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HEDRICK & TIII, No. 7 North Front.

WILMINGTON, N. C.

Wholesale and Retail Dealers in and Jobbers of

PAPER AND DOMESTIC DRY GOODS.

LADIES' DIRECTORY, 1967.

Additions to Articles are being Consistently received

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FROM OUR

ORDING DEPARTMENT.

Merchandise will be supplied at lowest Wholesale Prices.

J. H. HEDRICK. No. 7.

W. H. MOORE.

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THE COLLECTION OF NORTH CAROLINIANA ENDOWED BY JOHN SPRUNT HILL CLASS OF 1889
HAAS & CO.,
Wholesale and Retail Dealers
IN AND MANUFACTURERS OF
MEN'S AND BOYS' CLOTHING,
FURNISHING GOODS,
Boots, Shoes, Hats, Caps, Trunks, &c.
CLOTHING Made to Order
In the latest and most approved Style of the Fashions.

Goods Sold at Prices Lower than by Any Other House
IN THE CITY.
OUR JOBING DEPARTMENT IS COMPLETE,
And wholesale buyers will do well to give us a call, at
3 and 10 North Front Street
(OLD STAND.)
HARRISS & HOWELL,
GENERAL
COMMISSION MERCHANTS,
No. 1 Murphy's Wharves, N. Water Street,
(BETWEEN PRINCESS AND CHESNUT.)
WILMINGTON, N.C.
AND
196 WATER STREET, NEW YORK
AGENTS FOR

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Liberal advances made on consignments to our New York House on Produce, which will be forwarded through free of commissions.
Consignments are covered by Insurance from ports and places in North and South Carolina, by Rail Roads, Steam Boats and Flats on the river to a shipping point, and to New York.
Shipment should be covered by Insurance from point to point, through to New York.
ADVERTISEMENTS.
DAVID AARON.

AARON & RHEA
28 MARKET
WILMINGTON
Wholesale and
Staple and F

[Image of a fruit basket]
ADVERTISEMENTS.

CARROLL & CO.,

POULTRY, PIGS, COWS, Etc., &c.,

107 T. STREET,

BALTIMORE, Md.

SOLE AGENTS FOR

Condensed Milk,

Collect from Condensed Milk Company.

ATIN.
LIPPITT'S
CONFECTIONERY AND BAKERY,
No. 20 North Front Street,
WILMINGTON, N. C.

JAMES W. LIPPITT,
WHOLESALE AND RETAIL DEALER IN
French and American Confectionery,

WEST INDIA and DOMESTIC FRUITS,
CANNED FRUITS, PRESERVES, JELLIES, FINE WINES,
Imported and Domestic Cigars,
FINE SMOKING AND CHEWING TOBACCO,
CHILDREN'S CARRIAGES, WAGONS,
AND A GENERAL ASSORTMENT OF
TOYS.

My Manufacturing Department and Bakery is one of the most complete in the South and Customers can rely upon always finding fresh Candies, Bread, Rolls, Plain & Fancy Cakes, Jellies, Ice Cream, Crackers, &c., &c.

Plain and Ornamental Baking done for Weddings, Parties, &c.
The Trade supplied with Fresh Candies of my own manufacture and every variety of goods in my branch of business at the lowest wholesale prices.
M. M. KATZ & CO.,
WHOLESALE AND RETAIL DEALERS IN
Staple and Fancy Dry Goods,

Boots, Shoes, Hats, Caps, Furniture and Fancy Goods, &c.

*?

LATEST PARISIAN STYLES OF
LADIES' HATS, BONNETS, RIBBONS,
—and—
Millinery of all Kinds.

Our Stock is complete in every department, and is offered at rates as low as by any other house in the city. Great inducements offered to wholesale buyers. Purchasers cannot fail to be suited in superior goods and low prices at

NO. 26 MARKET STREET,
WILMINGTON, N. C.
SMAW'S

WILMINGTON DIRECTORY

COMPRISING A

General and City Business Directory,

AND A

Directory of Colored Persons,

TO WHICH IS ADDED

A Complete Historical and Commercial Sketch of the City.

COMPILED BY

FRANK D. SMAW, Jr.

"Speak of me as I am; nothing extenuate,
Nor set down aught in malice."

PUBLISHED BY

FRANK D. SMAW, Jr.

No. 7 North Front Street,
Wilmington, N. C.
PREFACE.

After several months of unceasing toil, and having labored under the many difficulties incident to a task of the kind, the publisher is pleased to present to the public the Second Volume of the Wilmington Directory.

In doing so he would state that, in order to keep pace with the rapid advancement of the city, no necessary expense has been spared and every energy has been exerted to render it a work handsome in style, complete in arrangement, and correct and useful in all its detail.

In its contents will be found an Historical and Commercial Sketch of Wilmington, from the earliest date of its existence to the present time. This sketch has been prepared by a gentleman fully qualified to execute the difficult task, at a large expenditure of labor, and after a careful research into all records tending to develop any facts in relation to the city.

Every attention has been paid to its general arrangement, all useful information applicable to a work of the kind has been carefully compiled, and it is hoped will prove correct and valuable to all.

The new system of numbering, as recently authorized by the city government, will be found in its columns, with an explanation of the same attached.

"He that hath much to do will do something wrong," is an old maxim; but it is confidently believed that the present volume has acquired as great a degree of correctness as is attainable in an undertaking comprising so many difficulties.

With an earnest wish that the Directory may prove fully equal to the expectations formed of it, and with many thanks for the kind patronage bestowed upon the past and present editions, he trusts that each successive volume will merit the same kind favor so generously awarded the preceding ones.

FRANK D. SMAW, JR.,

Compiler and Publisher.
EXPLANATIONS OF MAP.

The following diagram is intended to represent the position of the principal streets in the city and to illustrate the Decimal System of numbering as recently adopted by the City Government and which the compiler of the present volume was authorized by that body to execute. The plan known as the Decimal System of numbering, is as follows:—

One hundred numbers are allotted to each opposite square, each square commencing with a new hundred, thus—We commence at the foot of Market Street and No. 1, and continue upwards as far as the number of buildings will permit the figures to run. At the corner of Front street (on Market), the numbering will commence with 100 and continue as before. At the corner of Second street the number will be 200, &c.

The even numbers are placed on the left hand and odd numbers on the right hand side of each street, beginning at the starting point and running in the direction of the terminus of each street. Numbers properly arranged suggest distances to the mind, but when improperly placed lead to confusion, thus it will be seen that the number 100 on Market street, corner of Front will readily designate the distance from Water street, (the starting point of Market) to be one square from Water, the number 200 on Market, corner of Second, to be two squares &c.

The city is divided into four Wards, as follows:

The 1st Ward embraces all that portion of the city north of the middle of Market Street and east of the middle of Third street.

The 2d Ward all that portion north of the middle of Market and west of the middle of Third Streets.

The 3d Ward all that portion south of the middle of Market and west of the middle of Third.

The 4th Ward all that portion south of the middle of Market and east of the middle of Third.

All Streets designated as north and south—streets run north and south and cross Market street.
Ashe
Smith  No.  1500
Howard No.  1400
Taylor  No.  1300
Nixon  No.  1200
Swann  No.  1100
Harnett No.  1000
Bladen No.  900
B'swick No.  800
Hanover No.  700
C'bell  No.  600
R. Cross No.  500
Walnut No.  400
Mulb'y No.  300
Chesnut No.  200
Princess No.  100
Market  No.  2

No.  1501
No.  1401
No.  1301
No.  1301
No.  1101
No.  1001
No.  901
No.  801
No.  701
No.  601
No.  501
No.  401
No.  301
No.  201
No.  101
No.  1

Market No.  1
Dock  No.  101
Orange No.  201
Ann  No.  301
Nun  No.  401
Church No.  501
Castle  No.  601
Queen  No.  701
Wooster No.  801
Dawson  No.  901
Wright  No.  1001
Meares No.  1101
Marsteller

1 South Water Street.

Market No.  2
No.  2
No.  100
No.  200
No.  300
No.  400
No.  500
No.  600
No.  700
No.  800
No.  900
No.  1000
No.  1100
No.  1200
No.  1300

FIFTH STREET.
WEBB'S

SALOON AND RESTAURANT,

H. WEBB, Proprietor,

IMPORTER OF

Choice Wines, Brandies & Cigars

A Full Supply of the Finest Imported and Domestic Liquors of all kinds always on hand.

OYSTERS

And other delicacies in their respective seasons.

No. 19 Market Street,

WILMINGTON, N. C.
HUGGINS & CO.

Wholesale and Retail Dealers in

GROCERIES,
PROVISIONS,
WINES, LIQUORS,
WOOD AND WILLOW WARE,
CROCKERY,
BOOTS, SHOES,
DRY GOODS,
&c., &c.

A complete assortment of every class of Goods in our line. Families furnished at the lowest market rates. Our Stock is unsurpassed by any house in the City.

WHOLESALE BUYERS
Who study their interest should examine our Stock. The Trade Supplied at Lowest Wholesale Prices.

Nos. 201 & 203 Market St.,
S. E. COR. SECOND,
WILMINGTON, N. C.
HISTORICAL AND COMMERCIAL SKETCH OF WILMINGTON, N. C. BY J. T. JAMES.
HISTORICAL AND COMMERCIAL SKETCH
OF THE
CITY OF WILMINGTON, N. C.

As a preface or introduction to a work of this nature, it would not be inappropriate to trace the history of the place itself, from the date of the earliest authentic records, up to the present time, giving, as nearly as is possible, a complete sketch of the commercial growth and prosperity of the city. Such is the aim of the present writer, who hopes that this article may prove of interest to all—to the general reader, as well as to him who is more nearly allied to the mercantile interests of the city.

And yet, the task is no easy one. Bancroft, in his History of the United States, bitterly complains of the carelessness manifested in preserving the ancient records of the history of North Carolina. The reproach is a well merited one, and to no section is it more applicable than to that of the Cape Fear. The history of its past is almost a traditional one. Records, such indeed as they were, have nearly all been lost or destroyed, and those who could have furnished us with some gleanings from their own youthful recollections, have all passed away from the scene. Other States, and, indeed, some portions of our own State, have had their historians,—men who, while actors and records still existed, have endeavored to preserve somewhat of the illustrious past for the benefit of future ages. But, alas! the Cape Fear has never had its historian. Rich and fruitful as its past must have been in themes of interest and adventure, of daring and of patriotism, it has never yet had its recording scribe. Our public records, meagre and imperfect as they are, are fast yielding to the encroachments of neglect and decay, and the private family traditions from which much might yet be gained, are gradually, yet surely, passing from the minds of men. Will not the filial hand of some son of the Cape Fear yet endeavor to gather the scattered sheaves, and bind them together for the benefit of his own and his friends’ posterity? The field is ample, and although the soil is in some parts unfruitful, yet patient care and toil will, in the end, most assuredly succeed, and reward the laborer with a work that would be invaluable to the denizens of the Cape Fear region.

The City of Wilmington, the capital of New Hanover County, and by far the largest and most principal business mart in the State of North Carolina, is situated upon the east bank of the Cape Fear river, about
twenty-eight miles from its mouth, and just below the confluence of its two branches, the North-East and the North-West Cape Fear. It is in latitude 34° 12', and in longitude about 77° and 56'. It is surrounded on the north, east and south by high, sandy regions of country, covered with a luxuriant growth of pitch pine. These regions are varied, occasionally, with an intervening piece of low ground, through which generally flow small streams, and which are covered with a matted, tangled shrubbery. Nearer the ocean, however, which is distant in a straight line, in the nearest places, but not more than seven miles, the quality of the soil is far different. Dense swamps of hickory and oak, covered with clinging mosses and creeping parasites, and rich hammock lands, bordering upon the Sound, afford as productive a soil for vegetation as can be found in the entire State. To the west stretches away Eagles' Island, one immense swamp, partly cleared and devoted to the culture of rice. This Island, in the spring, is surpassingly beautiful to the eye,—covered, as it is then, with its tender crop of verdure, and with its lofty forest trees entwined from root to brow with the honeysuckle and the jasmine. To the florist and botanist no section of country, for hundreds of miles around it, can boast of more attractions, and to the more practical eye of the planter, no spot of land in the South is better calculated for the production of the great Southern cereal.

The city itself is situated upon the high hills immediately opposite the north-eastern end of Eagle's Island. Its climate is noted for its health and salubrity, which are greatly enhanced by the pine smoke arising from the numerous distilleries and manufactories upon the river banks, and by the refreshing sea breezes from the east and the south, bringing with them as they come, the healthful aroma of the pine. The streets are regularly and neatly laid out, with wide and commodious side-walks and with the most ample room for vehicles. The soil is of sand, with a thick strata beneath of limestone, or conglomerate rock. Percolating through the sands, and finding outlets in numerous natural drains, can be found, always, clear streams of the purest and softest water. These streams, or drains, form of themselves, numerous natural sewers, and go far towards maintaining the inherent health of the city. The high situation, the softness and salubrity of the climate, and the beauty and safety of the harbor undoubtedly caused the early settlers to select this as the site of the future town.

The first attempt to establish a settlement upon the Cape Fear coast was made in the year 1660 by a party of Puritan emigrants from Massachusetts, who advanced up the river in a little bark, and landed at a point at, or near the union of Town Creek with the Cape Fear, and about
nine miles below Wilmington. Ignorant of the nature of the soil, adapted peculiarly to them the unknown staple of rice, they endeavored to establish upon the low lands grazing farms. Equally unable, through ignorance of their qualities to turn to advantage the immense quantities of pine which overshadowed the upland hills, the settlers soon became disheartened, and, after three years of fruitless attempts, having suffered severely from distress and disease, and from the encroachments of the Indians, whom they had failed to conciliate, they bent the sails of their little bark, and the settlement was abandoned to the Indians.

During October of the same year (1663) another vessel arrived in the Cape Fear, this time for the purpose of reconnoitering the country. This expedition was sent from Barbadoes, and after exploring the river as far as Stag Park on its north-eastern branch, returned to Barbadoes in February, 1664, with a highly favorable account. In the autumn of the next year (1665) an English baronet, Sir John Yeomans, arrived in the Cape Fear with a band of colonists, and landed at a spot very near the site of the former settlement, and on the north side of Town Creek, on the plantation now owned by Thomas Cowan, Esq. They established there a settlement, and purchased of the Indians a tract of land thirty-two miles square, which was soon after erected into a county, and called Clarendon, and of which Sir John Yeomans was appointed Governor. The colony rapidly prospered; a profitable trade was established between Old Town and Barbadoes in the exportation thence of boards, staves, etc., the public affairs were managed with prudence and discretion, emigrants began to arrive in numbers, and the little settlement was fast claiming for itself the dignity and proportions of a town. Such was its growth that in 1666, one year after its first foundation, the settlement is said to have contained upwards of 800 inhabitants. In 1671 Sir John Yeomans was appointed Governor of what is now the State of South Carolina, but was then known only as the County of Carteret. He removed thither in the same year, and was followed by a large number of the inhabitants of Old Town. From this time may be dated the gradual decline of the settlement, until in 1689 not a single white man remained behind. All was desolation and silence, and the Indians were again left in undisputed possession of the land.

From this date, 1689, until the year 1725, a period of thirty-six years, both traditional, and our scant historical records are remarkably reticent. Some old and curious accounts there are of the disrepute into which the Cape Fear river had fallen, on account of the two unsuccessful attempts which we have mentioned, at colonization, and there are many interesting traditions of the celebrated pirates, Richard Worley and Steel Bonnet, who,
it is said, made it their headquarters, yet nothing definite is known until the year 1725, when Col. Maurice Moore,* having received from the Lords Proprietors a grant of fifteen hundred acres of land on the west bank of the river, proceeded to lay off three hundred and sixty acres of it into a town. The site selected was a high bluff, overhanging the river, about sixteen miles below Wilmington, and was called by him Brunswick, in honor of the then reigning family. The lots of the little town were soon apportioned off, and settled upon by numerous emigrants; forests were felled, agriculture was productive, commerce was opened, and the town of Brunswick soon became a place of great repute. So much so, indeed, that not only the sturdy emigrant, bearing his axe and rifle, but many men of refinement and genius, and of literary tastes, were attracted to its hospitable port. It was the source from whence Wilmington afterwards drew, not only its agricultural and commercial energy, but the wit and genius, and hospitality which so ennobled it in after years. In 1736, we find there many names which have become familiar, even to this generation, and which, we can proudly say, have been most worthily perpetuated. Among the most prominent of these we find Samuel and John Swann, Edward Mosely, Alexander Lillington, John Baptista Ashe, the elder Cornelius Harnett, William Hill, William Hooper, Gen. Thomas Clark, Chief Justice Allen, William Dry, Archibald Maclaine, the Eagles, the Quinces, James Hasell, Robert Halton, Armand De Rosset, Benjamin Heron, Rev. Richard Marsden, Capt. Edward Hyrne, Col. James Innes, Col. Thomas Merrick, the Claytones, the Rutherfords, the Rice, the Rowans, the Watters, the Strudwicks, besides many others, accomplished gentlemen and erudite scholars.

But, alas! Port Brunswick has become now a thing of the past; its hospitable roofs have fallen and decayed, and now lie mingled with the same earth which covers the once joyous inhabitants. Nothing now remains as a vestige of the past, but the grim and sturdy walls of the old English church, which have alike resisted the touch of time, and the shot and shell of the Federal bombardment.† Its old walls seem, indeed, immutable to decay. Old Brunswick is reckoned as "one of the things that were," and where was once its peaceful homes and quiet retreats can now be seen only the guns and fortifications of Anderson.

* Col. Maurice Moore is said to have been a lineal descendant of the great Irish patriot, Roger Moore, and of Sir John Yeomans. His brother was the celebrated "King Roger," so familiar, by tradition, to many native Wilmingtonians. There are many descendants of this family living in and near Wilmington at the present time.

† It is a somewhat memorable circumstance, that during the terrific bombardment of Fort Anderson by the Federal fleet, on the day and night of the 18th February, 1865, not a shell or even the fragment of a shell struck the old church, although its walls frowned upon the gunboats from the immediate rear of Anderson.
The year 1730 may be considered as the natal year of Wilmington. In that year the first signs of habitable life were seen upon the hills where now is the prosperous city of Wilmington. In that, and in the following year, some few houses began to spring up, which soon increased to a straggling village, and which was called Newton and sometimes New Liverpool. In 1733 John Watson, James Wimble, Joshua Grainger and Michael Wiggins entered into an agreement to lay out a town, and a survey was accordingly made. In 1735, John Watson received a grant for six hundred and forty acres, which included the village, under the name of Newton. On the 13th of May, 1735, a "Court of Exchequer" was first held at "Newton, a small village."

In 1738 the Legislature enacted that circuit courts should be held in Newborn and Newton. In 1739, at the instance of Gov. Gabriel Johnston, its name was changed, by legislative enactment, from Newton to Wilmington, in honor of Spence Compton, Earl of Wilmington, the friend and patron to whose kindness Gov. Johnston was indebted for his position. The act permitted the town to send a member to the Lower House, and directed the Clerk of the Court and Register, and the Naval Officer and Collector, to remove from Port Brunswick to Wilmington. On April 2d, 1745, the Legislature passed an act for building a fort at the mouth of Cape Fear river, as a protection from the French with whom the English were then at war. This fort, mounting twenty-four guns, was soon erected at where is now the town of Smithville, and was called Fort Johnston in honor of the Governor.

From this date until the period of the Revolutionary War the sister towns of Wilmington and Brunswick seem to have advanced with almost equally prosperous strides. From the date of the war but little is known relative to the mother town. The superior advantages of Wilmington as a commercial port, situated, as it is, at the junction of the two rivers, and possessing a harbor more highly protective to the small river craft than did Brunswick, may account for its greater prosperity. It seems that Brunswick was gradually abandoned, until at length its vitality had all departed, and its strength and resources were absorbed by the younger town.

In 1738 the Parish of St. James embraced the whole of New Hanover County. There was then no parish church and from that period until 1747 our ancestors worshipped in the Court House. In the latter year Michael Wiggins presented them with a lot, (the same as the present) on which was afterwards erected St. James' Church. This building, it appears, was nineteen years in course of completion, and, when finished, was a huge, barn-like structure of brick, without ornament, but of most
ample accommodations within. It was afterwards pulled down in 1839 to make room for the present handsome edifice.

In November, 1748, several Spanish privateers sailed up the river some distance and committed many depredations. On retiring, one of them was accidentally blown up, and what that could be obtained from the wreck was devoted to the benefit of the churches of St. James and St. Philip's at Wilmington and Brunswick respectively.

In 1750 the Legislature appointed inspectors for export produce.

