



# Federal Point Historic Preservation Society

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## Newsletter

Volume 16 No. 6

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Darlene Bright, editor  
Rebecca Taylor, production

### June Meeting Monday, June 15, 2009 Potluck begins at 6:30 pm!

The Federal Point Historic Preservation Society will hold its monthly meeting on **Monday, June 15, 6:30 pm at the Federal Point History Center**, 1121-A North Lake Park Blvd., adjacent to Carolina Beach Town Hall.

In lieu of our usual program, we will enjoy our annual covered dish supper. Please bring a favorite dish to share with the group. Paper products and drinks will be provided. This is always a wonderful time to visit with old friends, but also, a great time to introduce new people. PLEASE bring a friend or neighbor who might be interested in joining.

*It is also important that everyone be present as we will be voting on officers and board members for the 2009-2010 fiscal year!*



### May Program

#### Andy Wood on Our Local Environment

Andy Wood of the North Carolina Audubon Society spoke to our members about issues currently concerning the natural environment of the Lower Cape Fear. He is currently working on a number of legislative issues, including the bill to allow jetties and other “hardening” of the coastline. Also discussed were issues of clean water and the problem of storm runoff. The speaker also shared such local species as the rare Venus Flytrap and the Mosquito fish that eats mosquito larvae by the pound. A lively discussion about the controversy over the Titan Cement plant to be built in Castle Hayne closed the evening’s program.

### President’s Message

June, 2009

Greetings to all!

As I end my term as president, I would like to thank the members for their support and give a special thank you to Rebecca Taylor for her dedication and professionalism. The programs have provided fascinating insights into the variety of historical elements that make this such a great area to live in.

Also, let me remind everyone that we welcome (and need) your active participation in the activities of our committees as we continue to document the important, and often fragile, sources of information about our area.

Donald G. Snook, President

**FPHPS Committees**  
**By Darlene Bright**

Following are all of the committees which were initially set-up when we organized in 1994: **Historic Sites, Plaque, Shipwreck Overlook, Cemetery, Fundraising, Membership, Program, Publicity/Newsletter, Social, Genealogy, and Oral History.**

Over the years, interest has waned and a lot of our committees have become inactive. At our June 15<sup>th</sup> meeting, we will be electing Officers and Directors for the 2009-2010 fiscal year, and we really need a lot of helping hands to get these committees going again so we can better carry out our mission to preserve and report our rich history.

**Remember! If everyone would do just one thing...**

**The Union and Popular Sovereignty**  
**From The Annals of America, Vol. 9**  
**By William Benton**

The speech by Abraham Lincoln to the Republican State Convention at Springfield, Illinois, on June 16, 1858, launched his campaign for the U.S. Senate seat held by Stephen A. Douglas. Douglas replied less than a month later at Chicago, after which the two men sparred in their famous series of debates. Lincoln's speech was considered radical at the time and potentially dangerous. His former law partner, William H. Herndon, predicted, however, that the Republicans would eventually make him President. The challenge of Lincoln's "House Divided" speech was met by Douglas in his July 9 Chicago address, which began his campaign for re-election. Douglas was committed to the idea of "popular sovereignty" in opposition to the Republicans, who wished to exclude slavery from the territories. He also had to satisfy the Southern wing in his own Democratic Party, which wanted unlimited extension of slavery.

The debates between Abraham Lincoln and Stephen A. Douglas for the U.S. Senate seat from Illinois in 1858 constitute one of the most famous political dialogues in American history. A man of great ability with a magnificent voice, Douglas had served in the Senate since 1847, and was generally regarded as a certain presidential candidate in 1860. Lincoln's voice was high-pitched; he tended to speak indifferently at first, but then to warm to his subject. Riding into town on a wagon, he played to the hilt the contrast with Douglas' splendid entourage, which included a private railroad car. In the end, Lincoln narrowly lost the election through inequitable apportionment, but acquired a national reputation.

