deeds for New Hanover County by Gov. Josiah Martin, North Carolina's last royal Governor. In the New Hanover County Court of 8 January 1777 Mr. Jonathan Dunhill was appointed to replace him as Mr. Boyd "now holds a Commission in the Continental Army." He early joined the Continental Army, first as ensign, then became lieutenant, and finally chaplain. At the close of the war he helped to organize the North Carolina Society of the Cincinnati at their first meeting at Hillsborough in October, 1783. In 1788 he was ordained minister of the Episcopal Church by Bishop Seabury and officiated for a short time at St. James Church in Wilmington, although not the actual rector. Dr. Boyd was a great sufferer from asthma, which was aggravated by the climate of Wilmington, and removed to Augusta, Ga. where he served as minister from 1790 to 1799, and died in Natchez, Miss. in 1802.

Adam Boyd married Mary, the widow of Moses John de Rosset, mayor of Wilmington at the time of the armed resistance to the Stamp Act.

The artist of the Boyd portrait has not yet been identified. There were several artists of the Colonial period who did portrait profiles in chalk and pastel, notably the French artist Saint-Memini who did several North Carolinians and James Sharpless. The Boyd profile has much similarity in technique particularly in the treatment of the hair to the profile portraits of Governor Benjamin Smith. It seems quite possible they were both done by the same hand.

It is an interesting event when a picture of one of our early notables is discovered. No longer will Adam Boyd be a faceless name in Cape Fear records. One will see a man with strong and handsome features, carefully dressed with stiffly starched ruff. This portrait is a memorable addition to the gallery of Wilmington's Revolutionary heroes.

In a precis entitled "Notes on Naval Ordnance of the American Civil War," by Eugene B. Canfield, there is a list of thirty-nine vessels sunk or damaged by submarine torpedoes and mines.

The wreck of the U. S. Army transport "Thorne" still lies in the mud of the Cape Fear River opposite Fort Anderson at Old Brunswick. The gunboat U. S. S. "Oceola" is listed as damaged near the same point, and the launch of the U. S. S. "Shawmut" is also listed as being sunk by a mine in the Cape Fear.

In a "Roster of Clipper Ships" in the book "Greyhounds of the Sea," by Carl C. Cutler, thirteen clippers are listed as having been destroyed by Confederate commerce raiders, totaling 15,566 tons. This was by no means all, but this particular group represented some of the finest and fastest ships of their day.

Another first in naval warfare was the destruction of a warship by the Confederate submarine " Hunley." The "Hunley" was hand-propelled by eight men turning a crank which in turn operated the screw propeller, with the Captain acting as steersman and torpedoan. The "Hunley" was a true submarine in that she employed the identical method of submerging as a modern submarine; that is, water ballast in trim tanks fore and aft, and the use of diving planes or horizontal rudders. She was successful in the sense that she accomplished her mission—the destruction of the U. S. S. "Housatonic" in the Charleston Harbor, by means of a torpedo attached to a long spar ahead of the hull, thereby becoming the world's first successful war submarine boat even though the resulting explosion caused the "Hunley" to founder also. Another Confederate submarine, the "Pioneer," is now preserved in the Louisiana State Museum.

Then there were the so-called "Davids" which were not submarines, even though they closely resembled them. They were long cigar shaped steam propelled torpedo boats that ran awash with very little above water except the smokestack and presented an extremely small and hard to hit target. The "Davids" used the same type of spar torpedo as did the "Hunley." 

(See Next Page)
On April 19, 1861, shortly after the evacuation of Fort Sumter, Lincoln issued a “Proclamation of Blockade” covering the ports of entry of the states that had seceded at that time, which were South Carolina, Georgia, Florida, Alabama, Mississippi and Texas. Eight days later the proclamation was extended to cover North Carolina and Virginia. This was before the last named states had seceded, and it is likely that this act became a part of the caussus belli and hastened somewhat the decision of these two states to join the Confederacy. At any rate, it was a diplomatic as well as a tactical blunder as was soon to be seen, for the recognition of a “belligerent state to blockade” was tantamount to recognizing the sovereignty of the Southern States, a fact which helped the South immeasurably. A tactical blunder because international law did not recognize a “Proclamation of Blockade” unless it was a blockade in fact and sufficient forces were posted to prevent any entry whatsoever by a commercial vessel of foreign registry.