About this period (1750) it appears that Wilmington suffered often and disastrously from fires. There was no fire-engine in the place and the citizens were compelled to depend upon their own individual resources in the case of a visitation. It was not until the year 1775 that an engine was introduced into the town.

The statement of Daniel Dunbibben, Treasurer of the town in 1756-57 shows a public revenue of £54 16s.

In 1758 sixty persons owned houses in the town, valued, in the aggregate at £6,625. In 1760 the Assembly countenanced lotteries for the first time, for the benefit of the churches in Wilmington and Brunswick. In 1762 the population of the place approximated one thousand persons.

February 25th, 1760, the citizens were granted a charter erecting Wilmington into a borough, incorporate, to consist of a mayor, a recorder and eleven aldermen. John Sampson was chosen mayor and Marmaduke Jones, recorder. Among those elected as aldermen we notice the names of Cornelius Harnett, Dan Dunbibben, Arthur Mabson, Sam Green and Moses John De Rosset. The borough had power to enact its own laws, and to send a representative to the General Assembly. Yet it seems that a portion, at least, of this charter, must have been subsequently set aside, as we afterwards find the names of five gentlemen chosen as Commissioners. In 1762 a law was passed establishing Superior Courts in the districts of Edenton, Wilmington, Newbern, Halifax and Salisbury. From the records of the Common Council dated January 29th, 1765, we extract the following which is most earnestly recommended to the careful consideration of the 40th Congress. "Resolved—That the party speaking shall not leave the subject in debate to fall upon the person of any member of the Common Council, or other person."

In September, 1761, a violent equinoctial gale raged along the Cape Fear coast. It lasted four days and was very disastrous in its effects. Several houses were blown over, and all of the vessels then in the river, with one or two exceptions, were driven ashore. Such was the fury of the storm that the waves forced open a new passage from the river to the ocean, and New Inlet dates its existence from that time.
On September 1st, 1764, the first newspaper ever published in this section was issued. It was called the North Carolina Gazette and Weekly Post Boy, and was edited and published by Andrew Stewart.

In August, 1774, the citizens of Wilmington sent to the relief of the people of Boston, who were then suffering many privations from the arbitrary enactments of the British, a large sum of money and a vessel loaded with provisions. The vessel was tendered free of cost by Parker Quince, Esq., and the captain and crew refused to receive any compensation whatever for their services.

And now our sketch approaches the first grand era of American National History—the contest for independence between thirteen feeble colonies, and the strength and resources of the most powerful government then existing upon the face of the earth. And in this, as in aught else of valor and of patriotism, the escutcheon of our city is a spotless one. During the long years that tried men's souls, it was borne through the fiery brunt of battle and the still more terrible ordeal of suffering and of want, and no stain was found upon it. Held aloft by her sons amid the terrible scenes at Mexico, its original splendor was still undimmed. And now, at the close of the four long years of a warfare unexampled in this Western World, it is still held on high, and not even the eye of envy or of malice can find a tarnish there. Prostrated, robbed and crushed as we are, that shield is still as bright, as pure as ever, and as immaculate in its snowy whiteness as if an angel's wing had fanned its polished surface.

North Carolina has truly and justly claimed precedence of the colonies in a Declaration of Independence, for at Charlotte, in Mecklenburg county on the 20th day of May, 1775, was drawn signed and sealed, a declaration of her own independence. Yet the Cape Fear, as a section, must even take precedence of North Carolina as a State. When, in 1765, the news of the passing of the Stamp Act was received here, it was bitterly opposed and denounced, and when, in the following year, the British Sloop of war, Diligence, arrived in the Cape Fear river, laden with the stamps, she was peremptorily refused permission to land them, and all intercourse with the shore was denied her. Col. John Ashe of New Hanover and Col. Hugh Waddell of Brunswick, each with his company of hardy yeomanry behind him, stood at the quay at Brunswick to meet them. At their demand the captain of the Diligence promised not to attempt to land the stamps. They then seized the enemy's boat, and raising a mast and flag, placed it upon a cart and proceeded in triumph to Wilmington. There were few houses in the town that night too poor to illuminate. At the head of the people, Col's. Ashe and Waddell the next day besieged the Governor's house and demanded that James Houston the
stamp master be delivered to them. Intimidated by their demands and threats Tryon complied, when Houston was conducted to the Market House, and in presence of the whole people made to swear never to execute the act.

Shortly afterwards the Stamp Act was repealed, yet, it had been better for the British Government had it never been born. It fanned into life those seeds of independence inherent in the Southern breast, and which begot bold dreams and ambitious thoughts that eventually culminated in American Independence.

On June 19th, 1775, the citizens assembled together and unanimously entered into an association, whose avowed object was resistance, by an appeal to arms, to the forces of Great Britain. A committee of safety was appointed by them which remained in office until February, 1776. The actions of this committee were marked by the highest degree of vigor and prudence, and of foresight in collecting and arranging the means of defence to the British arms. Their precautions were not premature. War was imminent. Occupying as they did, a revolutionary aspect, and aware that they were, at any day, liable to attack from a British squadron, the patriots of the Cape Fear did not hesitate to cast the die. They knew that Fort Johnston was the key of the district; they knew that it was defended by British bayonets, and they knew, too, that therein Gov. Martin, the executive head of affairs in the State, had taken refuge. They knew, moreover, that the guns of the British war vessel Cruiser, commanded the place. Yet, in the face of all this, it was determined that Johnston should be reduced. Completely cowed by the menaces of the colonists, Martin caused the guns and stores of the fort to be removed to the Cruiser, and was himself preparing to follow, when, on the 18th of July, Col. John Ashe appeared before the walls. Martin fled to his ship, and the works at Fort Johnston were burnt and destroyed under the very guns of the British vessel. Ashe, with his gallant band returned to Wilmington.*

"Thus, nobly, upon the Cape Fear, closed the first act of the drama, and when the curtain rose again, George, by the grace of God, King, was King no longer, but the Constitution reigned, and the free people of North Carolina governed themselves."

Thus far we have endeavored to trace correctly, as nearly as is possible, the early history of Wilmington. Historical facts and traditional

* In his Southern History of the War, Mr. Pollard, moving in Mr. Jefferson's footsteps, has ascribed to Virginia the honor of the first motion for the independence of the colonies, and dates it as a motion made in Congress, June 7th, 1776. He either forgets, or does not know, that a motion of a different nature, but looking to the same end, was made, as is recorded above, long before the date he speaks of, and that North Carolina, alone and unaided, actually seceded from the British Crown over a year before the delegates from Virginia moved in Congress that it should be done.
records have been gathered here and there and blended into one whole. What has been written may be fully relied upon. It is a correct although an incomplete sketch, and is probably, the only one extant devoted solely to the one purpose. From this period the Revolution branches off, and the history of the Cape Fear section becomes blended with the history of the common country. Martin, Williamson, Jones and many others have portrayed events too well and too graphically for this poor pen to attempt to follow them.

In the war of 1812, and in the war with Mexico, Wilmington was not behindhand in her zeal in the cause of the national pride and of the State patriotism. Well indeed may the bloody heights and plains of Monterey, Buena Vista and Palo Alto, and many others, cry aloud to those of the Revolution, "Behold me; I am worthy of you." And well may the generation now living revert with pride to the battle-fields of Mexico.

And in the later days, in the days of the drama which has just passed from the stage, and now, while yet every event and every act is still fresh upon our minds, and during the quiet which reigns between the close of the last scenes and the echoing applause of the world, let us pause to inscribe some tribute to the memory of those who are of us, yet not with us. "The bravest of the brave" that sleep upon the battle-fields of the Revolution, or who, sword in hand, fell upon the heights of Monterey, can claim no prouder place in history than can the humblest of the sons of the Cape Fear region, who died to prove that they were right. Though crushed and humbled, though defeated and maligned, yet history shall proudly point to those "four bitter years," and tell how men can fight and men can die. Born and bred in the South, and descended from the heroes of the past, no other incentive was needed to arouse their own inherent patriotism than the cry of their State in distress. That mother cry could not pass unheeded, and the old and young, the rich and poor alike sprang forward in the hour of need. They left their peaceful homes and quiet pursuits for the hardships of the camp, and the uncertain fate of war. Had there been appealing voices from the desolated mother and sister, it could not have restrained them. Thank God, there were none. The women of the South, forever and ever honored be their names, shed no useless tears of remonstrance or regret, but with a firm hand, although the soul was trembling, and with a dry eye, although the heart was weeping, they bound about their loved ones the sword and bayonet. And even in the hour of parting, they smiled amid their tears, although the prophetic eye of love told them they were looking their last. They left us full of life and vigor, and all of the glorious hopes and aspirations of youth. But few returned in life, and those few how changed. Some are amongst
us now full of the same vigor with which they left for the war,—but the many move painfully along. The empty sleeve and the wooden leg tell what they have undergone. But the great many came back to us no more in life. The chaplet may adorn their names, history may blazon their deeds, and the pitying eye of friend and foe alike may weep over their pulseless forms, yet to those who grieve all must be in vain. They sleep and sleep well, for they labored truly and steadfastly to the end. Revered are their names, and hallowed be forever the earth which covers them.

Wilmington has, indeed, suffered much, and deeply. Many of her sons of high promise and of sterling worth, of spotless character and of unimpeachable integrity, have passed away from the earth, and live now only upon the tombstones of Oakdale, and in the memories of the bereaved ones. There may be found the names of Meares, Parsley, Cowan, Van Bokkelen, Wooster, Craig, Moore, Quince, Stevenson, Ellis, Garrison, Martin, De Rossett, Rankin, Lewis, McRee, Barr, Peacock, Shackelford, Armstrong, MacRae, Wright, Johnson, Thally, Jacobs, and a host of others, whose names and deeds reflect undying honor upon the section from whence they sprung. *Sic transit gloria mundi;* but the glory which will be theirs at the awakening shall never pass away.

A short sketch of Wilmington, during the late war, and of the part which her gallant sons bore in that memorable struggle, would hardly prove amiss here. Although the State did not secede until the 20th of May, 1861, yet more than a month before that she had been committed to the act. The news of the bombardment and capture of Fort Sumter, by the Provisional forces, on the 14th day of April, was too much for the equanimity of the Southern mind. Fired with a patriotic zeal in the service of the State, and fearful that Forts Caswell and Johnston, at the mouth of the Cape Fear, would be seized by the enemy, the young men of Wilmington rushed to arms. On April 15th Col. John L. Cantwell, then commanding the 30th Regiment North Carolina Militia, was ordered, with the volunteer companies attached to his command, to proceed to Smithville and Caswell, and to occupy the forts there. This order was countermanded the same day, but the next a final telegram arrived from Governor Ellis, directing that his previous order be at once put into execution. On the morning of that day (the 16th,) four volunteer companies from this city, the Wilmington Light Infantry, Capt. Wm. L. De Rossett; the Wilmington Rifle Guards, Capt. O. P. Meares; the German Volunteers, Capt. C. Cornehlson; and the Cape Fear Light Artillery, Capt. John J. Hedrick, embarked for the forts below. This, and the almost simultaneous seizure of Fort Macon, in Beaufort Harbor, was the signal
for the revolution in North Carolina. It is certainly a noteworthy fact, that the news of the secession of the State from the Federal Government, and the call upon her sons to arm themselves, was first made known to the pioneer troops of the Cape Fear, on the parade ground at Fort Caswell.

After the seizure of the forts other troops soon began to arrive, and gradually the Wilmington companies were relieved. The Wilmington Light Infantry were first detached and sent to Confederate Point to build a battery there, which should command New Inlet bar. This battery was built, and was by them called Bolles’ Battery, in honor of Captain C. P. Bolles, the engineer who superintended its construction. During the month of June, the Rifle Guards and the German Volunteers were relieved by other companies, and were sent to Wilmington to recruit their ranks, preparatory to entering into a regimental organization for the great and final struggle to come. Here they remained about two months, and having been fully recruited, were soon afterwards, together with the Wilmington Light Infantry, numbered as a portion of the 18th Regiment North Carolina Volunteers, officered by election, by James D. Radcliffe as Colonel, O. P. Meares as Lieutenant-Colonel, and George Tait as Major. The fourth of the pioneer companies, the Cape Fear Light Artillery, were in July relieved from duty at Fort Johnston, where they had been stationed, and were sent to Zeke’s Island, opposite Fort Fisher, to assume charge of the works there. This company was afterwards furnished with field batteries and sent to Virginia, under command of Capt. James D. Cumming, and their former commander, Capt. J. J. Hedrick, having received his majority, was sent to Fort Fisher to assume command of the works in course of erection there.*

In the meantime, troops were assembling from all parts of the State, and offers of service from the most distinguished men were daily laid before the Executive. An Advisory Board was appointed and Warren Winslow, J. A. J. Bradford and H. W. Guion were its members.—This board, composed, at the time, the War Office of North Carolina. It was subject only to the supervision of the Governor, and all applications for commissions or appointments were laid before it. Incompetent, as its members were, to fill the position assigned them, this Advisory Board soon fell into great disrepute, and those who were able to offer either men or money for the benefit of the common cause soon found the shorter road of direct appeal to the executive ear. It was then that John

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*I have spoken of these four companies only of all the troops from Wilmington, not because they are entitled to more credit than pertains to others, but because they were the pioneer companies of this section, were formed at the outset exclusively of Wilmingtonians, and gave eventually to the war some of the proudest names that this region can boast.
W. Ellis, enfeebled in health, and worn by the toil and responsibilities devolving upon him, sank beneath the burdens of his office. He died in harness; died at his post of duty. His name is still dear in the memory of those who knew him, and the sons of the Cape Fear, in common with the whole State, proudly cherish his record. Green be the chaplets above his tomb, and revered his memory for ever and for ever.

Upon the demise of the Governor, Henry T. Clark, in virtue of his office as President of the Senate, assumed the gubernatorial chair for the remainder of the term for which Gov. Ellis had originally qualified. At the expiration of that term Zebulon B. Vance, then Col. of the 26th North Carolina Regiment, was chosen by the people as their State Executive. And well and nobly did he fulfil the duties assigned him. That he acted well, let the records of the history of North Carolina tell; that he acted nobly let the tale of the sufferings and privations of himself and family bear witness. He still lives, a witness himself of the terrible times through which the State has passed. And when, hereafter, the historian shall speak of the names of those who suffered or died for the liberty of the South, that of Zebulon B. Vance shall tower proudly amid them all.

Yet, the Cape Fear river, although unmolested until near the grand final close of the great war, was, in itself, one of the "back bones of the rebellion." It was, in fact, one of the connecting links between the Confederacy and the outside world. Here the blockaders found their quiet, and here they disgorged the wealth of stores and munitions with which they were laden. Here was eventually established the Great Southern Mart, and merchants from every direction flocked to Wilmington.

The importance of this port as a post, was not, it seems, lost upon the Confederate Government, even as early as the first year of the war. Generals Gatlin, Anderson and French were successively placed in command. New works were projected, new fortifications built, and requisitions were made upon the War Department for men and material for the construction of these defences. Yet the work soon lagged for the want of energy and skill in those commanding the department, and it was not until November, 1862 that it was commenced in earnest. In that month General W. H. C. Whiting, by order of the War Department, assumed command of the post and the supervision of the defences of the Cape Fear. Then was the work commenced with vigor. Himself a skillful engineer, and possessing but few superiors in his own profession, the practical eye of Whiting soon laid out the defences of the place. The works at Fort Fisher were vigorously urged forward to completion. Smith's Island was cleared, and the foundation of Fort
Holmes established. Fort Pender, at Smithville, was built, and soon the guns of Fort Anderson, first called Fort St. Phillip, the last great work of the defences which yielded to the Federal hands, frowned from the heights of old Brunswick.

The plans laid out by Whiting for building the defences of the Cape Fear, called forth the warmest commendations from those to whom the erection of those defences was entrusted. His own energy and skill seemed to have reproduced themselves in the minds of those employed to carry out the designs of his master intellect, and steadily and surely the works progressed. No means were spared, and no labor, either mental or manual, was begrudged, that could contribute to the defence of the river. Day by day the work went nobly on, and month by month new additions were made to the defensive strength, until at length numerous guns looked forth threateningly to the sea from the five principal forts of the river. Yet, even here, the good work was not allowed to cease. The larger forts served as nuclei around which to rear others of formidable resources, torpedoes and sunken obstructions were placed in the river, batteries frowned from almost every bluff, and the city itself was begirt with a chain of entrenchments that, even to the veteran soldier, would appear almost impregnable, so formidable were they in their strength.

When this and many other generations shall have fallen asleep in the bosom of their mother earth, these works will still remain as monuments of the zeal and patriotism of the sons of the Cape Fear region.

Of vast importance to the Confederacy, and ranking justly as one of its chief strongholds, it is strange that Wilmington should have escaped attack until the last year of the war. The nature of its coast, and the strength and durability of the fortifications below, were enough, however, to deter the hazard of an attempt, and it was not until December 23d, 1864, that the enemy dare venture before the guns of Fisher.

On that memorable day the federal fleet appeared in the offing opposite the fort, and that night, about two o'clock, Butler's Yankee toy, the powder boat, was exploded near the works, with no other effect, however, than that of affording the Confederates upon the parapet a beautiful display of fire works, gratis. The next day the federal war vessels, fifty-two in number, ranged themselves in line of battle opposite Fisher, and about noon opened a most furious bombardment. The fort replied slowly, but steadily, until at length, after five hours of uninterrupted contest, the enemy's fleet retired. The next day the bombardment was resumed with redoubled fury, and with a terrible energy, unprecedented in the history of the world. The action is described as a most terrific one. Shot and shell
were literally hurled en masse at the fort, and the air was filled with the shattered iron hail. Yet the gallant defenders stood manfully at their posts, and hurled their defiance back to the bombarding fleet. In the midst of the fight the enemy effected a landing at Anderson Battery, at the head of the Sound, and advanced to the attack of the fort. Their assault was assisted by an increase of fire from the fleet, which endeavored to prevent the Confederate infantry from manning the parapet to resist the expected attack. This was the period of the greatest excitement within the walls of Fisher. Yet there was no shrinking of those firm hearts. The brave Gen. Whiting and the gallant Col. Lamb, the commandant of the fort, were, themselves, the first at every post of danger. Two more gallant spirits than those of Whiting and Lamb never yet met together for defence against a common foe. Encouraged by the noble example of their leaders, the men swarmed to the parapet, and the enemy was driven back to his entrenchments. At night the fleet ceased firing and drew off, and soon afterwards the entire land force was withdrawn, and the next day both war vessels and transports were headed to the North. The fort had conquered, and after the most terrific bombardment the world had ever known, the Federal fleet, having expended over twenty thousand shot and shell in the futile attempt to reduce Fort Fisher, was compelled to retire, branded with defeat.

The news of the repulse of the Federal fleet brought great relief to the aching hearts and anguished minds of those who were left in Wilmington. Christmas Eve and Christmas Day had been fraught with sorrow to many and with joy to none. But when the glad news came on that happy night that the Fort was still ours, the reaction was great, and peans of joy and happiness arose upon the Christmas air. The defence was a gallant one, and, under the intrepid Whiting and Lamb was due mainly to those of the Cape Fear region. "Boys were men in those days," so the gallant Whiting declared on his return from Fisher. Where men dare show themselves the Junior Reserves of the 4th, 7th, 8th and 9th battalions were to be found. There was no shrinking with them; no faltering because of the trembling hand and weeping eye of the mother and father at home. No duty was neglected, no personal danger avoided, but with a firm trust in the goodness of their God and the justice of their cause, those beardless boys stood forward in the hour of danger for the defence of the principles which they had espoused. Honored for ever be their names, and if ever a roll is written for the Cape Fear, there can be found there no prouder title than theirs.

Yet, not only to men and boys must belong the glory of the latter day history of the Cape Fear, but even the children were not backward in
their deeds of patriotism, although those deeds would have graced the adult age. It is a fact known to but few, yet, a fact which should be perpetuated, that on the 24th day of December, 1864, the first day of the bombardment of Fort Fisher, a company of the boys of Wilmington, some of them only ten years of age, and but a few as old as fifteen years, presented themselves before Col. S. D. Thruston, then temporarily Commandant of the Post, and demanded arms for the defence of their mothers and their sisters. They declared themselves able to patrol the city and to guard the prisoners, thereby relieving the post guard, who might be sent to the front. Col. Thruston referred them to Gen. Holmes, then temporarily in command here during Gen. Whiting's absence at the fort. The petition of these little heroes was heard and arms granted them, and that night they alone comprised the guard over the prisoners of the place. And when, the next night, came the glad confirmation of the repulse of the enemy below, those boys were still found at their post, as true to the trust confided to them as if their leader had numbered fifty instead of fifteen years.