During the Lincoln – Douglas debates, Lincoln's genius as a politician allowed him to posture himself for the presidency as he dealt with the burning issue of the black race and slavery. During the debates of August 21, 1858, in Ottawa, Lincoln said:

"I will say here...that I have no purpose, directly or indirectly, to interfere with the institution of slavery in the states where it exists. I believe I have no lawful right to do so, and I have no inclination to do so. I have no purpose to introduce political and social equality between the white and the black races. There is a physical difference between the two which, in my judgment, will probably forever forbid their living together upon the footing of perfect equality; and inasmuch as it becomes a necessity that there must be a difference, I, as well as Judge Douglas, am in favor of the race to which I belong having the superior position."

In Freeport on August 27, Lincoln answered a barrage of questions put forth by Judge Douglas saying: "I do not now, nor ever did, stand in favor of the unconditional repeal of the Fugitive Slave Law. I do not now, nor ever did, stand pledged against the admission of any more slave states into the Union. I do not stand pledged against the admission of a new state into the Union with such a constitution as the people of that state may see fit to make. I do not stand today pledged to the abolition of slavery in the District of Columbia. I do not stand pledged to the prohibition of the slave trade between the different states. I am impliedly, if not expressly, pledged to a belief in the right and duty of Congress to prohibit slavery in all the United States territories. I am not generally opposed to honest acquisition of territory; and, in any given case, I would or would not oppose such acquisition, accordingly as I might think such acquisition would or would not aggravate the slavery question among ourselves..."

In Galesburg, October 7, Lincoln expressed his true feelings about slavery when he said: “Now, I confess myself as belonging to that class in the country who contemplate slavery as a moral, social, and political evil, having due regard for its actual existence among us and the difficulties of getting rid of it in any satisfactory way, and to all the constitutional obligations which have been thrown about it; but, nevertheless, desire a policy that looks to the prevention of it as a wrong, and looks hopefully to the time when as a wrong it may come to an end...”

By the time of Lincoln’s election as President in 1860, his position on slavery had hardened. His expressed opinion that slavery in the U.S. should eventually be abolished resulted in South Carolina’s secession from the Union. The beginning of the great American Civil War.

### **Granddaddy, Crawford, and Ed Lewis Oral History by Ann Hertzler**



Granddaddy Lewis paid \$700 for land at the Fort Fisher columns from the river to the ocean, brought his family from Shallotte, and died about a year later when his boat turned over. Crawford and Ed Lewis, two of his sons, married and lived at Fort Fisher.

Son Crawford Lewis and wife Ruth lived on Fort Fisher Road just right of the columns (Fort Fisher Gates) on the way to the river. One way to take fish to Wilmington was to row a boat. Crawford Lewis, Bud Waters, and others helped LC Kure build the pier in 1923. When son Jack was born in the 1930s, Crawford was helping build the loop road across the bridge around the right side to Wrightsville Beach. He also worked at Ethyl Dow for 26 years.

Crawford’s house had three bed rooms, a bathroom, a long kitchen and front room. When son Jack was 12, the wood stove was replaced with a kerosene stove. They grew lots of hot peppers, made hot pepper vinegar, stayed busy canning, and had an ice box. They had no electricity and used kerosene lamps. Well water was for drinking, bathing in a washtub, scrubbing clothes with a washboard and drying on an outdoor clothes lines. They had chickens, a woods full of wild hogs, and lots of fish and shell fish nearby.

Ft. Fisher Traffic: Jack Lewis reported that the first car to come down through the Fort Fisher area “like to scare everybody to death.” The car had a blowout and left the old tube. Daddy (Crawford) found it and thought it was something you wear. “He cut it in two, tied up the end of it, pulled it up his legs; said they were good boots.” A busy afternoon in the 30s was watching 50 cars go by. One Sunday Crawford’s Model T Ford stuck in the beach sand. He picked up the entire front and set it to the right of the rut; then moved the rear, crab walking the car to the hard sand. Next day, the area reported a giant turtle had come ashore at Fort Fisher. Jack Lewis remembers trucking up the road in a 34 Plymouth at a “big 35 mph.”