Abiding by these principles of international law, Great Britain, France and other foreign governments encouraged their nationals to trade with the Confederate States of America. The naval forces necessary to patrol nearly four thousand miles of coast line from the Virginia capes to the Rio Grande simply did not exist.

In a letter to a friend in England, the British Consul at Charleston on April 7, 1862, wrote:

“The blockade-runners are doing a great business. Everything is being brought in, in an abundance. Not a day passes without an arrival or a departure. Passengers come and go freely and no one seems to think there is the slightest risk, as indeed there is not.”

In this great struggle to feed an insatiable war machine, English Enfield, Austrian and Brunswick Rifles, Napoleon Howitzers, Heavy Armstrong and Whitworth siege guns, and an astronomical quantity of gunpowder were needed. These were purchased by Confederate agents abroad and paid for by cotton shipped on Government account. Six hundred thousand (600,000) stands of small arms alone reached the Confederacy by way of the blockade, about half of them through the Gulf ports.

Not only guns and ammunition, but everything else needed came through in this manner. Food, boots, cloth for uniforms, medicines, drugs, shoes, steel, copper and chemicals in an endless flow. Such luxury items as silks, brandies, laces, perfumes, linens and wines also went through despite the Government’s order to the contrary.

I rather like this description of running the blockade attributed to Tom Taylor:

“Burning smokeless anthracite coal and painted the color of a Hatteras fog, the blockade-runner on a dark night made the trip through the cordon of blockading vessels with no more hindrance than a passenger threading his way through crowds at a railway station. The whole region seemingly had been designed by nature as a smuggler’s paradise.”

This was especially true of the Cape Fear area where we had New Inlet on the north side and the Main or Western bar on the south side of Flying Pan Shoals. These shoals extend nearly forty miles seaward from the cape point and though the distance in a direct line between the two Inlets is only four or five miles, it was about eighty or ninety miles by sea around the shoals which in themselves created a serious natural hazard for the deep draught, heavy warships, as well as an effective barrier between these Inlets.

From almost the beginning the Federal Navy adopted the policy of concentrating its forces around the major ports of Savannah, Charleston and Wilmington, but the approaches to these ports were heavily fortified and well defended so that the blockaders had to keep their distance.

The crews of the blockade-runners were paid in English money or gold. The Captains received one thousand pounds for a voyage that often did not consume more than a week; Chief officers two hundred and fifty pounds; and second and third officers one hundred and fifty pounds. Pilots received seven hundred and fifty pounds. The profits accruing from one successful round-trip averaged about a half million dollars.

Besides drawing fabulous pay, officers were permitted to indulge in a little private speculation, stowing away a bale or two of cotton for themselves or a friend. Cotton could be bought for as little as three cents a pound in the South and sold in England for as much as a dollar a pound.

The rewards being as great as they were, the traffic soon attracted a host of adventurous souls willing to risk life and liberty for a thousand percent profit.

Besides the Southerners these crews consisted mainly of Britishers, canny Scots among them, and officers of the Royal Navy who had resigned their commissions to seek a fortune overnight. As to the rest, they were a sprinkling of Danes, Spaniards, Portuguese, Mexicans, Italians, Greeks, Canadians and now and then, if the truth were told, a New England Yankee or two. Such were the men who ran the blockade and they sailed, appropriately enough, from the ports of the Spanish Main.

To state that the South was starved out for lack of supplies is a fallacy because the stream of goods continued until the very end. It was the failure of the internal transportation system, due to military action and other causes, not the source, that brought about the ghtastly and costly shortages, for even after the fall of Fort Fisher several blockade-runners entered the river and realizing that something was amiss turned and made their way out again, evading capture and carrying word to the world that the last door to the Confederacy had been slammed and barred.

This was the end for the blockade-runners.