History is, proverbially, in many instances at least, untrue. There are, certainly, some tales told of ancient times, which many persons are not credulous enough to believe. Yet, let the reader of history search its pages, and mention a prouder fact than this. Even the legend of the Spartan boy and the fox, though glossed and varnished by transmission from age to age, can raise no higher parallel than the devotion of the Wilmington boys to the Common Southern Cause.

At last the fatal period arrived when Fisher was doomed to fall, and when the Confederacy was to receive a vital blow from which it was destined never to recover. On the 13th day of January, 1865, the Federal fleet again, and suddenly, appeared before the fort in a threatening attitude. Early in the morning their troops were landed at Anderson Battery, and when, later in the day, General Hoke arrived with his division, he found their line confronting him, and stretched across the entire peninsula from ocean to river. General Whiting, at the first news of the intended attack, had hurried to the assistance of Col. Lamb, and these two kindred spirits, the heroes of the first fight, now made vigorous preparations for the second defence. The attack, although not exactly a surprise, was certainly made at, with us, a most inauspicious moment. Fisher, Caswell, Anderson, Pender and Holmes, the forts near the mouth of the river, and comprising the defensive strength of the Cape Fear, had been almost entirely denuded of troops for action at other points, and the division of our North Carolina general, the gallant R. F. Hoke, was then stationed near Wilmington. But between Wilmington and Fisher there
intervened some twenty miles of a sandy, tedious road. About two o'clock on the morning of the 13th, Hoke's command left here for the fort, but arrived too late to prevent the landing of the Federal troops. In the meantime, as has been stated, General Whiting left for the front. Yet, it was with a heavy heart that he did so. He knew that the attack would be one of energy and desperation, and would be made with the determination of retrieving the disgrace of the former repulse, and it was with sad presentiments of the result of the approaching struggle that he left for the scene of action. It has been said that he remarked, previous to leaving the city, that he believed Fisher would fall before this attack, and that if such an event should occur, his friends need never expect to see him again in life. The people of Wilmington entrusted to him and to the brave Colonel Lamb the defence of that key of the Cape Fear. How sacredly that trust was received and kept let the glorious defence of Fisher speak; let the maimed limb of the still living Lamb, and the wounds and death of Whiting tell. The voice of prophetic warning that spoke to our hero general, was a true one. No friend, of those he left behind, has ever seen him since in life, and not one of those for whom he lived and died have ever wept above his tomb.*

About noon of the 13th, the fleet opened fire upon the fort, and a bombardment, more terrific than the previous one, soon ensued. The object of the enemy was plainly apparent. His intention was to cripple the fort as much as possible by the fire of the fleet, and so make easy a projected assault of the land forces. In this he was successful. The deluge of shot and shell was so terrible an one that it was almost impossible to man the guns, and the majority of the garrison were driven to the bomb-proofs and kept closely confined there. From noon of the 13th until three o'clock of the afternoon of the 15th, a period of fifty-one hours, the terrific fire was continued without intermission. At the last named hour the fire of the fleet was suddenly raised, and the land forces were discerned moving forward to the assault of the fort. This assault was made in two columns, each advancing to different points of attack. The first, numbering about two thousand, composed of sailors and marines, moved up the line of the sea beach, while the other, about four thousand strong, charged along by the bank of the river, and made their attack upon the left land flank of the fort. The first named column was easily repulsed, and was not again led on. The second was temporarily checked in its advance, but having been strengthened by reinforcements, again moved forward and succeeded in entering the fort.

*General Whiting died in prison on Governor's Island, more, it is supposed, from lost hopes and regrets than from the effects of his wounds. His body was interred at the North by relatives there, and has never yet been brought South.
But the prize was not yet gained. Fisher, although destined to fall, could not be yielded without a final and desperate struggle. The men fell back in disorder, but not in confusion, and stubbornly contesting every foot-step of the enemy's advance. From traverse to traverse they retreated and fought, as fast as the overwhelming numbers of the Federals, almost by brute force, bore them back. In this way the fight was continued for six hours, until, at length, the last traverse had been torn from the hands of the brave defenders, and they were forced beyond the enclosure of the fort. And thus was Fisher captured—it was never surrendered.

The conflict ceased, and, about mid-night, there being no means of escape to the main land, General Whiting was compelled to surrender his little band of heroes to General Terry as prisoners of war. In this engagement, our own loss, although severe, was yet slight in comparison to that sustained by the enemy. The Confederate list of casualties amounted to about two hundred and fifty in killed, wounded and missing, (the latter having escaped) while that of the Federals, according to their own statement, was over eight hundred. General Whiting and Colonel Lamb were both wounded severely. Whiting, in all, received three wounds, the last having been the most serious. This last wound, by a minie ball in the knee and thigh, was inflicted early in the engagement, and while the General was rushing to the parapet to tear down the Federal flag, which the enemy had succeeded in planting there.

Thus fell Fort Fisher, after as gallant a defence as the historian has ever been called upon to record.

This fort had justly been considered as one of the most impregnable series of works upon the entire Atlantic coast, and the Confederacy, from one end to the other was thrilled with surprise and dismay at the news of its loss. Had the management of military affairs in this section been left in General Whiting's hands, that surprise and dismay might never have appalled the Southern heart. General Bragg was, at that time, in command of the Department of North Carolina, and General Whiting, by far the ablest man of the two, was, through some strange reasoning of the War Department at Richmond, made subservient to him in his command. Hoke's division, consisting of Clingman's, Hagood's, Kirkland's and Colquitt's brigades, had, by order of Bragg, yet in the face of a protest from General Whiting, been removed from the vicinity of the fort, where it had been stationed, and brought to Wilmington. Afterwards, and a few days previous to the final attack upon Fisher, Whiting received information that the Federal fleet had sailed southward from Beaufort Harbor. This news General Bragg either disbelieved, or affected to disbelieve, and, in consequence, at the time that the fleet appeared opposite Fisher, General Hoke
was at Wilmington, and the fort, in a measure, unprepared for an attack. Yet, even at this time, had an efficient officer been in command, the result of the previous negligence might have been remedied. Hoke, as we have said, found upon his arrival near the fort, that the enemy had entrenched themselves across the entire neck of land. Yet these entrenchments, slightly and hastily thrown up as they were, might have been easily carried by a gallant and determined charge. To this end, Hoke reported to General Bragg, after a personal reconnaissance made by him, and entreated of him permission to make the attack. This Bragg refused to allow as inexpedient, and Hoke's gallant men were forced to lie inactive behind their own works, while their friends were exposed to a deluge of iron hail hurled from six hundred Federal guns, and continued for more than fifty consecutive hours. During the progress of the bombardment, General Whiting, anticipating a final assault from the land forces, and fearing that his little garrison would be overcome, repeatedly and urgently requested of General Bragg that reinforcements be thrown into the fort. His appeals were unheeded, until, upon the morning of the 15th, in the open daylight, at the last moment, and under a furious fire from the fleet, two regiments landed upon the river front and succeeded in reaching the fort. If it was intended to send others, it was then found to be too late, for scarcely had the new comers breathing time, ere they were called to the parapet to repel the assaulting columns. This was a terrible ordeal. The destructive fire from the enemy's fleet had either dismounted or rendered useless every gun upon the land front, the palisades were nearly all torn away, and the subterranean batteries, from which so much had been hoped, were no longer in the hands of the garrison. The ploughing of the enemy's shells in the earth had severed every line leading to the concealed mines, and nothing but the broken and useless wires remained in the hands of the Confederates. Under these circumstances it is not strange that an assaulting force of six thousand men, protected in their advance by so terrible a fire from an immense sea armada, succeeded in reaching and entering the fort and wresting it from the hands of its brave defenders.

Yet, even at the time of the assault an effort might have been, but was not made by General Bragg for the relief of the fort. This could have been done by charging with Hoke's division into the Federal entrenchments when their forces moved out to the attack of Fisher. It is said that Hoke, in this instance, preferred a request to General Bragg, that he might be ordered to do so, but, as on the former occasion, his petition was refused. The success of the projected advance of Hoke, was, at all events, as probable as its failure. One advantage, at least, of the movement was an assured one. It would have created a diversion of the
enemy's assaulting column in favor of those who were defending the fort, and, by that means, would, probably, have turned the tide of battle.

Fort Fisher fell, and the same night the works south of it, and commanding Main Bar, called, respectively, Forts Caswell, Holmes and Pender, were, with some other minor works, destroyed and abandoned, and their garrisons withdrawn to fort Anderson. It was plain that Wilmington would be eventually at the mercy of the foe, but it was not yet to fall. Anderson still looked defiantly from the ruins of old Brunswick, works of less strength above it, yet held their Confederate defenders, torpedoes and sunken obstructions lay hidden in the bed of the river, and Hoke was strongly entrenched between the enemy and Wilmington. At length, on the 17th of February, a portion of the Federal fleet steamed up the river and opened fire upon Fort Anderson. Their fire was returned slowly and deliberately and Col. Hedrick who commanded the fort, with his men, worked the guns as deliberately as if at target practice. In the meantime Schofield had moved up from Smithville with a land force of eight thousand men, to co-operate with the fleet in the reduction of the fort. Here he found Hagood's brigade, which Hoke had thrown over to the assistance of the garrison, strongly entrenched and effectually barring his advance. Hagood's left rested on the fort and his right on Orton Mill Pond. Schofield, finding his path so thoroughly obstructed, made a detour to his left around the pond, which was about nine miles in circumference, with the intention of striking Hagood upon the flank. This movement could not be opposed with the small force in hand, and the immediate evacuation of Anderson was imperative. On Sunday morning, the 19th, before day, the guns were spiked and the defenders of the works silently withdrew. This fort had justly been considered as almost impregnable. The terrific bombardment of the fleet had left it comparatively uninjured, and it has been said, that had a sufficient land force been there to protect the rear of the fort, that Anderson could never have been captured.

The little garrison retreated rapidly and paused the same day at Town Creek, where a few entrenchments had been hastily thrown up. The next day the line of retreat was resumed, and that night they reached Wilmington. The following day, in the forenoon, a band of blue coats, with their national flag above them, could be easily discerned marching gaily along the causeway on Eagle's Island. They were the advance of the Federal army, and came to take possession of the city, not knowing that the defenders of Anderson were still within it. Pitying their ignorance of the rules of military etiquette, a polite reminder in the shape of a Whitworth shell was sent them from the corner of Front and Market.
streets. The intimation was a plain one, for, when the smoke arose not a blue coat was to be seen. They endeavoured again to advance, but a few more shell drove them back in confusion. Skirmishers were then sent from the city, accompanied by one Whitworth piece. The enemy on their side advanced their skirmishers, and for a season the causeway opposite the city presented to many ladies and children a novel and interesting scene.

In the meantime, as soon as Anderson had been evacuated, Hoke had fallen back gradually upon the city, yet always with a firm step and a defiant front. Early on the morning of the 22d he reached Wilmington and effected a junction with the forces of Hagood and Hedrick. It was then that Wilmington fell, and with it expired many hopes for the final success of our arms. Slowly and reluctantly we bade it good bye, and followed the waning fortunes of the country. Two months afterwards those fortunes were decided, and one by one, in rags, and poverty, and want—conquered, depressed and suffering, the remnants of the noble men of Wilmington returned to their homes. But Appomattox and Greensboro gave back but few of those that the Cape Fear Region knew.

Wilmington, previous to the war, was fast claiming for itself a commercial reputation as one of the most prosperous cities of the South. With a safe and commodious port, with an energetic class of merchants and the outlet of highly productive portions of the State, it is no wonder that its character for commercial enterprise and activity ranked high in the mercantile world. With a line of Rail Road, the Wilmington and Weldon, extending northward to the Virginia boundary, throughout a rich pine country, and forming a portion of the great through line of travel from New York to New Orleans; with the Wilmington and Manchester road stretching through the Southern pine regions of the State, and terminating in one of the richest cotton sections of South Carolina, and with another, the Wilmington, Charlotte and Rutherford Rail Road, completed for upwards of one hundred miles, and piercing near the central portion of the State, it is not strange that these improvements should have poured into Wilmington such an amount of rich products as served to give its commercial enterprise a new impetus, and to urge its citizens forward in the grand march of commercial prosperity. Nor were these roads alone the sole sources by which the commerce of the city was benefitted. Steamers plying between this place and Fayetteville, brought daily into the market the rich products of the more upper counties. And not only the agricultural productions of those counties, but their vast mineral resources were fast becoming developed, and cargoes of iron and
of copper ore were brought forward, an evidence of the rich mineral wealth of that section of the state, all seeking a market here.

Nor was this all. The eastern counties of the state, with their vast yearly products of corn and bacon, were also commercially tributary to Wilmington. Large amounts of these two articles were regularly received here upon the market, and formed in themselves, no inconsiderable portion of the barter of the place.

In the midst of all this prosperity the war came and wrought its changes. Commercial activity was paralyzed. A Federal blockade was placed upon our inlets, every available man was needed in the Southern armies, and the rail roads and steamboats that had lately filled our wharves and warehouses with the native products of the State, were needed for other and far different purposes. The transportation of cotton, tobacco, wheat, naval stores, etc., was changed suddenly into a means for the removal of troops, army supplies, and munitions of war. Trade was necessarily abandoned. The field and the warehouse were alike deserted; and the industrious farmer, the enterprising merchant, and the skillful artisan were quickly transformed into Southern soldiers. The ploughshare was left in the furrow, and the pruning hook was buried. All was war; men thought, and spoke and read of nothing but battles, and commercial enterprise, in general, was looked upon as a thing of the past.

Yet, as the months rolled on, the superior advantages of the place began to exhibit themselves, and a new species of commerce became gradually inaugurated. The low, swift, English-built blockade runner, became a frequent guest in our waters. These steam-strangers soon multiplied; the Federal blockade was set at naught; nothing in the American navy could compete in speed with those daring Englishmen, and at night, running swiftly and silently past the dark sea sentries of the coast, the blockade was seen, by the morning's light, safely ensconced under the guns of Fisher or of Caswell. This, in a measure, and upon a new system, revived somewhat of the dormant spirit of our enterprise, and Wilmington began again to assume the appearance of its old activity. Merchants and shipping agents from abroad soon flocked to the city, railroad trains were filled with cotton and naval stores either for the government or for private parties, new buildings and new warehouses were erected to accommodate the increasing supplies, Government factories and storehouses were built on a vast scale, and the constant bustle attendant upon the arrival and departure of the blockade running steamers, gave the place the appearance of great commercial activity.

The exportation of cotton and naval stores, and the arrival here from abroad of army supplies and munitions of war of all kinds, between the
dates of May 20th, 1863, and December 31st, 1864, was indeed immense. The Army of Northern Virginia, during that period, drew much of its supplies from this source, and a large per centage of the army munitions furnished to the different Ordinance and Quartermaster Departments of the Confederate States was received by blockade runners through this port. Even the Commissary was indebted to this source for his largest supply of "Nassau bacon," a diet coarse and repulsive to those who have never felt the pangs of hunger, yet, to our half-starved troops in Virginia, as welcome as was the manna from heaven to the famishing children of Israel.

It is a matter of great regret to all, that a correct record of the blockade steamers, and their operations in the Cape Fear River, during the four years of the war, has never been preserved. The wholesale destruction of valuable public documents and papers by both Confederates and Federals upon the occupation of this place, has entailed with it the loss of much information, that would prove, now and hereafter, of great value, not only to this community, but to the world at large. Every endeavor to recover some of those valuable records has proved unavailing. The papers were destroyed to prevent their falling into the hands of the enemy, and the books were surrendered to the Federal authorities, and it is presumed, were by them sent to Washington City.

From the only authentic sources of information at my disposal now I am enabled to give but a partial record of the arrival of blockade runners at this port during the term of the war. For this information I am indebted to the kindness of Mr. G. W. Williams, for many years Harbor Master of this port. The account furnished from his own private memoranda, is as follows:

From May 20th, 1863 to December 31st, 1864.................................260
Prior to May 20th, 1863.......................................................... 15
After December 31st, 1864.................................................... 10

Total.........................................................................................285.

This list, it must be remembered, is not given as a strictly correct one, yet it is perhaps the only one extant, and approximates as closely to the truth as private and hasty memoranda could well do. It certainly cannot be far from correct.

All records of the exports and imports during that period have been lost or entirely mislaid, and so far as can be ascertained, the private notes of the then Harbor Master, is all that remains to tell the tale of the blockade.

At the close of the war, and upon the re-opening of the port, fearful and gloomy anticipations were indulged, relative to commercial transactions
The country had, apparently, become entirely denuded of all native productions. But little cotton and no turpentine had been made during the existence of the war, and it was thought that the demand for home manufactures and for foreign shipment, had swept away almost the last bale and the last barrel. Yet, as soon as it became apparent that shipments could be made North with perfect security to the shipper, the market became suddenly flooded with cotton and naval stores. And month after month the influx and exodus of produce continued, and to such a degree that a great scarcity of shipping accommodations was soon felt, and freights rose in proportion to the demand for them.

Nearly two years have now passed away since the first attempt was made in this city to shake off the evil effects of the war, and to raise Wilmington again to its former proud position among the maritime cities of the South. During those two years much has been effected. The remnants of the people, impoverished, yet not disheartened by the loss of their estates, have resolutely put forth their own shoulders to the wheel, and with an energy and an industry that have yet to find a superior, and in the face of difficulties and embarrassments that would have utterly appalled weaker hearts, they have succeeded once more in placing themselves on a secure commercial basis. The following statement is a fair exhibit of commercial operations during the year 1866, as compared with those of 1860. When the impoverished state of the country and the scarcity of reliable labor is considered, the account given here will be found a most flattering one.

COMPARATIVE STATEMENT OF EXPORTS,
Both Coastwise and Foreign, from the port of Wilmington, North Carolina, for the years ending December 31st, 1860, and December 31st, 1866.

<table>
<thead>
<tr>
<th>ARTICLES</th>
<th>COASTWISE</th>
<th></th>
<th>FOREIGN</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1860</td>
<td>1866</td>
<td>1860</td>
<td>1866</td>
</tr>
<tr>
<td>Spirits Turpentine, bbls.</td>
<td>127,562</td>
<td>49,078</td>
<td>20,400</td>
<td>7,929</td>
</tr>
<tr>
<td>Crude</td>
<td>52,175</td>
<td>28,973</td>
<td>28,548</td>
<td>1,150</td>
</tr>
<tr>
<td>Rosin</td>
<td>440,132</td>
<td>325,238</td>
<td>57,425</td>
<td>18,218</td>
</tr>
<tr>
<td>Tar</td>
<td>43,056</td>
<td>36,984</td>
<td>6,120</td>
<td>746</td>
</tr>
<tr>
<td>Pitch</td>
<td>5,489</td>
<td>2,875</td>
<td>784</td>
<td>251</td>
</tr>
<tr>
<td>Cotton</td>
<td>22,851</td>
<td>24,492</td>
<td>162</td>
<td></td>
</tr>
<tr>
<td>Cotton Yarn</td>
<td>1,561</td>
<td>1,115</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton Sheetings</td>
<td>1,750</td>
<td>493</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pea Nuts</td>
<td>99,743</td>
<td>26,133</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>Lumber P. P. feet</td>
<td>9,126,176</td>
<td>10,264,809</td>
<td>9,882,078</td>
<td>12,106,267</td>
</tr>
<tr>
<td>Timber</td>
<td>22,600</td>
<td>277,834</td>
<td>20,000</td>
<td></td>
</tr>
<tr>
<td>Shingles</td>
<td>730,880</td>
<td>756,280</td>
<td>2,887,870</td>
<td>2,241,200</td>
</tr>
<tr>
<td>Staves, Juniper</td>
<td>293,327</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Staves, Oak</td>
<td>97,432</td>
<td>25,300</td>
<td>10,000</td>
<td>50,913</td>
</tr>
</tbody>
</table>
Thus it will be seen, by the foregoing tables, that the merchants of Wilmington, not content with supplying foreign markets through the medium of Northern ports, have themselves, in a measure, opened a direct foreign trade, and have made shipments of North Carolina produce to many of the principal ports in Europe, the West Indies and South America. With Havana, Matanzas, Cardinas, Nassau and Porto Rico of the Indies, and with Rio de Janeiro and other of the principal ports of South America, these shipments have assumed a steady and permanent character. The exportation hence to those ports of lumber, shingles, staves, naval stores, etc., has been balanced in return by heavy importations of the products of those more tropical ports, such as molasses, sugar, coffee, fruits, etc.