Ed Lewis, Crawford's youngest brother, was born in 1904 just after their father drowned in the river. Ed, his wife Gertie, and their four children – Anna Lee (Sis), James Edward Jr. (Brother), Isabell, and Judy lived between Crawford's house and the river on a beautiful little knoll. The house had a living room, two bed rooms, and a kitchen on the first floor and a bedroom up stairs. The family had an old wood stove, later kerosene, to heat water for bathing in a big tin tub in the kitchen. Toilets were outhouses. The Rural Free Delivery (RFD) mail box was at the road edge. Aladdin Oil Lamps provided light until they got electricity at the river home when Isabell was nine years old (1939); and a phone when they moved to the store in Kure Beach in the 40s. Before electricity,

Ed listened to the news from Walter Winchell on his crystal radio set. After electricity in 1939 the kids listened to radio shows such as *The Shadow Knows*, *The Lone Ranger*, and *The Creaking Door*.

In the 1930's Ed Lewis had cows he took on a barge to one of the islands with good vegetation. They had pig killings with all of the neighbors. Down on the river they had cows and pigs, ducks, chickens, and things from the water - a lot of clams, oysters, duck, fish and birds, and all kinds of wild life food. Ed Lewis said his mother would give him one shot gun shell and tell him to go get supper. If he was going duck hunting, he'd wait till he got 2 or 3 lined up so that he could get them with one shell. He did exaggerate at times.

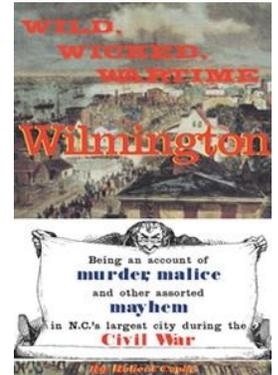
## Society Notes

- **Membership Information:** Debbie Price, Chairperson. A big welcome to new member **Claire S. Cates**, a local Carolina Beach gal. Debbie and Rebecca are talking about a business member drive for later this summer and early fall. WE NEED a few more members to help. Please let Debbie or Rebecca if you'd be willing to help.
- Our thoughts and prayers go out to the family of **Vicki Holland**, who passed away recently. Vicki is the daughter of lifetime member, Lois Walton, and sister of member, Lynn Benson. Vicki taught at Carolina Beach School and designed and produced the brochure used when our Society placed a historic plaque on the school on November 20, 2002.
- Also, remember the family of **Mr. L. Gleason Allen**. Mr. Allen was a retired attorney and he and his wife, Nellie, are long time members. He gave of his time freely helping us with the Society's incorporation and all other legal matters that came up from time to time.
- **History Center News:** Darlene Bright, Director. Our volunteers who helped keep the History Center open in May were Pat Bolander, Lois Taylor, Juanita Winner, Sylvia Snook, and Jennie Gordon. In addition to approximately 35 members and guests at our April meeting, we had 52 visitors at the History Center. Gift Shop Sales totaled \$113.23. Both Got'em-on-Live and the UDC held their montly meetings at the center.

## Federal Point Historic Preservation Society Program Calendar Summer/Fall 2009

### Monday, July 20, 2009 *Membership Meeting*. 7:30-9:00 pm

Author **Robert Cooke** will speak on his new book **WILD WICKED WILMINGTON**. As the Confederacy's most important port, Wilmington, NC grew from a town of a few thousand people to a boomtown almost overnight. Filled with speculators, sailors, soldiers and slaves, it was a place with all the vices common to port cities during wartime. Murder, prostitution, and other malice and mayhem made Wilmington more like Dodge City than the genteel southern town some would have you believe.