The importation of these articles has gradually worked a material change in the character of business at Wilmington. Formerly, merchants, not only from the interior sections of the State, but even from Wilmington itself, were in the habit of purchasing in New York, at second prices, their entire supplies of sugar and coffee. But it was at length ascertained that these same articles could be imported direct, and sold in Wilmington as cheaply as they could be purchased in New York city, and the merchants of this and of the adjoining States, having ascertained this fact, directed their orders to this place instead of to New York, thereby saving the expense of transportation from that city to their own places of business.

The productions of the different sections of country connected immediately with Wilmington by commercial intercourse, are various. The pine regions extending along the entire line of the Wilmington and Weldon, and the Wilmington and Manchester, and for a great distance on the Wilmington, Charlotte and Rutherford Rail Roads, as well as the sections traversed by the two Cape Fears, and the South and the Black rivers, is, perhaps, the richest turpentine and timber region in the world. From these different sections immense quantities of turpentine, tar, pitch, rosin, lumber, and other products peculiar to a pine country are obtained, and are constantly seeking a market in Wilmington.

Of late years the cultivation of the great Southern staple of cotton has been attempted in this section, and has met with much success, although the larger portion of that product which reaches this city, arrives by the way of the Wilmington and Manchester and the Wilmington, Charlotte and Rutherford Rail Roads. The corn market is principally supplied by means of small coasting vessels, trading between this port and the eastern towns of the State, which bring the products of those sections to this city, and return laden with merchandize purchased here.

The upper and more central counties produce, principally, tobacco, wheat, oats and rye, a large proportion of which finds its way to Wilming-
ton by means of the Wilmington, Charlotte and Rutherford Rail Road, and of the steamers plying regularly between this place and Fayetteville. And not only is the city benefited by the transmission of these articles through her port, but she sends in return, to those same counties, a large percentage of the merchandise used by the inhabitants.

There are also sections of the State in intimate connection with this city which abound in rich supplies of mineral wealth. This is especially true of the counties of Chatham and Moore, which communicate directly with Fayetteville, by means of the Fayetteville and Coal Fields Rail Road, the terminus of which is, at present, at Egypt, in Chatham county, about forty-two miles from Fayetteville. These counties, although little known as such, are incalculably rich in the mineral wealth which lies hidden within them. Coal and iron especially are to be found in immense quantities, and mines have been established, and have been in successful operation for many years past. During the period of the late war these mines furnished a large portion of the iron and coal used in the Confederate arsenals and workshops, in this and in the adjoining States, all of which found an outlet through this city.

As an evidence of the extent and wealth of the Deep River Coal Fields, we would refer to the official account given of them by Dr. Emmons in his Reports for the years 1852 and 1856. They are there described in detail, and the curious reader will find much in them to repay his research.—Dr. Emmons reports that the coal of this district is of the best quality of bituminous coal, is excellently well adapted to the manufacture of gas and iron, and is in such great quantities, that it may be considered as being actually inexhaustible. The area of the beds is over forty square miles, containing more than 6,000,000 tons to the mile, in all the enormous quantity of 240,000,000 tons. The yield of the beds, therefore, would approximate 1,000,000 tons annually for the next three centuries. There are also bituminous slates connected with this coal, of which Dr. Emmons says: "From 30 to 40 gallons of crude kerosene oil exist in every ton of these slates. They are from 50 to 70 feet thick, and it is proper to state that it is a better oil than is furnished from coal." These reports were fully confirmed by Admiral Wilkes in the report made by him to the Secretary of the Navy in the year 1859. He was, if possible, more enthusiastic upon the subject than was Emmons. He remarked, to a gentleman of this city, after his visit to the Coal Fields, that there was no section of country in the world of the same area as Chatham and Moore counties that was as rich in mineral resources, as are they.*

* It is my impression that the reports of Emmons and Wilkes may be found upon the shelves of the Wilmington Library Association.
Besides the large quantities of coal and iron found in this Deep River section there are yet many other minerals which would alone enrich the two counties. The wealth of that portion of the State is actually incalculable, and the only thing needful for its development is combined energy and capital. The day must soon come when the overburdened earth will be made to yield some portion of its hidden riches, and when that day does come, Wilmington must certainly be benefitted thereby. It is the mart to which that whole section looks as the natural outlet for its productions, and the influx of mineral wealth from thence will serve greatly to enhance the commercial importance of the already prosperous city.

I am indebted to a gentleman of this place, one of the most eminent men of the State, and one who has taken great interest in the development of the Deep River minerals, for the following list of the various productions to be found there. I quote from him, verbatim:

1. Coal.
3. Copper—both yellow and grey ore, in large quantities.
4. Millstone rock, immensely valuable, and sent for from far and near for many years past.
5. Roofing slate. Prof. Emmons speaks of it as the best in America.
6. Fire Clay. Sandstone, both brown and grey.
7. Soap stone, (algamatalite.) This kind, silky and white as snow, has been sent from Wilmington in large quantities for ten or twelve years past.
8. Petroleum is now being bored for, and is confidently believed to be there.

But it is not alone to the Deep River section that the city of Wilmington can look for mineral supplies. The chartered line of the Wilmington, Charlotte and Rutherford Rail Road pierces another rich portion of the State. This road is yet incomplete, but, thanks to the indomitable energy of those who have charge of its affairs, cannot remain so long. In a short time it will have extended its arms westward to the mountains of the Tennessee line, and have embraced in its route the richest sections of the Blue Ridge country. The counties of Cleveland and Rutherford are particularly rich in their hoards of mineral wealth. Alum and copperas slates abound in vast quantities there, and during the war furnished the Southern States with much and valuable chemical material. It has been estimated that these two counties contain at least 100 square miles of these rocks, and that they would, for a great many years to come, prove fertile enough
to supply half of the continent with copperas. The productions, therefore, of these regions, by the contemplated completion of the Tennessee line of the W. C. & R. R. R., would naturally seek an outlet here. And not only the counties bordering upon the immediate line of road would be benefitted thereby, but the rich ore tracts of the more distant portions of the State would pour their stores of wealth down its extent to the sea coast.

North Carolina is, beyond a doubt, the richest State either within or without the Federal Union. But her riches lie buried in the earth, and have never yet been brought forth to the light of day. That they have not been developed may be ascribed to the most natural of reasons. Much of the mineral wealth of which she boasts lies hidden back in the bosom of the hills and the mountains, far westward of the Atlantic coast. There has as yet been no outlet for them, neither navigable streams or rail road irons to encourage the citizens to unearth their treasures for a market. This has been the case heretofore, but a reaction is even now taking place. The results of the war have left us all dependant upon new resources for a support, and those who were before too inert to explore their own treasures have been aroused by a stern necessity from their inaction. Enterprise has become the order of the day, and our people are beginning to realize the fact that their own mother earth contains, deep hidden in her bosom, the means of their future prosperity. Coequal with the march of internal improvements, will be new discoveries and new explorations, and the results of both combined, will be individual wealth and State prosperity. But just so long as the people withhold their aid from the rail roads, just so long will that wealth and that prosperity be delayed. The legislature has done much, and all that could be expected of it; individual enterprise must do the rest. The citizens of Wilmington, long noted for their commercial energy and enterprise, should not allow the Charlotte Railroad to languish for want of their aid. It is a work which, when finished, will pour into the lap of the new made city untold stores of mineral and agricultural wealth. Could this fact be fully realized by those who have the ability to aid in the work, surely the means would soon be found to second the will. Build this Road to the Western frontier, and men will soon be digging deeply into the earth. Complete the Road and establish the mines, and you will build up our city quickly and surely.

Wilmington, in common with many other of her sister towns and cities, has suffered often and seriously from the terrible scourge of fire: so much so indeed, that these visitations have, from time to time, seriously retarded its growth. Scarcely would the citizens have recovered the effects
of one blow, ere they would be called upon to suffer again. The old chronicles tell us that in November, 1798, a most destructive fire occurred. On July 22d, 1810, three stores and five houses, situated near what is now the corner of Market and Second streets, but then known as Mud Market, were consumed by fire caused by lightning. In 1819, there was a most terrible conflagration, and the four squares bounded by Water, Princess, Second and Dock streets, were destroyed. In 1827, the square south of the site of the present Market House, was again burnt. In 1840, the square north of the Market was consumed for the second time, together with the Court House, which then stood at the intersection of Front and Market streets. In 1843 occurred the most serious conflagration of any. On April 30th of that year a fire originated in the alley just north of the Cape Fear Bank building, and swept with rapid strides to the north. All exertions to check it were, for a time, in vain, and it was not until everything west of Front street and north of the Bank alley, and portions of every square east of and bordering upon the same street, and north of Chesnut were consumed, that its fiery course could be stopped. This fire also destroyed the workshops and buildings of the Wilmington and Weldon Railroad Company, and the Methodist Episcopal Church, then situated, as now, upon the corner of Front and Walnut streets. Three years afterwards, in 1846, the square next south of the market house was again destroyed by fire, and for the third time.

The excellent health of this city would appear, at first sight, to those who knew not whence to ascribe it, as somewhat remarkable. The stranger, arriving here for the first time with the intention of making this his home, shudders as he glances over the way at the almost impenetrable swamps and morasses of Eagles' Island, and doubtless he is often disturbed in his sleep by dim visions of ague, and of bilious and typhoid fevers. His fears would seem perfectly natural, yet they almost invariably deceive him. The miasmas springing from the swamps and rice fields opposite the city are, no doubt, deadly in their nature, yet, as they arise and seek to float above the city, they are checked by a more powerful agent. The healthful qualities of the pire, as they escape with the smoke from our numerous mills and distilleries and steamers, meet and mingle with this miasma, and rob it of its power to injure. At the same time, the numerous natural drains which abound from the northern to the southern extremities of the place, bear with them to the river all filthy and decaying substances. As a proof of the salubrity of the city, there can be no better evidence than is to be found upon the book of interments at Oakdale Cemetery. In this cemetery all interments are required to be made, and in 1859, the last year for which the records have been published,
the number of burials was but 112, out of a population reckoned then at from 9,000 to 10,000. And all of these deaths were not from natural causes. Some died by violence, some when mere children in arms, and some again ere their eyes had ever unclosed to the light of day. Cannot the mortuary statistics of our city challenge comparison with those of any other, North or South?

True is it that Wilmington has been visited by epidemics, but only in a few isolated cases, and then, in each instance, the disease was imported into its limits from other places. It is next to impossible for the climate itself to breed any of those terrible scourges which have so often ravaged the world; yet it, like all where else, is liable to disease through infection or contagion. And it too, like other places, has suffered severely by these visitations from abroad. In September, 1821, the yellow fever appeared here for the first time. It was introduced by means of the brig John London, from some port in the West Indies. It raged with great violence for about six weeks, and a large proportion of the citizens of the little town, then numbering only about 2,500 inhabitants, were swept away by it. And in the autumn of 1862, its ravages here were terrible. In this instance, as in the former, it was imported from the Indies, and on this occasion by the steamship Kate, a blockade runner, trading between this port and Nassau. For over ten weeks it raged with terrible violence, and at a period too when it was most difficult to combat its effects. Medicines and provisions were both scarce and high in price, and the little luxuries needed for the convalescent were most difficult to obtain. Those of the frightened inhabitants that were able to do so, fled the town; all business was abandoned, and the closed stores and silent streets gave the place the appearance of a deserted city. It was then, in that time of distress and suffering, that a few of the noble spirits of Wilmington arose equal to the emergency. Regardless of self, many of our oldest and most valued citizens remained behind to minister to the wants of those who were unable to leave. Distributing food to the poor, medicine and attendance to the sick, consolation to the dying, and holy burial to the dead, they remained behind when many else had fled, and nobly fulfilled the trust they had assigned themselves. Many of them escaped, but some fell, and those some from the ranks of the most honored and esteemed citizens of the town. Rest they well, and rest they calmly. They need no monument above their tombs; that is to be found in the hearts of those who knew them.

The disease finally vanished, and the reassured inhabitants returned to their homes—returned to find many familiar faces gone and friendly voices stilled. Few of those here then can ever forget that fearful time
of woe. Not even the sad and bitter memories of the war can banish from the mind those weeks of suffering, disease and death.

Yet these memories belong only to the past; the present and the future is not of or with them. The war closed, and the great stone was rolled against those cavernous years. We are a new people; what we were before and during the war, we are not now. The necessity for action is spurring us on, ever onward. Men have not time to think of the past; the present and the future claim each waking thought. Yet sometimes the olden days come back to us, and at night, in dreams, when the soul is not our own, we live again those bitter years, and walk with those who walk not now on earth.

The City of Wilmington N. C., was born on Thursday, the 8th day of March, 1866. The act, incorporating it into a city, was ratified by the Legislature on the 20th of February, and on March 8th, it was accepted by the citizens through the ballot box. On the same day an election was held for Mayor and eight Aldermen. A. H. Van Bokkelen was chosen as the first incumbent of the Mayoralty for the term expiring on the first day of January, 1867, and on the 10th day of March he entered upon the duties of his office. At the same election, S. D. Wallace, R. J. Jones, James G. Burr, James H. Ryan, W. H. Lippitt, O. G. Parsley, A. E. Hall and Wm. A. Wright, were chosen as Aldermen.

This incorporate privilege, while it could not add to the commercial prosperity of the city, was yet an evidence of the increased importance of the place, in that more extended authority was needed for its government. That a change has been wrought for the better, there are few, even of those most strenuously opposed to the act, but will admit. Yet this change was not needed to incite to renewed commercial enterprise. That was inaugurated at the close of the war, and has not only never waned since, but is steadily on the increase, and is fast reaping its own rich fruits. This may be seen in the gradual extension of the habitable sections of the city, in the improvement of the old, and in the erection of new buildings in the business portions, and in the rapid increase in the arrivals of country produce. Wilmington, even now, in proportion of population, is far in advance of any of her southern sisters, and we may safely assume, that the day cannot be far distant, when she will stand in the front rank among the proudest commercial marts of the south.

And here our sketch must close With an unskillful pen, yet with an earnest desire to preserve some of the fast fading relics of the past, the task was assumed. Aware of the many imperfections with which it abounds, we would disarm criticism by a candid acknowledgment of its faults. And knowing how imperfect it is in diction, and how incomplete in detail, we would beg for it the leniency of the public. It is but a collection of little waifs, gathered here and there, which, separate, would perhaps soon have been lost, but which gathered together, may be deemed worthy of preservation as the history of our own loved Cape Fear region.
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ABBREVIATIONS.

n, north; s, south; e, east; w, west; r, residence; bds, boards; cor, corner; off, office; opp, opposite; al, alley; wid, widow; av, avenue; R. R., Rail Road; W. & W.
R. R., Wilmington and Weidon Railroad; W. and M. R. R., Wilmington and Manches-
ter Rail Road; W. C. & R. R., Wilmington, Charlotte and Rutherford Rail Road.
The word street is implied.

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Abraham G. Francis, r Wooster, bt Sixth and Seventh
Abrahams Isaac, clerk, H. Hartz, bds same
Abraham Nathan, clerk, S. Blumenthal & Co. bds Sam’l
Blumenthal
Adams Express Co. office 15 s Front, James Macomber, Agent
Adams Alex’r, brickmason, r Castle, bt Sixth and Seventh
Adams Mrs. Kirk, r Ninth, bt Queen and Wooster
Adams Chas. A. salesman, Mallett & Hoffman, bds Bailey’s
Hotel
Adkins Mrs. S. E. r Fourth, bt Ann and Nun
Adkins Samuel N. machinist, bds Mrs. S. E. Adkins
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Agostini Frank M. confectionery, 15 Market, r N. E. cor Sixth and Dock
Ahrens Benjamin H., clerk Louis Vollers, bds same
Ahrens Nicholas, clerk Louis Vollers, bds same
Alderman George F., bds N. W. cor Fourth and Mulberry
Alderman Allison, clerk, Ephraim Wescott, bds Alf. Alderman
Alderman Alfred, Inspector Naval Stores, r N. W. cor Fourth and Mulberry
Alderman George, Inspector of Provisions, r Dock, bt Seventh and Eighth
Alderman I. T. Freight Agent, W. C. & R. R. R. r cor Front and Mulberry
Alderman Archibald, Inspector Naval Stores, r Fifth, bt Bladen and Harnet
Alderman James, Lumber Inspector, r Red Cross, bt Second and Third
Allen Elkanah, policeman, r Chesnut, bt Ninth and Tenth
Allen Joseph, r Front, bt Orange and Ann
Allen Edward J. clerk, T. S. Whitaker, bds Jas. Shackelford
Allen Mrs. Julia A. bds A. S. Cannon
Allen William A. treasurer, W. C. & R. R. R.
Altafier Gerard M. pattern maker, Hart & Bailey, r Cottage lane, bt Third and Fourth
Anderson John H. Dry Goods, 23 & 25 Market, S. W. Cor Front r Ann bt Second and Third
Anderson William T. salesman, Jno. H. Anderson, bds same
Anderson William S. of Brown & Anderson r Fourth bt Ann and Nun
Anderson James, of James Anderson & Co. r Orange bt Front and Second
Anderson Alexander, clerk James Anderson & Co., bds James Anderson
Anderson Edwin A., physician, 213 Market, r S. E. cor Front and Orange
Anderson Thomas W., City clerk, bds Wm S. Anderson
Andrews Bardin & Co. commission merchants, 2 Hall's wharves N. Water bt Chesnut and Mulberry
Andrews W. S. G. of Andrews Bardin & Co., r S. E. cor Front and Nun

See Lippitt's Advertisement page 5.
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Arey Charles R., Salesman, John Dawson, bds Jno. C. Bowden
Arnold Thomas, Coppersmith, Hart and Bailey, bds Dock bt Seventh and Eighth
Arrington & Everett, Dentist, 113 Market
Atkins Geo., Clerk, A. E. Hall, r Walnut bt Third & Fourth
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Atkinson John W., of Atkinson and Shepperson, r Fifth bt Orange and Ann
Atkinson Thomas, Bishop Diocese North Carolina, r Orange bt Fifth and Sixth
Atkinson Mrs. Sarah, r Chesnut bt Fifth and Sixth

B.

Bagg Horace A., Superior Court Clerk, r Chesnut bt Third and Fourth
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Bailey Alfred M., Clerk James H. Bailey, bds same
Bailey John C., of Hart and Bailey r Cor Third and Ann
Baker George B., with Mallett & Hoffman, r Front, bt Dock Orange
Baker Miss Jane F., r Second bt Mulberry and Walnut
Banks Mrs. Louisa, r Mulberry bt Fifth and Sixth
Banks Charles, bds Mrs. Mrs. Louisa Banks
Banks John, Clerk, bds Mrs. Louisa Banks
Banks David, r Mulberry bt Front and Second
Bank Cape Fear Building 14 and 16 N. Front
Bank, First National, 101 N. Front N. E. cor Princess
Baptist Church, cor Market & Fifth, Rev. Wm. Young, Pastor
Bappler George P., of Heineman & Co, r cor Second & Hanover
Bardin Benjamin H., of Andrews Bardin & Co., bds W. S. G. Andrews
Barnes James, Gardener, Queen bt Seventh and Eighth
Barnes John W., Sawyer, Kidder & Martin’s Mill, r cor Front and Wright

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Barry John D., r Third bt Chesnut and Mulberry
Barry Michael, r Front bt Red Cross and Campbell
Barry Horace M., Commission Merchant and Agent N. Y. and Wilmington Line of Steamers, cor N. Water and Chesnut, r Fifth bt Princess and Chesnut
Barry Robert P., with Horace M. Barry, r with same
Barr William H., Clerk Kidder & Martin’s Mill, r same
Barrickman Charles W., Clerk, John Bishop, bds same
Bartleson Samuel A., of Hanberry and Bartleson, bds Rock Spring Hotel
Barlow Joseph L., Grocery and Cart House, cor Seventh and Market, r Market bt Seventh Eighth
Bates Benjamin G., Commander Steamer Waccamaw
Bates Benjamin H., Messenger Southern Express Co
Bate Mrs. R., r Fifth bt Walnut and Red Cross
Bauman John G., of Tienken & Bauman, r cor Fifth and Dock
Bauman John C., bds John G Bauman
Bauman John, Shoemaker, Princess bt Front and Water, r Second bt Mulberry and Walnut
Beaufort Mrs. Mary, Wid. r Sixth bt Dock and Orange
Bear Sol & Bros., Dry Goods and Clothing 19 Market
Bear Sol, of Sol Bear & Bros, r N. Front bt Mulberry and Walnut
Bear Samuel, of Sol Bear & Bros., bds Sol Bear
Bear Marcus, of Sol Bear & Bros., bds Sol Bear
Bear Henry, Clerk, Sol Bear & Bros., bds Sol Bear
Bear Meyer, Dry Goods and Clothing, 209 N. Water r Dock bt Front and Second
Bear Simon, Dry Goods & Clothing, 219 N. Water, bds Sol Bear
Beal Cadmus H., Machinist, Hart and Bailey, bds John D. Love
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Beck Thomas W., W. & M. R. R. r cor Sixth and Red Cross
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Beery William L., r Front bt Ann and Nun
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Bishop George, Policeman, r Sixth bt Queen and Wooster
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Black Archibald D., Clerk, Harris & Howell
Black H. C., Clerk, Gardner and Nunn, bds Mrs. M. S. McCaleb
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Blaney Mrs. Evelina O., School Teacher, r Dock bt Second and Third
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Collison William C., Mechanic, bds Mrs. P. Conigan
Collins John, clerk Eduard Peschau
Colville Thomas L., foreman, Hart & Bailey, r Fourth bt Bladen and Harnet
Colton Mrs. A. M. F., Milliner, Second bt Market and Dock, r same
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Coney Walter, clerk, Lemmerman & Co., bds Mrs. J. R. Coney
Conigan Mrs. P., wid, r Market bt Eighth and Ninth
Cooper John, Mechanic, Hart & Bailey, bds Wm. Palmer
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Hankins M. M., Mechanic W. W. R. R. r Fourth bt Brunwick and Bladen
Hart Godfrey, Clerk, N. Jacobi, r cor Chestnut and Ninth
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Harriss William M., Clerk, Harriss & Howell, r Market bt Ninth and Tenth
Hartz H., Dry Goods & Clothing, 18 Market, r Market bt Fifth and Sixth
Hartsfield Asa A., Boots and Shoes, 23 North Front, r cor Market and Seventh
Hartsfield William B., Coppersmith, r cor Second and Hanover
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Harvey Mrs. Ann, wid, r cor Seventh and Wooster
Harker Mrs. Rebecca A., r Seventh bt Queen and Wooster
Harkell William T., Policeman, r Dawson bt Seventh and Eighth
Harper Mrs. Mary, wid, r cor Eighth and Bladen
Harper James T., Mate, Tug Oldham, bds Sylvanious Holden
Hardwick John M., Grocer, 128 Market, r Princess bt Eighth and Ninth
Harrell Elisha J., r Mulberry bt Eighth and Ninth
Hashagen Henry, Grocer, cor Fourth and Walnut, r same
Hawkins Mrs. J., wid, r Ann bt Sixth and Seventh
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Hawkins John, Carpenter, r Castle bt Fourth and Fifth
Hawkins J. J., Boot Maker, Henry S. Parsons,
Hawes Charles W., Clerk, Williams & Murchison, r cor Sixth and Nun
Hays Benjamin F., Carpenter, r cor Dawson and Fifth
Hays Wm. M., Printer, Journal Office, r cor Princess and Fifth
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Hayden P., Blacksmith, W. & M. R. R. r Chesnut bt Fourth and Fifth
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Herring Michael, works L. J. Sherman, bds same
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Hewlett Lewis M. Miller, Mitchell & Huggins, r cor Fifth and Church
Hewlett Mrs. M., Boarding House, Fifth bt Hanover and Brunswick
Hewlett John H., Machinist, Hart & Bailey, bds Dock bt Seventh and Eighth
Hewlett Aaron T., Clerk, Ephriam Wescott, r cor Sixth and Church
Hewett Edward, r Dawson bt Seventh and Eighth
Hewett John W., Shoemaker, of Jacobs & Hewett, r cor Fifth and Church
Hewing Mrs. E., wid, r cor Mulberry and McRae
Heyer John C., Grocer, 211 North Water, r cor Fourth and Red Cross
Hicks J. A., r Third bt Castle and Queen
Hill John T., Policeman, r Fifth bt Castle and Queen
Hill James H., Bookkeeper, Sol. Haas & Co., r Third bt Mulberry and Walnut
Hill Frederick C., bds William A. Wright
Hines John, Grocer, cor McRae and Walnut, r same
Hinds Mary, r cor Market and Seventh
Hodges John W., Printer, Journal Office, r Second bt Church and Nun
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Horen Michael, Grocer, 231 North Water, r same
Howey Thomas H., r cor Fourth and Ann
Howland Samuel, Clerk, Huggins & Co., r Seventh bt Chesnut and Princess
Huff James H., Carpenter, cor Front and Ann, r Ann, bt Front and Second
Huggins George W., Watchmaker, Brown & Anderson, r
Huggins William T., of Mitchell & Huggins, r Fourth bt Dock and Orange
Hughes Joseph C., Plasterer, r cor Queen and Fifth
Huhn Mrs. E. wid, r cor Mulberry and McRae
Hussell C., Grocer, cor Fourth and Brunswick, r same
Hutaf M., Grocer, cor Fourth and Bladen, r same
Hutaf Henry, Grocer, 215 North Water, r same,
Hutaf John, Clerk, Henry Hutaf, bds same
Hutchinson Joseph, Carpenter, r Harnet bt Fourth and Fifth

I.

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J.

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James T. C., Shipping Clerk, Atkinson & Shepperson, bds John S. James
James John C., Local Editor, Wilmington Journal, bds John S. James
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Japhet William, Clerk, N. Goteberg, bds same
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Jarrell John F., Butcher, r Third bt Walnut and Red Cross
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Jestice Mrs. M., wid, r cor Sixth and Wooster
Jewett Mrs. Lucy A., wid, r Third bt Mulberry and Walnut
Jewett Richard B., Clerk, John Dawson, bds Mrs. Lucy A. Jewett
Jewett Stephen, Clerk, Mallett and Hoffman, bds Mrs. Lucy A. Jewett
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Johnson Mrs. Sarah A., wid r Dawson bt Fifth and Sixth
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Love William J., Physician, Front bt Chesnut and Mulberry, bds Asa A. Hartsfield
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M.

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Matthews David, Clerk, Kidder & Martin, r Castle bt Front and Surry
Matthews Henry, Clerk, H. M. Bremer, bds same
Maunder John, of Walker & Maunder, bds cor Front and Dock
May Alexander, r Princess bt Sixth and Seventh
May Mrs. Sarah, wid, r Sixth bt Nun and Church
Mayo William E., Machinist, W. & M. R. R. r Fourth bt Brunswick and Bladen
Mayer Charles, Clerk, Kahnweiller & Bro., bds cor Front and Market
Mayer Frederick, Saloon, 4 N. Front, r same
McAvoy John, Carpenter, r Second bt Brunswick and Bladen
McAllister Peter, Sawyer, Chadbourn's Mill, r same
McCaleb Mrs. M. S., Proprietress Rock Spring Hotel, r same
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McClenney Mrs. S. J., r Mulberry bt Fourth and Fifth
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Sellers R. Langdon, Constable, r Sixth bt Chesnut and Mulberry
Shackelford James, Commission Merchant, 6 Princess, r 111 North Front cor Chesnut
Shaw William H., Clerk, Wallace & Southerland, r Red Cross bt Third and Fourth
Sharpsteen William H., bds H. Webb
Sherwood Daniel, r Princess bt Front and Second

The Cheapest Dry Goods in the City, John H. Anderson’s
E. MURRAY & CO.,
WHOLESALE
Grocers & Commission Merchants,
Nos. 119 & 121 NORTH WATER STREET,
WILMINGTON, N. C.

J. T. MURRAY & CO.,
COMMISSION MERCHANTS,
No. 188 Pearl St.
NEW YORK.

Personal Attention given to the Sale of Cotton and Naval Stores.

PILOT HOUSE,
By JOHN BISHOP,
No. 109 N. WATER ST., WILMINGTON, N. C.

The Proprietor wishes to inform the Friends and Public that formerly patronized him, that he is now located at the above place, and will be happy to receive and accommodate them.—He makes no pledges, as they are unnecessary to former patrons, and would simply invite all who desire anything to eat to give him a call and they shall not be disappointed.

MEALS AT REGULAR HOURS.

OYSTERS on hand when in season, and served in every style at any hour.

The Bar is well and judiciously supplied.

So come along and bring the rocks,
I'll give you hearty cheer;
My house is close unto the docks
And my prices are not dear.
Sherman L. J., Saloon and Restaurant, 11 S. Front, r Castle bt Fifth and Sixth
Shepperson E., Bookkeeper, Atkinson & Shepperson, bds A. B. Shepperson
Shepperson Alfred B. of Atkinson & Shepperson, r cor Third and Church
Shines Mrs. Eliza, r cor Sixth and Chesnut
Sholar Mrs. Hiram, wid, r Fifth bt Nun and Church
Sholar John, r Dock bt Sixth and Seventh
Shoemaker E. M., Proprietor Rail Road Hotel, cor Front and Red Cross
Shutte Henry, Shoemaker, 18 North Front, r same
Siegall Abraham, Clerk, A. & S. Witcover, bds W. Witcover
Sintas Mrs. F., Milliner, Kahnweiller & Bro., bds Daniel Sherwood
Singletary Frank C., Cashier, Hedrick & Ryan, r cor Dock and Sixth
Skipper Joseph, Watchman, Chadbourn's Mill, r Harnet bt Third and Fourth
Skipper Archibald, Copper Smith, bds Fifth bt Church and Castle
Sloan George, Salesman, E. Murray & Co., bds Eli Murray
Smaw Frank D. Sr., General Collecting Agent, r cor Market and 17th Avenue
Smaw Frank D. Jr., Mercantile Agent and Commission Merchant, and Publisher of the Wilmington Directory, 7 North Front, bds Third bt Chesnut and Mulberry
Smith Frank, Shoemaker, bds Mechanic Hotel
Smith Jere, Fisherman, r cor Third and Wooster
Smith James C., of Robinson, Smith & Co., r Dock bt Sixth and Seventh
Smith Henry H., of Robinson & Smith, bds Mrs. M. S. Barry
Smith & Bate, Grocers, 107 Market
Smith Thomas T., of Smith & Bate, bds Nathan E. Brickhouse
Smith Robert, Mechanic, Hart & Bailey, r Chesnut bt Fifth and Sixth
Smith & Strauss, (Wm. V. B. Smith, Jno. H. Strauss) Grocers, 21 and 23 South Front
Smith William V. B., of Smith & Strauss, r cor Fifth and Bladen
Smith Peter, Store, cor Fourth and Campbell, r same
Smith Thomas B., Boarding House, cor Front and Princess

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AND GENERAL
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Smith Daniel A., Furniture, Front bt Princess and Chesnut
Smith William L., General Insurance-Agent, 23 North Front, r Mulberry bt Second and Third
Sneden Rebecca, r Craig's Alley, bt Second and Third
Solomon S., Clerk, Jacob Lyon, bds Mrs. H. Blumenthal
Solomon Louis, Clerk, Jacob Lyon, bds Mrs. H. Blumenthal
Southerland John B., of Wallace & Southerland, r cor Third and Campbell
Southerland A., of W. H. Williams & Co., r Front bt Mulberry and Walnut
Southerland David, Clerk, W. H. Williams & Co., bds A. Southerland
Southerland & Steagall, (Thomas J. Southerland, R. Steagall) Livery and Sale Stables cor Princess and Third
Southerland Thomas J., of Southerland & Steagall, r Princess bt Second and Third
Sprunt Alex., Commission Merchant, and British Vice Consul, 16 South Water, (up stairs) r cor Ninth and Princess
Sprunt James, Clerk, Alex. Sprunt, bds same
Sproat Mrs M. L., Negro School Teacher, r cor Sixth and Walnut
Stafford Mrs. Eliza, wid., r Market bt Ninth and Tenth
Steagall Raibon, of Southerland & Steagall, bds H. U. Parker
Stelges Dedrick, Grocer, cor Sixth and Queen r same
Stemmerman Charles, Grocer, cor Front and Orange, r same
Sterling Joseph R., r cor Sixth and Chesnut
Sternberger Joseph, Dry Goods, 111 Market, bds Sol. Bear
Stevenson Mrs. Jas. M., wid., r Front bt Walnut and Red Cross
Stevenson James C., Clerk, A. A. Willard, bds Mrs. James M. Stevenson
Stevenson Daniel, Clerk, G. A. Peck, bds Mrs. J. M. Stevenson
Stevenson Wm. M., Produce and Cotton Broker, 5 N. Water, (up stairs,) r Third bt Chesnut and Mulberry
Stokley James, of Cannon & Stokley, r cor Third and Church
Story S. Albert, Clerk, Worth & Daniel, r Second bt Orange and Ann
Story Edward F., Clerk, Brown & Anderson, bds Thomas W. Brown
Stolter & Bremer, Grocers, 200 Market, cor Second
Stolter John F., of Stolter & Bremer, bds Mrs. Mary Briggs

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The Horace Waters' Grand, Square and Upright Pianos, Melodeons, and Cabinet Organs, are known as first-class instruments, warranted for five years. Prices reasonable, wholesale and retail. Second-hand Pianos and Melodeons at great bargains. Prices, $60, $75, $100, $125, $150, $175, $200, and $225. New 7-octave Pianos for $275 and upward.

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Are as fine and durable instruments as are made. Warranted five years. Prices greatly reduced for cash.

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Strauss John W., Grocer, Second bt Hanover and Brunswick, r same
Stroad J. M., Tinner, A. W. Lawson & Co
Stroad Charles H., r Anderson bt Gwynn and Rankin
St. Thomas' Church, (Catholic) bt Second and Third
Stuart John, Distiller, Jos. R. Blossom & Evans, r cor Third and Cowan
Styron Christopher W., Book-keeper, Williams & Murchison, bds Mrs. M. S. Barry
Sullivan Roger R., Clerk, James Wilson, bds cor Fourth and Bladen
Sullivan Alex., bds A. S. Cannon
Summerell George M., Contractor and Builder, r Market bt Sixth and Seventh
Sundheimer J., Clerk, Kahnweiler & Bro.
Sutton William, of A. W. Lawson & Co., bds J. S. Robinson
Swann John, Physician, r cor Third and Dock
Swann F. Alex., Clerk, Horace M. Barry, bds John Swann
Swann James G., Clerk, Worth & Daniel, r cor Third and Chesnut
Swann Benjamin F., Undertaker and Coachmaker, Princess bt Third and Fourth, r Church bt Seventh and Eighth
Sweeney Hugh, Moulder, Hart & Bailey
Sweeney Edward C., Grocer, Fourth bt Harnet and Bladen, r same
Sweeney Thomas U., Machinist, W. & W. R. R., bds Edward C. Sweeney
Sylva Antone P., Watchman, W. & W. R. R., r McRae bt Walnut and Red Cross
Sykes Wm. H., Conductor, W. & M. R. R.

T.

Taylor John A., r Market bt Fourth and Fifth
Taylor John D., bds John A. Taylor
Taylor D., Clerk, John Bishop, bds same
Taylor James H., Clerk, Aaron H. Neff, r Second bt Market and Dock

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Taylor R. J. & Co., Steam Saw Mill, McRae’s Wharves, bt Walnut and Red Cross
Taylor Robert J., of R. J. Taylor & Co., r cor Nutt and Walnut
Taylor Jos. W., of R. J. Taylor & Co., r cor Nutt and Walnut
Teel George, Clerk, John Dawson, bds Mrs. John Cowan
Telegraph Office, No. 4 South Front cor Market (up stairs)
Terry Rev. R. E., Rector, St. John’s Church, r cor Third and Cross
Thomas William George, Physician, Market bt Third and Fourth, r cor Fourth and Market
Thomas Sumner P., Clerk, M. M. Katz & Co., bds M. M. Katz
Thompson John W., Secretary and Treasurer W. & W. R. R., r Second bt Walnut and Red Cross
Thompson James S., bds Samuel N. Cannon
Thompson Julins, Carpenter, r cor Eighth and Castle
Thompson Susan, Transient Boarding House, Fourth bt Church and Castle
Thompson J. A., Commission Merchant, 16 South Water
Thomson Ninian, Painter, r cor Chesnut and Ninth
Thorburn Robert, Proprietor Eagle Bakery, 101 South Front cor Dock, r Third bt Walnut and Red Cross
Thornton John, r cor Fifth and Harnet
Thornton Thomas, Engineer, W. & W. R. R., r cor Third and Harnet
Thurston William C., Clerk, Kidder & Martin’s Mill, r Fourth bt Church and Castle
Tienken & Bauman, (C. Tienken, Jno. G. Bauman) Groceries and Liquors, 17 and 19 S. Front
Tienken C., of Tienken & Bauman, r 19 South Front,
Tilley Fletcher, r cor Third and Red Cross
Titien, Claus, Grocer, cor Third and Orange, r same
Toomer Mrs. Julia A., r Second bt Church and Castle
Toomer William J., Clerk, Atkinson & Shepperson, bds Mrs. Julia A. Toomer
Toomer Evander O., Clerk, Petteway & Moore, bds Mrs. Julia A. Toomer
Topham James S. & Co., Harness and Saddlery, 7 South Front
Townsend Robert S., Mechanic, r Third bt Walnut and Red Cross

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INSPECTOR OF NAVAL STORES,
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WEIGHER OF ROSIN,
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Trolen Robert, Boiler Maker, Hart & Bailey
Turner Fannie A., Transient Boarding House, McRae bt Chesnut and Mulberry
Turlington William H., Commission Merchant, 23 N. Water, (up stairs) bds E. Turlington
Turlington E., Timber Inspector, r Red Cross bt Front and Second

Van Amringe & Co., Distillers, office 9 Dock (up stairs)
Van Amringe George O., r cor Front and Nun
Van Amringe George O., Jr., bds George O. Van Amringe
Van Amringe Stacy, bds George O. Van Amringe
Van Bokkelen, Commission Merchant and Manager Union Distillery, office, No. 3 Hall’s Wharves, N. Water bt Chesnut and Mulberry, r 107 North Front bt Princess and Chesnut
Van Orsdel Cornelius M., Photographic Gallery and Stock Depot, 115 Market, (up stairs,) r cor Second and Ann
Van Sickle J., Tobacco and Cigars, 11 Market, r Second bt Walnut and Red Cross
Viagras Emanuel, r Anderson bt Chesnut and Mulberry
Vick Samuel W., of Vick, Mebane & Co., r cor Fourth and Chesnut
Vincent Nathaniel B., Upholstery, Paper Hanging and Furniture, 29 North Front cor Princess, r 109 Princess bt Front and Second
Vollers Louis, Grocer, 4 South Second and 123 Market, r cor Second and Mulberry
Vollers H., of Adrian & Vollers, r 100 South Front cor Dock
Von Glahn Henry, Merchant, r cor Princess and Fifth
Von Derkammer H., Shoemaker, Second bt Mulberry and Walnut, r same
Vorsanger Samuel, Clerk, A. David & Co., bds Mrs. H. Blumenthal
Voss J. G., Shoemaker, 28 S. Front, r same

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Ground when desired and delivered in any part of the city
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W.

Waddell Hugh, of H. & A. M. Waddell, r Third bt Dock and Orange
Waddell H. and A. M., Law Office, 219 Market
Waddell Alfred M., of H. and A. M. Waddell, r Third bt Orange and Dock
Waiger Jeremiah, Rigger, r cor Fifth and Dawson
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Wallace & Southerland, (S. D. Wallace, Jno. B. Southerland) Commission Merchants, 21 Nutt bt Mulberry and Walnut
Walker Joshua C., Physician, 106 Princess, r S. W. cor Front and Ann
Walker Richard, Carpenter, r Second bt Ann and Nun
Walker Asa K., Cashier, First National Bank, r cor Market and Sixth
Walker William A., Secretary and Treasurer W. & M. R. R., r cor Sixth and Market
Walker Jones C., bds cor Market and Sixth
Walker & Maunder, (James Walker, John Maunder) Marble Works cor Front and Walnut
Walker James, of Walker & Maunder, Contractor and Builder cor Front and Walnut, bds cor Front and Dock
Walker James A., Salesman, Haas & Co., r cor Third & Chesnut
Walker Mrs. Eliza M., r cor Third and Chesnut
Walker Henry D., bds cor Third and Chesnut
Waldron Robt. S., Dry Goods, 109 Market, bds T. B. Smith
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Watson Charles, r Castle bt Sixth and Seventh
Watson Rev. Alfred A., Rector St James’ Parish, r Market bt Third and Fourth
Watson Benjamin, Policeman, bds Charles Watson
Watson Henry M., Blacksmith, r Fourth bt Wooster & Queen
Waterman Thomas H., Clerk, Horace M. Barry, bds Samuel G. Northrop
Webb H., Saloon, 19 Market, r Market bt Seventh & Eighth
Weill A. & Co., Dry Goods and Clothing, 14 and 32 Market
POOLE & HUNT, BALTIMORE, MD.