### Monday, August 17, 2009 *Membership Meeting*. 7:30-9:00 pm

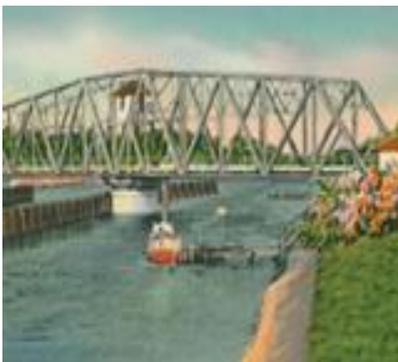
Author **Ann Cottle** will discuss the history of the experimental rural homestead community Penderlea. Founded in Pender County at the beginning of the Great Depression, this fascinating community has regained interest and importance with the current economic situation. Ann's book **The Roots of Penderlea** combines documentary history and firsthand accounts of North Carolina's path-breaking Penderlea Homestead Farms. What started as a vision became a reality in 1934 when under FDR's New Deal, Penderlea became one of the nation's first experimental agricultural colonies.

### Monday, September 21, 2009: *Membership Meeting*. 7:30-9:00 pm.

Historian and author **Richard Triebe** will talk about the tragic destiny of the **Confederate soldiers** who were captured at the Fall of Fort Fisher. Sent to a number of POW camps in the North, the death toll at one camp in Elmira, NY reached 1,233 North Carolinians before they were repatriated. Richard's program brings us a fascinating new look at the historic ending of the Fort Fisher story.



A sketch made by W. Newman, a Confederate prisoner, on Sept. 15, 1864.



### Monday October 19, 2009: *Membership Meeting*. 7:30-9:00 pm.

Local author and historian, **Elaine Henson** will speak about the history of the well known local landmark, **Snow's Cut**. Built in the early 1930's as part of the Atlantic Intracoastal Waterway (ICW), the Cut changed the Federal Point peninsula into an island and brought a whole new kind of boat traffic to the sleepy tourist towns of Carolina Beach and Kure Beach. But why is it called Snow's Cut? Elaine will tell us about Colonel William Arthur Snow of the US Army Corps of Engineers and how he endeared himself to the local populace. Elaine will talk about the three bridges that have spanned the cut since 1930.

### Monday, November 16, 2009: *Membership Meeting*. 7:30-9:00 pm.

The Oral History Committee will host a panel of local elders who will talk about the beaches during an earlier, more quiet, and slower time. Join us and these special members of our community while we explore what life was like in the "olden days."



**ALL PROGRAMS ARE FREE AND OPEN TO THE GENERAL PUBLIC.** They are held at the **Federal Point History Center, 1121-A North Lake Park Blvd. (Just south of the Carolina Beach Town Hall.)** Or visit the History Center, open Tuesdays from 12-4, Fridays 10-4 and Saturdays 10-4. For more information call: 910-458-0502.

**What Were They Thinking?**  
**From the Bill Reaves - Federal Point Files**

July 24, 1903.

Today the Carolina Beach railroad ran over a cow about 100 yards from the beach. Three railroad cars were thrown off the track. The train was running slow and nobody was hurt. The cars were crowded with women and children, who were badly frightened for a few minutes. About 200 people were on the train. They were members of the Second Advent Sunday School excursion party from Wilmington. The train was running backward to the Beach, with the engine at the end next to the river. A cow of Mr. H. A. Kure started to cross the track and the first car knocked her down and passed over her, but it remained on the track. The three following cars were derailed, but remained on the cross ties. It was several hours before the cars were put back on the track.

WILMINGTON DISPATCH, 7-24-1903.



About two months later, Mrs. Sallie J. Bryan and Mr. S. J. Bryan, her husband, brought suit for damages against the New Hanover Transit Company. Mrs. Bryan claimed she was injured by the slight wreck of the train in July. The amount of damages was not yet known.

WILMINGTON DISPATCH, 9-19-1903.

**Officers**

President – Don Snook  
Vice-President – Hazel Logue  
Secretary – Lois Taylor  
Treasurer - Jeannie Gordon

**Directors**

Pat Bolander	James Dugan	Ray Flowers
Elaine Henson	John Gordon	Cheri McNeill
Ron Griffin	Jay Hockenbury	Sylvia Snook

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