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Wells Henry, r Church bt Fourth and Fifth
Wescott Benjamin, Clerk, Ephriam Wescott, bds same
Wescott Ephriam, Grain Dealer, 5 and 7 Princess, r Third bt Church and Nun.
Westerman Henry, Book keeper, Adrian & Voller
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Whitaker Silas H., Telegraph Operator, bds J. F. Legwin
Whitehead Williamson, Book keeper, Alex. Johnson & Co., r Fifth bt Market and Princess
Whitehead William B., r Front bt Nun and Church
Whitehead James I., Book keeper, Vick, Mebane & Co., bds Wm. B. Whitehead
White Benjamin, r Market st Plank Road
White P. W., r Third bt Chesnut and Mulberry
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Wilder John H., Carpenter, r Castle bt Sixth and Seventh
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Williams Geo. W., Keeper Seaman’s Home, S. W. cor Front and Dock, r same
NOTICE.—The Co-partnership heretofore existing between the undersigned, under the style of R. MASON & SONS, was this day dissolved by mutual consent. R. C. MASON withdraws from the firm; W. A. MASON will pay all debts of the firm, and collect all outstanding claims.

Baltimore, February 1, 1867.

R. C. MASON,
W. A. MASON.

R. C. MASON,
FORMERLY SENIOR PARTNER IN THE FIRM OF R. MASON & SONS

Having retired from that firm, has purchased the establishment of Mr. Thomas McCoubray,

Nos. 45 W. Pratt St. and 91 Thames St.,

AND WILL CONDUCT THE
BAKING BUSINESS

In his own name, and respectfully solicits the patronage of his former customers and friends. R. C. MASON flatters himself, that by his long experience in the business, he will be enabled to give those who may favor him with their custom, entire satisfaction.

He will at all times have an assortment of

Water Crackers, Lemon Pic-nic Crackers, Novelty Cakes,
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Soda Crackers, Oyster Crackers, Jumble Schnapps,
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Edinburg Crackers, Sugar Cakes, Ginger Nuts,
Cream Crackers, Scotch Cakes, Ginger Cakes,
Pilot and Navy Bread,

R. C. MASON,
Nos. 45. W. Pratt Street and 91 Thames Street,
Baltimore, Md.
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Williams Joseph S., bds Mrs. W. G. Milligan
Williams William H., r cor Mulberry and Ninth
Williams Wm. A. & Son, Commission Merchants, 23 N. Water
Williams John F., of Wm. A. Williams & Son, bds Wm. A. Williams
Williams E. D. Printer, Journal Office, bds L. J. Sherman
Williams W. A., of W. A. W. & Son, r cor Cottage Lane and Fourth
Williamson George, r cor Ninth and Queen
Willis Elijah, Druggist and Chemist, 114 Market
Willard James A., Commission Merchant, 125 and 127 North Water, r cor Third and Mulberry
Willard Alfred A., Wholesale Grocer, 125 and 127 N. Water r cor Sixth and Orange
Wilson John A., Carpenter, Geo. S. Copes, bds Elias R. Wilson
Wilson Wm., Clerk, Chabourn’s Mill, r cor Third & Harnet
Wilson Walter A., Engineer, W. & M. R. R., bds W. Wilson
Wilson Benjamin, bds William Wilson
Wilson Wm. A., Book-keeper, H. M. Barry, r cor Second & Nun
Wilson James, Hardware and Harness, 14 South Water
Wilson Elias R., r Guthrie’s alley, bt Orange and Ann
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Wilmington & Manchester Rail Road, Henry M. Drane, President; General and Freight Depot opposite Market st Dock
Wilmington, Charlotte & Rutherford Rail Road, Robert H. Cowan, President; Depot, Nutt bt Bladen and Harnet
Wilmington Theatre, Princess bt Third and Fourth
Wilmington Chamber of Commerce, No. 10 South Water
Wise James M., bds Mrs. M. S. McCaleb
Withy W. H., Mechanic, Aaron H. Neff, bds Mrs. Emma Dyer
Witcover A. & S., Dry Goods and Clothing, 16 Market
Witcover Wolfe, Salesman, A. & S. Witcover, r Second bt Princess and Chesnut
Wolfe, Wronski & Co., Clothing, 115 Market
Wolfe Charles, Clerk, M. Schulken & Co., bds A. Doumeland
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BY RICHARD STERLING, A. M.

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We urge upon all Southern Teachers an examination of this series, believing that nothing more is needed to secure its universal adoption.

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Wood Mrs. S. M., r Sixth bt Castle and Queen
Wood John C., Coroner, r Third bt Nun and Church
Wood Robert B. Jr., County Court Clerk, office at Court House
   r cor Princess and Ninth
Wood Thomas F., Physician, 109 Princess bt Front and Second, r same
Wooster John, r cor Third and Dock
Wooster John L., Counsellor-at-Law, office, Princess bt Second and Third, r cor Third and Dock
Worth David G., of W. & Daniel, r Front bt Nun and Church
Wright Joshua G., r cor Third and Market
Wright Adam E., Physician and Druggist, 213 and 215 Market, r cor Second and Orange
Wright Wm. A., Law Office, Third bt Market & Dock, r same
Wright William E., Carpenter, r Church bt Fourth and Fifth
Wright Julius W., Attorney-at-Law, Princess bt Second and Third, r Third bt Ann and Nun
Wright Thos. H., Cond'tor, W. & W. R. R., bds J. W. Wright Wright S. P., of Day & Wright, r 208 Market
Wronski Ab'ham, of Wolfe, W. & Co., bds Mrs. H. Blumenthal
Wyatt L. B., Tailor, r Front bt Orange and Ann

Y.
Yopp William J., Clerk, W. & W. R. R., r Fifth bt Princess and Chesnut
Yopp Andrew J., Commercial Reporter, Wilmington Journal, r Fifth bt Chesnut and Mulberry
Yopp Franklin V. B., Wood Inspector, r Chesnut bt Eighth and Ninth
Yopp Samuel L. Carpenter, r McRae bt Mulberry and Walnut
Yopp Wm. H., Grocer, cor Fifth & Princess, bds A. J. Yopp Young Armand D., r Market bt Seventh and Eighth
Young William M., Pastor Baptist Church, bds Wm. Larkins
Young Mrs. W. M., School, Dock bt Fifth and Sixth
Young Armand D. Jr., Conductor, W. & W. R. R., Sleeping Cars, bds A. D. Young

Z.
This Company having organized in April, 1864, in conjunction with the well known firm of Gaehle & Co. as a joint stock Company, is composed exclusively of Practical Piano Makers who have held prominent positions for many years in some of the best Piano Establishments in this Country and Europe.

This Company has one of the largest and most successful manufactories in operation. Every branch of the business being under the immediate supervision of the Company, whose experience as practical Piano-Makers, enables them to produce an instrument which, for power, fulness of tone, elasticity of touch, and elegance of finish, are equal, if not superior to any in the country.

Our facilities for manufacturing Pianos being equal to any in the country, and the nature of our organization, enables us to furnish our Pianos at a lower price than any other manufacturer, and we therefore refer our friends and the public to our list of prices.

We would also draw particular attention to our own Patent Agraffe improvement, through which the treble of our Pianos has been rendered unsurpassable for strength and bell-like clearness of tone, and all who have seen and heard them, pronounce it the best and most valuable improvement of the age; and we challenge the most thorough scrutiny, and are willing to subject our instruments to any test or comparison with those of any other manufacture, as to touch, sweetness and depth of tone, durability and beauty of finish.

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HARRISS & HOWELL, 1 Murphy's Wharves
WORTH & DANIEL, 116 South Water

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DeRossett & Co., 9 North Water
Dudley Robert C., 2 Hall's Wharves
George E. Payson, 5 North Water (up stairs)
KIDDER & MARTIN, 22 South Water (up stairs)
Smith Wm. L. & Co., 23 North Front

AGENTS—GENERAL.
SMAW FRANK D., Jr., 7 North Front

AUCTIONEERS.
Cronly & Morris, 5 North Water
Gardner & Nunn, 210 Market
WEST S. M., 12 South Water
ATTORNEYS.
Cutlar Du Brutz, 23 North Front (up stairs)
Davis George, 23 North Front (up stairs)
Devane W. S. & D., 8 Princess
Empie Adam, Journal Buildings, 115 Princess
Holmes John L., Court House, Princess bt Second and Third
London Mauger, Princess bt Second and Third
Moore Benj. R., Journal Buildings, 113 Princess
Person & French, 2 South Water, cor Market (up stairs)
Poisson Fred D., Princess bt Second and Third
Strange Robert, 217 Market bt Second and Third
Waddell H. & A. M., 219 Market bt Second and Third
Wooster John L., Princess bt Second and Third
Wright William A., Third bt Market and Dock
Wright Julius W., Princess bt Second and Third

BAKERIES.
Lessman A., 12 South Second bt Market and Dock
LIPPITT JAMES W., 20 North Front
Patten William, 119 Market
THORBURN ROBERT, 101 South Front cor Dock

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Cassidey & Beery, South Water bt Ann and Nun

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Bank of Wilmington, 23 North Front, Wm. L. Smith, Cash'r

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Neff, Joseph H., 20 South Water

BOOKS AND STATIONERY.
LOVE JOHN D., 6 North Front
WHITAKER THADDEUS S., 118 Market

BOOKBINDERS.
Heinsberger Philip, 111 Princess, (basement)
BOOTS AND SHOES.
Bradley G. & C., 108 Market
French Geo. R. & Son, 12 Market
Hartsfield Asa A., 23 North Front
PARSONS HENRY S., 120 Market

BOWLING ALLEYS.
Neff Joseph H., 20 South Water

BROKERS—EXCHANGE.
Dawson James, 5 North Front

BROKERS—PRODUCE.
Pigott David, 101 North Water (up stairs)

BUTCHERS.
Johnson Thos., City Market Building
King Jere, City Market Building
KLEIN DANIEL, Washington Market, 205 Market
King John B., City Market Building
McDADE, WM. A., Second bt Market and Dock

CABINET MAKERS.
Copes George S., 27 North Front
SWANN B. F., Princess, bt Third and Fourth

CARRIAGE AND COACH MAKERS.
Newhall & Loomis, cor Princess and Third
Swann B. F., Princess, bt Third and Fourth

CHINA, GLASS AND EARTHENWARE.
PERRIN HENRY R., 105 Market

CIVIL ENGINEERS AND SURVEYORS.
JAMES & BROWN, 100 Princess, cor Front

CLOTHING.
Aaron & Rheinstein, 28 Market
Bear Simon, 219 North Water
David A. & Co., 30 Market
HAAS & Co., 8 and 10 North Front
Hartz H., 18 Market
Katz M. M. & Co., 26 Market
Kahnweiler & Bro., 100 Market, cor of Front
Munson & Co., 113 Market
Ryttenberg & Bro., 110 Market
Weill A. & Co., 14 Market
Witcover A. & S., 16 Market

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HENNING R. & CO., office 7 Market
KEITH & KERCHNER, 3 and 5 Dock

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Walker James, cor of Front and Walnut

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Blossom Jos. R. & Evans, No. 2 Person’s Wharves, N. Water
Chadbourn James H. & Co., 7 Dock (up stairs)
DeRossett & Co., 9 North Water
DUNBAR, FAIRLEY & Co., No. 1 Hall’s Wharves, North Water
Eilers H. B. 2 Market, cor S. Water
FINLAYSON & BRO., 7 North Water (up stairs)
Flanner William B., 2 Murphy’s Wharves, N. Water
Greene Zeno H., 7 North Water
Hall Avon E., 111 North Water
Haas Sol, & Co., 2 Person’s Wharves
HARRISS & HOWELL, 1 Murphy’s Wharves, N. Water
JOHNSON ALEX. & Co., 16 South Water
KEITH & KERCHNER, 3 and 5 Dock
KIDDER & MARTIN, 22 South Water (up stairs)
MALLETT & HOFFMAN, 105 North Water
MURRAY E. & Co., 119 and 121 North Water
McRary W. H. & Co., 101 North Water cor Princess
Moffitt, Bro. & Co., 23 North Water (up stairs)
NORTHRUP & CUMMING, 103 North Water
Oldham Alex., 10 South Water
Parsley O. G. & Co., 129 North Water
PETTEWAY & MOORE, 2 Murphy’s Wharves, N. Water
Robinson, Smith & Co., 4 South Water
RUSSELL, ELLIS & COX, 111 North Water (up stairs)
SHACKELFORD JAMES, 6 Princess
SPRUNT ALEX., 16 South Water (up stairs)
VAN BOKKELEN A. H., 3 Hall’s Wharves, N. Water
VICK, MEBANE & Co., 129 North Water (up stairs)
WALLACE & SOUTHERLAND, 21 Nutt bt Mulberry and Walnut
WEST, S. M., 12 South Water
WILLIAMS & MURCHISON 13 and 15 North Water
Williams W. A. & Son, 23 North Water (up stairs)
WILLARD JAMES A., 125 and 127 North Water
WILLIAMS W. H. & Co., 19 North Water
WORTH & DANIEL, 116 South Water

CONFECTIONERS AND FRUITERERS.

AGOSTINI, F. M., 15 Market
Flanagan L., 24 and 26 South Front
LIPPITT JAMES W., 20 North Front

COTTON BROKERS.

Pigott David, office, 101 North Water (up stairs)

DENTISTS.

Carr Thos. B., 111 Market (up stairs)
Everett D. E., 113 Market (up stairs)
Freeman John H., cor Market and Second
HANBERRY & BARTLESON, 111 Princess, Journal Buildings

DRUGGISTS.

DAY & WRIGHT, 208 Market
LIPPITT WM. H., 122 Market
McLIN HENRY, 34 Market
WILLIS ELIJAH, 114 Market
WRIGHT ADAM E., 213 and 215 Market

DRY GOODS.

AARON & RHEINSTEIN, 28 Market
ANDERSON JOHN H., 23 and 25 Market
BEAR SIMON, 219 North Water

21
Bear Sol. & Bros. 17 Market
Dawson John, 22 and 24 Market
HARTZ H., 18 Market
HEDRICK & RYAN, 7 North Front
Jacobi N., 10 Market
Kahnweiler & Bro., 3 and 5 S Front
KATZ M. M. & Co., 26 Market
Lyon Jacob, 2 and 4 Market
Marcus & Kehr, 106 Market
Ryttenberg & Bro., 6 and 110 Market
Samson J. & H., 112 Market
WALDRON R. S., 109 Market
Weill A. & Co., 14 and 32 Market
WITCOVER A. & S., 16 Market

EXPRESS FORWARDERS.
Adams Express Co., 15 South Front, James Macomber, Agent
SOUTHERN EXPRESS Co., 15 South Front, James Macomber, Agent

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Smith Daniel A., N. Front bt Princess and Chesnut
VINCENT N. B., 29 North Front

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Mitchell & Huggins, 17 North Water
Oldham Alex., 10 South Water
Wescott Ephriam, 5 and 7 Princess

GUN SMITHS.
Neff Aaron H., 22 South Front
Polley Hiram N., 15 Princess

GROCERS—WHOLESALE.
ADRIAN & VOLLERS, 100 South Front cor Dock
ATKINSON & SHEPPERSON, 21 and 23 North Water
BUSINESS DIRECTORY.

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BREMER & BRO., 125 and 127 Market
Cannon & Stokley, 8 South Water
DUNBAR, FAIRLEY & CO., 1 Hall’s Wharves
ELLIOTT H. CLAY, 8 Market
FRENCH GEO. Z., 9 South Front
GREENE ZENO H., 7 North Water
HUGGINS & CO., 201 and 203 Market
KEITH & KERCHNER, 3 and 5 Dock
LARKINS WILLIAM, 126 Market
LEWIS THOS. C., 7 Market
MALLETT & HOFFMAN, 105 North Water
MURRAY E. & CO., 119 and 121 North Water
Myers George, 14 and 16 South Front
PESCHAU EDUARD 207 North Water
REEDER HENRY 227 North Water
TIENKEN & BAUMAN, 17 and 19 South Front
WILLIAMS W. H. & CO., 19 North Water
WILLIAMS & MURCHISON, 13 and 15 North Water
WILLIAMS, POTTER & CO., 124 Market
WILLARD A. A. 125 and 127 North Water

GROCERS—RETAIL.

Adrian & Vollers, 100 South Front
Bremer & Bro., 125 and 127 Market
Bremer Henry M., 30 South Front
Cannon & Stokley, 8 South Water
Eckel Henry 25 South Front
Elliott H. C., 8 Market
French George Z., 9 South Front
Hardwick J. M., 128 Market
Huggins & Co., 201 & 203 Market
Larkins Wm., 126 Market
Lewis Thomas C., 7 Market
Myers George, 14 and 16 South Front
Newman P., 201 North Water
Reeder Henry, 227 North Water
Schulken M. & Co., 100 South Water
Smith & Bate, 107 Market
Smith & Strauss, 21 and 23 South Front
Stolter & Bremer, 200 Market
Tienken & Bauman 17 & 19 South Front
Vollers Louis 123 Market
Williams, Potter & Co., 124 Market
HARDWARE.
Dawson John, 120 Market
Peck George A., 18 South Front
Wilson James, 14 South Water

HATS, CAPS, &c.
Bear Simon, 219 North Water
Haas & Co., 8 and 10 North Front
Hartz H., 18 Market
Hedrick & Ryan, 7 North Front
Myers George, 14 and 16 South Front
Witcover A. & S., 16 Market

HOTELS.
Bailey's Hotel, 19 & 21 North Front
BROCK'S EXCHANGE, 13 North Front
City Hotel, 128, 130 & 132 Market
Mechanic's Hotel, Front bt Orange and Ann
Rail Road Hotel, cor Front and Red Cross
Rock Spring Hotel, Chesnut bt Water and Front
Seaman's Home, 100 South Front cor Dock

IRON FOUNDERS.
Hart & Bailey, 20 South Front
ROBERTS THOS. E., cor Queen and Surry

IMPORTERS.
HARRISS & HOWELL, 1 Murphy's Wharves N. Water
Parsley O. G. & Co., 129 North Water

JEWELERS.
BROWN & ANDERSON, 104 Market
Dinglehoff M., 12 South Front

LIQUOR AND WINE DEALERS.
ADRIAN & VOLLEYS, 100 S. Front cor Dock
BREMER & BRO., 125 & 127 Market
Bremer Henry M., 30 South Front
Cannon & Stokley, 8 South Water
ELLIOTT H. CLAY, 8 Market
FRENCH GEO. Z., 9 South Front
HUGGINS & Co., 201 & 203 Market
LARKINS WM., 126 Market
LEWIS THOS. C., 7 Market
Myers George, 14 & 16 South Front
Newman Philip, 201 North Water
Reeder Henry 227 North Water
Schulken M. & Co., 100 South Water
Smith & Strauss, 21 & 23 South Front
Stolter & Bremer, 200 Market
TIENKEN & BAUMAN, 17 & 19 South Front
Vollers Louis, 123 Market

LIVERY AND SALES STABLES.
Currie Stephen A., cor Princess and Second
SOUTHERLAND & STEAGALL, cor Princess and Third

LOCK SMITHS.
Lawson A. W. & Co., 24 N. Front
Neff Aaron H., 22 South Front
Polley Hiram N., 15 Princess

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WALKER & MAUNDER, cor Front and Walnut

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HAAS & CO., 8 & 10 North Front
KING WM. H., 7 Market (up stairs)
Munson & Co., 113 Market

MILLINERY.
AARON & RHEINSTEIN, 28 Market
Colton Mrs. A. M. F., Second bt Market and Dock
Kahnweiler & Bro., 3 and 5 South Front
KATZ M. M. & CO., 26 Market

NEWSPAPERS.
Wilmington Dispatch, 117 Market, (up stairs) Robinson & Smith Proprietors
Wilmington Journal, 111, 113 and 115 Princess, (Journal Buildings) Engelhard & Price Proprietors

NEWS DEALERS.
Harriss Thomas M., 4 North Front
NOTARIES PUBLIC.
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Asa K. Walker
Ancrum B. Burr
James D. Cumming
Isaac B. Grainger
Jacob Loeb
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PAINTERS—HOUSE AND SIGN.
Burr Charles E., 116 Market, (up stairs)
Fanning P. W., Front, bt Orange and Ann
Kling Fred’k, cor of Front and Walnut

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Smith Daniel A., Front, bt Princess and Chesnut
VINCENT N. B, 29 North Front

PHOTOGRAPHERS.
VAN ORSDELL C. M., 115 Market, (up stairs)

PHYSICIANS.
Anderson Edwin A., 213 Market, bt Second and Third
Berry William A., 19 North Front
Bradley Alfred O., Front, bt Dock and Orange
Cutlar Frederick J., 100 Princess, cor of Front
Ertkenker I. F., 103 South Front
Freeman William E., Front, bt Chesnut and Mulberry
King J. Francis, 100 Princess, cor of Front
Langdon Walter R., Market, bt Seventh and Eighth
Love William J., Front, bt Chesnut and Mulberry
McRee James F. Sr., Second, bt Market and Princess
McRee James F. Jr., Front, bt Princess and Chesnut
Robinson J. S., Front, bt Chesnut and Mulberry
Schonwald James T., 102 Princess
Swann John, cor of Third and Dock
Thomas William George, Market, bt Third and Fourth
Walker Joshua C., 106 Princess
Wood Thomas F., 109 Princess, bt Front and Second
Wright Adam E., 213 and 215 Market

PRINTERS—BOOK AND JOB.
Bernard William H., 4 South Water, (up stairs)
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BISHOP JOHN, 109 North Water
BROCK & CLIFFORD, 13 North Front
Sherman L. J., 11 South Front
WEBB HARRY, 19 Market

SADDLERY AND HARNESS.
Topham James S., 7 South Front
Wilson James, 14 South Water

SALOONS.
BISHOP JOHN, 109 North Water
BROCK & CLIFFORD, 13 North Front
CORNEHLSON J. H. N., 9 Market
KELLY STEPHEN, 107 North Water
KORDLANDER HENRY, 8 and 10 Dock
Mayer Fred., 4 South Front
Meier Joseph, 18 Dock
Neff Joseph H., 20 South Water
Otten & Gate, 217 North Water
Peden William N., 3 Market
RUNGE G. H. W., 18 North Front
Sherman L. J., 11 South Front
WEBB HARRY, 19 Market

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SMAW FRANK D., Jr., 7 North Front

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NORTHROP & CUMMING office 103 N. Water
Parsley O. G., office 129 North Water

SURVEYORS.
JAMES & BROWN, 100 Princess cor Front

SCHOOLS.
BURR MISS KATE and MISS HETTIE JAMES, Market bt
Third and Fourth
Hinton Joseph H., cor Front and Walnut
Jewett Geo. W., cor Fourth and Chesnut
Kennedy Miss Kate, Third bt Market and Princess
Meginney L., cor Princess and Fourth
McMILLAN HAMILTON, Third bt Dock and Orange
Morrell Daniel, cor Fourth and Cottage Lane
RANSOM MRS. ROBERT, near cor Third and Orange
Rothwell Mrs. L. P., Third, bt Princess and Chesnut

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NEFF AARON H., 22 South Front

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BURKHIMER HENRY, 5 Market
LIPPITT JAMES W., 20 North Front
Van Sickle J., 11 Market

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Northend's School Speakers. 3 Nos.
Raymond's Patriotic Speaker.
Smith & Martin's Book-Keeping.

Watts on the Mind.
Boyd's Composition and Logic.
Kames' Elements of Criticism.
Day's Art of Rhetoric.
Beers' Geographical Drawing-Book.
Norton & Porter's First Book of Science.
Peck's Ganot's Natural Philosophy.
Porter's School Chemistries. 2 Nos.
Wood's Botanical Text Books. 2 Nos.
Emmons' Manual of Geology.
Chambers' Elements of Zoology.
Jarvis' Text Books in Anatomy.
Hamilton's Vegetable and Animal Physiology.
Mansfield's Political Manuel.
Pujol & Van Norman's French Class-Book
Fowle's French Reader.
Brook's Annotated Greek and Latin Texts.
Dwight's Heathen Mythology.
Brook's Tracy's and Carter's Sch. Records.
Mary's Eureka Alphabet Tablet.
Scofield's National School Tablets.
Brooks' School Manual of Devotion.
The School-Boy's Infantry Tactics.

THE SCHOOL TEACHERS' LIBRARY,
IN TWENTY-THREE VOLUMES,

Teachers and others interested in the selection of Text-Books, are invited to send to the publishers for their Illustrated Descriptive Catalogue, where may be found detailed descriptions of all their issues.

A. S. BARNES & CO.,
PUBLISHERS AND WHOLESALE BOOKSELLERS AND STATIONERS
111 and 113 William St., Corner of John,

NEW YORK.
MUNICIPAL GOVERNMENT.

Mayor—John Dawson.

Aldermen.
Third Ward—William H. Lippitt, Alex. Adrian.

Marshal.................................................................Robert Ransom
Deputy Marshal.....................................................Richard J. Jones
Clerk and Treasurer................................................T. W. Anderson
Attorney..............................................................William A. Wright
Surveyor..............................................................William H. James
Chief of Fire Department........................................R. J. Jones
Chief Fire Warden....................................................B. W. Beery

Fire Wardens.
INCORPORATIONS.

RAIL ROADS.

Wilmington & Weldon Railroad.

President.............................................. R. R. Bridgers

Directors.

Platt K. Dickinson; Stephen D. Wallace; William A. Wright; Eli Murray; Edw'd Kidder; Alfred Martin; A. H. Van Bokkelen; John Everett; W. D. Faircloth; John Norfleet.

Officers.

Engineer and Superintendent.......................... S. L. Fremont
Secretary and Treasurer................................ J. W. Thompson
General Freight Agent .................................. Guilford L. Dudley
Superintendent of Transportation....................... William Smith
General Ticket Agent and Clerk........................ Wm. M. Poisson
Master Mechanic........................................ Milton M. Hankins

Table of Distances from Wilmington to

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
</tr>
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<tbody>
<tr>
<td>North East</td>
<td>9 miles</td>
</tr>
<tr>
<td>Marlboro'</td>
<td>11 &quot;</td>
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<tr>
<td>Rocky Point</td>
<td>14 &quot;</td>
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<tr>
<td>Asheboro'</td>
<td>17 &quot;</td>
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<tr>
<td>Burgaw</td>
<td>22 &quot;</td>
</tr>
<tr>
<td>South Washington</td>
<td>29 &quot;</td>
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<tr>
<td>Leesburg</td>
<td>23 &quot;</td>
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<tr>
<td>Teachey's</td>
<td>38 &quot;</td>
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<tr>
<td>Magnolia</td>
<td>48 &quot;</td>
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<tr>
<td>Warsaw</td>
<td>55 &quot;</td>
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<tr>
<td>Faison's</td>
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<tr>
<td>Mount Olive</td>
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<tr>
<td>Dudley</td>
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<tr>
<td>Goldsboro'</td>
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<td>Nahunta</td>
<td>95 &quot;</td>
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<td>Whitaker</td>
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<tr>
<td>Enfield</td>
<td>143 &quot;</td>
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<tr>
<td>Halifax</td>
<td>153 &quot;</td>
</tr>
<tr>
<td>Weldon</td>
<td>162 &quot;</td>
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</table>

Connects at Wilmington with Wilmington and Manchester Railroad; at Goldsboro' with North Carolina Railroad, and Atlantic & N. Carolina Railroad; at Weldon with Raleigh and Gaston Railroad, and the Bay and Annemessix lines going North.

Wilmington and Manchester Railroad.

President.......................................... Henry M. Drane

Directors.

Henry Nutt; Richard Bradley; James G. Burr; A. J. De Rossett; W. E. Mills; J. Eli Gregg; O. G. Parsley; David S. Cowan; J. W. McCall; John Dawson
OFFICERS.

General Superintendent.......................... William McRae.
Secretary and Treasurer.......................... Wm. A. Walker.
General Freight Agent............................ John L. Cantwell.
Ticket Agent...................................... Roderick McRae.
Yard Master....................................... James G. Green.

Table of Distances from Wilmington to

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
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<tr>
<td>Flemington</td>
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<tr>
<td>Whiteville</td>
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<td>Mar's Bluff</td>
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<td>Manchester</td>
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<tr>
<td>Kingsville</td>
<td>171 &quot;</td>
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</table>

Connects at Wilmington with the Wilmington and Weldon Railroad, at Florence with the North Eastern Railroad for Charleston, and at Kingsville, with the South Carolina Railroad.

Wilmington, Charlotte and Rutherford Railroad.

President........................................... Robert H. Cowan.

Directors.

A. H. VanBokkelen; John A. McDowell; S. W. Cole; E. N. Hutchison; A. G. Logan; Samuel J. Person; H. W. Guion; Walter L. Steele; S. H. Walkup; C. C. Henderson; A. R. Homesley; R. S. French.

Officers.

General Superintendent.......................... Wm. I. Everett.
Secretary and Treasurer.......................... I. T. Alderman.
Master of Transportation........................ Wm. H. Allen.
Freight Agent.................................... Wm. R. French.
Master Mechanic.................................. W. A. Gill.

Table of Distances from Wilmington to

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
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<tr>
<td>Riverside</td>
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<td>North West</td>
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<tr>
<td>Marlville</td>
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<tr>
<td>Rosindale</td>
<td>38 &quot;</td>
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<tr>
<td>Brown Maosh</td>
<td>46 &quot;</td>
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<tr>
<td>Bladenboro'</td>
<td>54 &quot;</td>
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<tr>
<td>Lumberton</td>
<td>68 &quot;</td>
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<tr>
<td>Moss Neck</td>
<td>76 miles</td>
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<tr>
<td>Red Banks</td>
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<tr>
<td>Shoe Heel</td>
<td>89 &quot;</td>
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<tr>
<td>Laurinburg</td>
<td>95 &quot;</td>
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<tr>
<td>Laurel Hill</td>
<td>101 &quot;</td>
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<tr>
<td>Sand Hill</td>
<td>110 &quot;</td>
</tr>
</tbody>
</table>
BANKS.

Bank of Cape Fear.
President ....................................................... William A. Wright
Cashier .......................................................... James G. Burr
Bank Building 14 and 16 North Front Street.

Bank of Wilmington.
President .......................................................... George R. French
Cashier ........................................................... William L. Smith
Bank Building No. 23 North Front Street.

First National Bank of Wilmington.
President .......................................................... Edwin E. Burruss
Cashier ........................................................... Asa K. Walker
Banking House 101 North Front.

OAKDALE CEMETERY COMPANY.
President .......................................................... Edward Kidder
Secretary and Treasurer .......................................... P. W. Fanning
Superintendent ................................................... Timothy Donlon

Directors.
Edward Kidder; William A. Wright; Stephen D. Wallace; George R. French; John A. Taylor.

WILMINGTON GAS LIGHT COMPANY.
President .......................................................... Edward Kidder
Secretary and Treasurer .......................................... William Reston
Superintendent ................................................... James Darby

CHURCHES.
Baptist, (now building) corner of Market and Fifth, Rev. William M. Young, Pastor. (Services held at City Hall)

Episcopal (St. James) S. E. cor Market and Third; Rev. A. A. Watson, Rector. Rev. George Patterson, Assistant Rector.

Episcopal, (St. John's) N E corner Red Cross and Third Rev R E Terry, Rector

Lutheran, (unfinished) N E corner of Market and Sixth Mariner's Church, 13 Dock, Rev J N Andrews, Pastor
Methodist Episcopal, (Front Street) North East cor Front and Walnut, Rev. J. H. Dally, Pastor.
Methodist Episcopal, (Fifth Street) Fifth bt Nun and Church, Rev. J. C. Thomas, Pastor.
Presbyterian, North East cor Third and Orange, Rev. H. L. Singleton, Pastor.
Roman Catholic, (St. Thomas) Dock bt Second and Third, Rev. Dr. Corcoran, Priest.
(For colored persons Churches see Directory.)

PUBLIC BUILDINGS.
City Hall, North East cor Princess and Third
City Market Building, Market bt Water and Front
County Court House, Princess bt Second and Third
County Jail, Princess bt Third and Fourth
Custom House (U. S.) No. 11 North Water
Marine Hospital (U. S.) Eighth bt Ann and Nun
Post Office (U. S.) Custom House Building, 11 North Water
Wilmington Theatre, Princess bt Third and Fourth

SOCIETIES.

Masonic.

WILMINGTON COUNCIL, NO. 4.
H. H. Munson, Cond. of Work; C. M. Van Orsdell, Treasurer; A. Paul Repiton, Recorder; H. Ryttenberg, Captain of Guard; Thomas B. Carr, Cond. of Council; M. M. Katz, Steward; W. J. Price, Sentinel.

CONCORD CHAPTER, NO. 1.

ST. JOHN’S LODGE, NO. 1.
Thomas M. Gardner, Master; Thomas H. Johnson, Senior Warden; Horace H. Munson, Junior Warden; William M. Murray, Treasurer;
GENERAL DIRECTORY.

William M. Poisson, Secretary; Wm. Larkins, Senior Deacon; Wm. N. Bowden, Junior Deacon; Rev. George Patterson, Chaplain; E. Tur-lington, Tyler; Oliver Kelley and R. Greenburg, Stewards.

I. O. O. F.
CAPE FEAR LODGE, NO. 2.


WILMINGTON CHAMBER OF COMMERCE.

President, Wm. L. DeRossett; First Vice President, Avon E. Hall; Second Vice President, Joseph B. Russell; Secretary and Treasurer, James D. Cumming; Chairman of Committee of Arbitration, George Harriss; Chairman of Committee of Appeals, Wm. L. DeRossett, ex officio.

Merchant’s Exchange, No. 10 South Water St. (up stairs)

WILMINGTON LIBRARY ASSOCIATION.

President, Wm. Geo. Thomas; Vice President, Alfred Martin; Corresponding Secretary, Alfred M. Waddell; Librarian and Recording Secretary, Joshua T. James; Treasurer, Chas. S. Ellis.

Directors.

Alfred A. Watson, Geo. Davis, Wm. M. Young, Thos. F. Wood, A. H. Van Bokkelen, Wm. L. Smith, Robert Strange. Library Hall and Reading Rooms in City Hall Building; en-trance on Third St., cor of Princess.

CAPE FEAR CLUB.

Governing Committee.

President, Guilford L. Dudley; Vice Presidents, Richard F. Langdon and Wm. B. Flanner; Secretary, Jno. L. Cantwell; Treasurer, Charles S. Ellis. J. C. Walker, John L. Wooster. Club Rooms, No. 19 Market, (up stairs)
WILMINGTON LYCEUM.

President, Wm. H. Kelley; Vice President, Eugene S. Martin; Secretary, James Sprunt; Treasurer, D. Y. Russell.

WILMINGTON SOIREE CLUB.

President, Matthew P. Taylor; Vice President, Horatio Davis; Secretary, William Calder; Treasurer, Robert E. Calder.

Executive Committee.

Matthew P. Taylor, Chairman, ex officio; Guilford L. Dudley; Eugene S. Martin; Wilkes Morris; Henry G. Flanner.

HIBERNIAN ASSOCIATION.

President, James H. Ryan; Vice President, P. Egan; Treasurer, Isaac B. Grainger; Secretary, James Madden.

LADIES' MEMORIAL ASSOCIATION.

President, Mrs. Julia E. Oakley; Vice President, Mrs. Stacy Van Amringe; Recording Secretary, Miss Belle Williams Corresponding Secretary, Mrs. Col. Gaston Meares; Treasurer, Miss Lizzie Parsley.

Managers.


PORT GOVERNMENT.

COMMISSIONERS OF NAVIGATION.

Chairman, Phineas W. Fanning. Eli Murray, Wm. B. Flanner, Wm. S. Anderson, Wm. M. Harriss. Clerk and Treasurer, Thomas H. Howey; Harbor Master, W. Burkheimer; Port Physician, Dr. Joshua C. Walker; Port Wardens, George Harris, S. N. Martin, W. B. Whitehead; Examining Committee, A. M. Guthrie, J. A. S. Price, C. Morse
COUNTY GOVERNMENT.

Sheriff, Samuel R. Bunting; Register, George W. Pollock; Senior Coroner, John C. Wood; Junior Coroner, Daniel P. Bland; Entry Taker, John J. Conoley; Standard Keeper, John C. Wood; County Surveyors, John Moore and James W. Williams; Wreck Master, John A. Saunders; County Trustee, Owen Fennell, Jr.

COURTS.

Superior Court Clerk, Horace A. Bagg; Clerk and Master in Equity, Fred. D. Poisson; Chairman County Court, William A. Wright; County Solicitor, John L. Holmes; County Court Clerk, Robert B. Wood, Jr.; Special Magistrate, John J. Conoley; Members of Special Court, Stephen D. Wallace, John A. Taylor, Wm. S. Larkins, John A. Saunders, John D. Powers.

Time of Holding Courts.

Superior Court is held on the 4th Monday in March and September.

Court of Pleas and Quarter Sessions is held on the 2d Monday in March, June, September and December.

Special Magistrate’s Court is held daily (Sundays excepted), at 10 o’clock, A. M.

INSPECTORS.

Timber and Lumber.

E. Turlington, W. M. Munroe, James Alderman, L. H. Bowden, George McDuffie, H. M. Bishop.

Naval Stores.


Provisions.

David E. Bunting, John W. Munroe, George Alderman.

CONSTABLES.

R. Langdon Sellers, James Philyaw, John C. Millis, Nicholas Carr.
STATE GOVERNMENT.

Governor.................................Jonathan Worth.
Private Secretary to Governor.............Wm. H. Bagley.
Secretary of State........................Robert W. Best.
Treasurer..................................Kemp P. Battle.
Chief Clerk to Treasurer....................Donald W. Bain.
Comptroller................................Curtis H. Brogden.
State Geologist............................Washington C. Kerr.
State Printer..............................W. E. Pell.
State Librarian............................O. H. Perry.

Supreme Court.
Chief Justice..............................R. M. Pearson.
Associate Justices........................W. H. Battle,
                                      Edwin G. Reade.
Attorney General..........................Sion H. Rogers.
Reporter..................................S. F. Philips.
Clerk.....................................Edmund B. Freeman.
Marshal...................................James Litchfield.

Held at Raleigh semi-annually on the second Monday in June and second Monday in December.

Judges of the Superior Courts.
First Circuit.............................David A. Barnes.
Second Circuit............................E. J. Warren.
Third Circuit..............................Daniel G. Fowle.
Fourth Circuit............................Robert P. Gilliam.
Fifth Circuit..............................Ralph P. Buxton.
Sixth Circuit..............................Anderson Mitchell.
Seventh Circuit...........................Wm. M. Shipp.
Eighth Circuit.............................A. S. Merrimon.

Solicitors.
First Circuit.............................Mills L. Eure.
Second Circuit............................W. T. Faircloth.
Third Circuit.............................Sion H. Rogers.
Fourth Circuit............................Thomas Settle.
Fifth Circuit.................................................Neill McKay.
Sixth Circuit....................................................W. P. Caldwell.
Seventh Circuit.................................Wm. P. Bynum.
Eighth Circuit....................................................David Coleman.

MEMBERS ELECT TO U. S. CONGRESS.

*Senate.*

Wm. A. Graham, of Orange.  M. E. Manley, of Craven.

*House of Representatives.*

First District.................................Jesse R. Stubbs, of Martin.

Comprised of Currituck, Camden, Pasquotank, Perquimans,
Gates, Chowan, Hertford, Northampton, Halifax, Martin,
Bertie, Washington, Tyrell, Hyde and Beaufort Counties.

Second District.............................Charles C. Clark, of Craven.

Comprised of Pitt, Craven, Jones, Lenoir, Wayne, Greene,
Edgecombe, Wilson, Onslow, Carteret, Duplin and New
Hanover Counties.

Third District..............................Thomas C. Fuller, of Cumberland.

Comprised of Brunswick, Columbus, Bladen, Sampson,
Cumberland, Robeson, Richmond, Harnett, Moore, Mont-
gomery, Anson and Stanley Counties.

Fourth District.............................Josiah Turner, Jr., of Orange.

Comprised of Wake, Franklin, Warren, Granville, Orange,
Nash, Johnston and Chatham Counties.

Fifth District.............................Lewis Hanes, of Davidson.

Comprised of Alamance, Randolph, Guilford, Rockingham,
Davidson, Forsyth, Stokes, Surry, Person and Caswell
Counties.

Sixth District..............................Samuel H. Walkup, of Union.

Comprised of Rowan, Cabarrus, Union. Mecklenburg,
Gaston, Lincoln, Catawba, Iredell, Davie, Yadkin, Wilkes
and Alexander Counties.
Seventh District.................A. H. Jones of Henderson.

Comprised of Ashe, Alleghany, Watauga, Yancey, Mitchell, McDowell, Burke, Caldwell, Rutherford, Cleaveland, Polk, Henderson, Transylvania, Buncombe, Madison, Haywood, Jackson, Macon, Cherokee and Clay Counties.

PUBLIC INSTITUTIONS.

University of North Carolina, Chapel Hill, Orange County.

Hon. David L. Swain............................................President.


Board of Directors.

Dr. William H. McKee, President; Samuel H. Young, Treasurer; Messrs. W. W. Vass, Quentin Busbee, John C. Palmer, John R. Williams, and Rufus Tucker.

Officers.

Willie J. Palmer, A. M., Principal; James M. Leach, Vice Principal and Steward; W. J. Young, Teacher in Blind Department; John Simpson and Miss N. J. Dupree, Assistant Teachers in Blind Department; Mrs. S. E. Young, Teacher of Music; C. M. Grow and Mrs. L. E. Grow, Teachers in Deaf Mute Department; Miss Kate H. Rice, Housekeeper; Mrs. E. A. Gorman, Matron.

Insane Asylum of North Carolina, Raleigh.

Dr. E. C. Fisher, Superintendent; Dr. F. T. Fuller, Assistant Physician; R. K. Ferrell, Steward; Mrs. Kate Dunlop, Matron.

Board of Supervisors.

UNITED STATES GOVERNMENT.

President..........................Andrew Johnson of Tennessee
Secretary of State..............William H. Seward of New York
Secretary of the Treasury........Hugh McCulloch of Illinois
Secretary of War...............Edwin M. Stanton of Pennsylvania
Secretary of the Navy..........Gideon Welles of Connecticut
Secretary of the Interior.....Oliver H. Browning of Indiana
Attorney General................A. H. Stansbury of Ohio
Postmaster General............A. W. Randall of Wisconsin
Chief Justice....................Salmon P. Chase of Ohio
Judge of the U. S. District Court for N. C.....Geo. W. Brooks
Attorney " " " " " " " " D. H. Starbuck
Marshal " " " " " " " " Daniel R. Goodloe
Deputy Marshal " " " " " " at Wilmington, J. H. Neff
Collector of Customs " " James P. Foster
Deputy Collector " " Thos. M. Gardner
Weigher and Guager " " Thos. B. Smith
Inspectors of Customs " " " E. R. Brink
 " " Charles Lewis
 " " Charles Taylor
 " " J. D. Poisson
 " " L. G. Estes
 " " D. Rumley

MISCELLANEOUS.

MERCHANT'S N. C. EXPRESS GUIDE.

Giving the names of all Express Stations in North Carolina,
Compiled expressly for Swau's Wilmington Directory.

Battleboro, Edgecombe county; W. & W. R. R., So. Express
Boon Hill, Johnston county; N. C. R. R., So. Express
Brevard's Station, N. C. R. R., So. Express
Catawba Station, Catawba County; W. N. C. R. R., So. Ex-
press
Cherryville; W. C. & R. R. R., So. Express
Charlotte, Mecklenburg county; N. C. R. R., So. Express.
T. D. Gillespie, Agent
China Grove, Rowan county; N. C. R. R., So. Express
Company Shops, Alamance county; N. C. R. R., So. Express
Concord, Cabarras county; N. C. R. R., So. Express
Durhams, Orange county; N. C. R. R., So. Express
Enfield, Halifax county; W. & W. R. R., So. Express
Fair Bluff, Columbus county, W. & M. R. R., So. Express
Forestville, Wake county; R. & G. R. R., So. Express
Franklinton, Franklin county; R. & G. R. R., So. Express
Gaston, Halifax county; R. & G. R. R., So. Express
Gibsonville; N. C. R. R., So. Express
J. W. Henry, Agent
Graham, Alamance county; N. C. R. R., So. Express
Greensboro, Guilford county; N. C. R. R., So. Express.
M. Sloan, Agent
Halifax, Halifax county; W. & W. R. R., So. Express
Harrisburg, Cabarras county; N. C. R. R., So. Express
Haw River, Alamance county; N. C. R. R., So. Express
Henderson, Granville county; R. & G. R. R., So. Express
Hickory Tavern, Catawba county; W. N. C. R. R., So. Exp.
High Point, Guilford county; N. C. R. R., So. Express
Hillsboro, Orange county; N. C. R. R., So. Express
Holtsburg, Davidson county; N. C. R. R., So. Express
Jamestown, Guilford county; N. C. R. R., So. Express
Joyners, Wilson county; W. & W. R. R., So. Express
Kinston, Lenoir county; A. & N. C. R. R., So. Express
Kittrells, Granville county; R. & G. R. R., So. Express
Lexington, Davidson county; N. C. R. R., So. Express
Lincolnton, Lincoln county; W. C. & R. R. R., So. Express
Littleton, Halifax county; R. & G. R. R., So. Express
Macon, Warren county; R. & G. R. R., So. Express
Magnolia, Duplin county; W. & W. R. R., So. Express
Mebanesville, Alamance county; N. C. R. R., So. Express
Morehead City, Carteret county; A. & N. C. R. R., So. Express
Morganton, W. N. C. R. R., So. Express
Morrisville, Wake county; N. C. R. R., So. Express
Mosely Hall, Lenoir county; A. & N. C. R. R., So. Express
Mount Olive, Wayne county; W. & W. R. R., So. Express
Newbern, Craven county; A. & N. C. R. R., So. Express
Newton, Catawba county; W. N. C. R. R., So. Express
Raleigh, Wake county; N. C. R. R., So. Express
Reidsville, Rockingham county; Piedmont R. R., So. Express
Ridgeway, Warren county; R. & G. R. R., So. Express
Rocky Mount, Edgecombe county; W. & W. R. R. So. Express
Seaboard, Northampton county; S. & R. R. R., So. Express
Smithfield, Johnston county; N. C. R. R., So. Express
Statesville, Iredell county; N. C. R. R., So. Express
Stallings, __________ N. C. R. R., So. Express
Tarboro, Edgecombe county; W. & W. R. R., So. Express
Third Creek Station, Iredell county; N. C. R. R., So. Express
Thomasville, Davidson county; N. C. R. R., So. Express
Warrenton, Warren county; R. & G. R. R., So. Express
Warsaw, Duplin county; W. & W. R. R., So. Express
Weldon, Halifax county; W. & W. R. R., So. Express, W. D.
Whitfield, Agent
Wentworth, Rockingham county; Piedmont R. R., So. Express
Whiteville, Columbus county; W. & M. R. R., So. Express
Wilson, Wilson county; W. & W. R. R., So. Express
Wilmington, New Hanover county; W. & W. R. R., So. Express, James Macomber, Agent

Goldsborough & Tate,
WHOLESALE DEALERS IN
FINE LIQUORS,
No. 62 South Gay Street,
BALTIMORE, Md.
NEW TIDE TABLE.

Ascertain from the Calendar the time the Moon is South, and by adding thereto the hours and minutes in the following table, you will have the time of high water at all the places named below; also the rise of water in feet.

<table>
<thead>
<tr>
<th>Place</th>
<th>Hrs. and Min.</th>
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The actual rise of the Tides depends on the strength and direction of the Wind, and it not unfrequently happens that a Tide which would, independently of these, have been small, is higher than another, otherwise much greater. But when a Tide which arrives when the Sun and Moon are in a favorable position for producing a great elevation, is still further increased by a very strong wind, the rise of the water will be uncommonly great, sufficient, perhaps, to cause damage.

The above is corrected from the latest reports of the Superintendent of the United States Coast Survey. But only those ports or places as are indicated by Italics are thus corrected. The others remain as they have been for a long time, and are supposed to be nearly correct.
RATES OF POSTAGE.

DOMESTIC.

All Transient Matter, except duly certified letters of Soldiers and Sailors, must be prepaid by stamps.

No package will be forwarded which weighs over four pounds, except books published or circulated by order of Congress.

Valuable Letters may be registered by the payment of a registration fee of 20 cents.

On all letters throughout the United States, 3 cents for each half ounce or fraction thereof.

Drop or Local Letters, 2 cents for each half ounce or fraction thereof; no carrier's fee for delivery.

Printed Books, in one package, to one address, 4 cents for each 4 ounces or fraction thereof.

Circulars, unsealed, not exceeding three in number, to one address, 2 cents; the same rate for every three or less number additional.

On all Transient Newspapers or other Printed Matter, (Books and Circulars excepted,) and on all Seeds, Cuttings, &c., Pamphlets, Book MSS. and Proof Sheets, Maps, Engravings, Blanks, Patterns, Envelopes and Photographs, contained in one package, to one address, 2 cents for each 4 ounces or fraction thereof.

On all matter not above specified, same rate as letters.

FOREIGN.

On Letters to Great Britain and Ireland, single rate 24 cts. Prepayment optional.

To the German States, by Prussian Closed Mail, single rate, 30 cents; prepaid, 28 cents.

On the above the ratings are half ounce or fraction, one rate; over half ounce, but not over one ounce, two rates; and two rates for each additional ounce or fraction of an ounce.

To France, 15 cents for each quarter ounce or fraction thereof.

To Canada and New Brunswick, 10 cents per half ounce, any distance. Prepayment optional.

To other British North American Provinces, not over 3,000 miles, 10 cents per half ounce; over 3,000 miles, 15 cents per half ounce. Prepayment optional, except to Newfoundland.
Mercantile Almanac for 1867.

<table>
<thead>
<tr>
<th>INDEX</th>
<th>JANUARY</th>
<th>FEBRUARY</th>
<th>MARCH</th>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
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The letter S denotes the Sundays in each month.

The above note is convenient for finding the maturity of bills or notes. The Index represents the days of the month, and the opposite columns give the days of the year represented by such days of the month. For example:—A note of 60 days, dated January 10th, being the 10th day of the year, as is seen in the January column on a line with January in the Index, by the addition of 63 (including three days of grace) shows the note falls due on the 73d day of the year, which will be found, on reference to the month and the Index, to be Thursday, the 14th day of March.
BURTON & IRVING,
168 Baltimore St., Baltimore,

Respectfully solicit attention to their

FRENCH YOKE and SHOULDER SEAM

SHIRTS!

Which they make to order, guaranteeing satisfaction in fit and material. Gentlemen desiring something superior in this line will do well to order from us, sending their measure, or write to us for a formula, by which the mode of taking measure may be learned.

OUR FURNISHING GOODS DEPARTMENT

EMBRACES

GENTLEMEN'S UNDERWEAR

IN EVERY VARIETY,

And has connected with it a

Merchant Tailoring Branch,

Unsurpassed in its completeness by any establishment in the country. Customers may thus obtain from us

A COMPLETE OUTFIT

Of wearing apparel at reasonable prices, and at considerable

Economy of Time and Trouble.
CARR, BOYKIN & CO.,
IMPORTERS AND WHOLESALE DEALERS IN
Drugs, Medicines, Chemicals,
PAINTS, OILS, GLASS,
Spices, Perfumery and Patent Medicines,
No. 44 LIGHT STREET,
(CORNER OF BALDERSTON,)
Baltimore, Md.

WILLIAMS, POTTER & CO.,
GROCERS,
AND WHOLESALE AND RETAIL DEALERS IN
Hardware, Farming Implements,
SHOES, HATS, CROCKERY,
AND GENERAL MERCHANDISE.
No. 124 Market Street,
WILMINGTON, N. C.
JOHN TURTON,
COMMISSION MERCHANT,
No. 154 FRONT STREET,
NEW YORK.

Personal attention given to the sale of Cotton, Naval Stores, and Southern Produce generally.

Liberal advancements made on consignments when desired.

All consignments to my address are insured from point of shipment, whether advice of shipment is received or not.

WM. LARKINS,
DEALER IN
GROCERIES,
PROVISIONS,
CIGARS, LIQUORS & WINES
No. 126 MARKET STREET,
Wilmington, N. C.
ADVERTISEMENTS.

MALLETT & HOFFMAN,

GENERAL

Commission Merchants,

No. 105 North Water Street,

WILMINGTON, N. C.

Liberal advances made on consignments of Cotton, Naval Stores, Lumber, &c.
Consignments of Produce of all kinds solicited. Orders promptly filled.

WM. H. WELSH, JOHN W. WELSH, CHAS. E. WELSH.

WM. WELSH & SONS,

IMPORTERS OF AND

Dealers in Cigars,

Foreign and Domestic Leaf and Manufactured TOBACCOS.

No. 27 S. GAY STREET,

(Opposite Custom House,)

BALTIMORE, Md.
A. A. WILLARD,
WHOLESALE DEALER IN
GROCERIES
GENERAL MERCHANDISE,
COMMISSION AND FORWARDING MERCHANT,
And Agent for the sale of Emery's Cotton Gin and Condenser; also for Marvin & Co's. Fire and Burglar Proof Safes.
125 and 127 North Water Street,
WILMINGTON, N. C.


JAMES A. WILLARD,
(Formerly Willard & Curtis,)
GENERAL COMMISSION
AND
Forwarding Merchant,
AND AGENT FOR THE
ÆTNA LIFE INSURANCE CO.
ofHartford, Conn.
No. 125 and 127 North Water St.,
WILMINGTON, N. C.
Will give personal attention to the sale of Produce and Merchandise.
ZENO H. GREENE,  
WHOLESALE  
GROCER  
AND  
Commission Merchant,  
No. 7 North Water Street,  
WILMINGTON, N. C.  

Consignments of Produce for sale or shipment will receive prompt and personal attention. Orders for Goods will be filled on the most favorable Cash terms.

HENRY R. PERRIN,  
DEALER IN  
EARTHENWARE  
AND  
GLASS  
CHINA,  
AND  
STONeware  
TABLE CUTLERY,  
WOOD & WILLOW Ware  
AND HOUSE FURNISHING ARTICLES,  
No. 105 Market Street,  
WILMINGTON, N. C.
THE SUN
Book and Job Printing
ESTABLISHMENT,
SUN IRON BUILDING
S. E. Corner of Baltimore and South Streets,
BALTIMORE, MD.

Is prepared to execute in superior style every description of
PLAIN AND ORNAMENTAL PRINTING
At the shortest notice and on the most reasonable terms for CASH.

BUSINESS CARDS, CIRCULARS
And every other variety of Commercial Printing are executed in a manner that can
not be surpassed, and at rates that will not fail to please.

THE FIRE-FLY CARD PRESS,
The only one in the State, is in constant operation, and cuts, counts and prints 10,000
Cards per hour.

Particular attention paid to the printing of all work required by
Railroad and Steamboat Companies
AND
Large, Plain and Colored Posters,
PROGRAMMES, BILLS, &c.
For Theatres, Circuses, Concerts and Exhibitions.
DIRECTORY

OF

COLORED PERSONS.

The following is a Directory of the principal portion of the Colored population of the city, engaged in business.

A.

Alderman John, Engineer, Hart & Bailey, r Seventh bt Bladen and Harnet
Alston Mack, Shoemaker, cor Fourth and Red Cross, r same
ANDERSON, The Baggage Man, Head Quarters at Hedrick & Ryan's, No. 7 N. Front, r Front bt Walnut and Red Cross, in rear of B. Flanner's
Arant Wesley, Carpenter, r Nun bt Front and Second
ARTIS ELVIN, Hair Dressing & Shaving Saloon, Nos. 9 & 11 North Front, r cor Seventh and Brunswick
Ashley S. S., Superintendent of Free Schools, r cor Front & Nun
Ashe Elsy, r Eighth bt Princess and Chesnut

B.

Baptist Church, Walnut bt Fourth and Fifth
Berry Robert, Mechanic, W. & W. R. R. r Sixth bt Red Cross and Campbell
Berry John, r Ninth bt Princess and Chesnut
Boon Bennett, Well Diggur, r Sixth bt Bladen and Harnet

25
Bradley William, Painter, r Red Cross bt Sixth and Seventh
Brown Mercury, Brick Mason, r Fourth bt Nun and Church
Brown Fred., Grocer, Bladen bt Fourth and Fifth, r same
Brown Robert H., Grocer, 12 and 14 Dock, r Brunswick
bt Sixth and Seventh

C.

Churchwell Peter, Shoemaker, Seventh bt Chesnut and Mulberry r same
Cooper Ezekiel, Drayman, r Market bt Seventh and Eighth
Cowan John, Butcher, r cor Ninth and Walnut
Cowan Kate, School Teacher, r cor Second and Mulberry
Cutlar William, Carpenter, r Fourth bt Ann and Nun

D.

Dawson Alonza, Blacksmith, Nut bt Walnut and Red Cross.
Denton Allen, Cook, Brock’s Exchange, r Eighth bt Bladen
and Harnet
Dickson Edward, Cooper, r Fifth bt Mulberry and Walnut
Dickson Jane, Washerwoman

E.

Eagles Nancy, Huckster, Market House, r Ninth bt Princess
and Chesnut
Episcopal Church (St. Pauls) cor Orange and Fourth
Erambert Ben, Blacksmith, r Seventh bt Brunswick and Bladen
EVANS ALLEN, Groceries and Provisions, 117 Market, r bt
Chesnut and Mulberry

F.

Finney Robert, Carpenter, r cor Seventh and Bladen
Finney William, Brick Mason, r Brunswick bt Second and
Third
Forbes James, Distiller, r Nutt bt Walnut and Red Cross

G.

Green Washington, Carpenter, r McRae bt Mulberry and Walnut
Green James W., Wheelwright, r Fourth bt Nun and Church
Green Henry, Brick Mason, r Fifth bt Nun and Church
H.

Hall Richard, Carpenter, r Bladen bt Second and Third
Hankins Hiram, Cooper, r Wooster bt Sixth and Seventh
Hargrave Alfred, Blacksmith, Market bt Seventh and Eighth,
   r Princess bt Eighth and Ninth
Hayes Simon, Carpenter, r Third bt Hanover and Brunswick
Hill Edward, Brick Mason, r Norwood Alley, bt Fifth & Sixth
Hill John, Carpenter, r Brunswick bt Fifth and Sixth
Holmes Duncan, Wheelwright, r Sixth bt Brunswick and
   Bladen
Holmes William, Wagoner, r cor Sixth and Bladen
Holmes Mary, Washer Woman, r Mulberry bt Fourth & Fifth
Hostler George, Shaving Saloon, No. 116 Market, r cor
   Fifth and Walnut
Howard William, Ship Carpenter, r Eighth bt Chesnut and
   Mulberry
Howard Miles, Barber, Sylvester Wilson, bds same
Howe Alfred, Contractor and Builder, r cor Third and Queen
Howe Anthony, Carpenter, r Queen bt Third and Fourth

J.

Jackson Robert J., Driver, J. W. Lippitt, 21 Princess, r Third
   bt Brunswick and Bladen
Jackson George, Carpenter, r cor Walnut and Second
Jackson George, Carpenter, r Fourth bt Mulberry and Walnut
James Jefferson, Shoemaker, cor Second and Chesnut, r Sixth
   bt Walnut and Red Cross
Johnson John F., Musician, r Fourth bt Ann and Nun
Johnson Frank, Musician, r Seventh bt Red Cross and Campbell
Jones William, Drayman, r Sixth bt Mulberry and Walnut
Jones John B., Shoemaker, Nutt bt Bladen and Harnet, r same

K.

Kellogg Aaron, Carpenter, Sixth bt Walnut and Red Cross
Kellogg John, Carpenter, r cor Walnut and Dickinson
Kellogg John, Carpenter, r cor Front and Castle
King James C., Barber, Elvin Artis, bds same

L.

Lane Elijah, Clerk, Allen Evans, r cor Fourth and Brunswick
Larrington Prince, Barber, 6 South Front, r Fourth bt Nun
   and Church
Larrington Benjamin, Barber, 132 Market, r Fourth bt Nun and Church
Larrington Simon, Barber, with Benjamin Larrington, bds same

M.
Mabson George L., Painter, r Fifth bt Hanover and Brunswick
Mallett Charles, Carpenter, r cor Third and Walnut
Mallett William, Drayman, r Third bt Mulberry and Walnut
Martin Thomas, Cooper, r cor Sixth and Red Cross
Martin Henry, Barber, Benjamin Larrington
Mason Richard, Barber, Elvin Artis, bds same
McKenzie Thomas, Carpenter, r McRae bt Mulberry and Walnut
McFarland John, Brick Mason, r Red Cross bt Sixth and Seventh
Merrick Samuel, Brick Mason, r McRae bt Mulberry and Walnut
Miller Elijah, Grocer, cor Fourth and Hanover r same
Miller William, Cooper, r Sixth bt Walnut and Red Cross
Miller Edgar, Waiter, r cor Sixth and Bladen
Mitchell James, Barber, 7 Nutt, r same
Mitchell Joseph, Drayman, r Ann bt Third and Fourth
Moore Joshua, Distiller, r Castle bt Fourth and Fifth
Moore George, Carpenter, r Fifth bt Mulberry and Walnut
Moore William Painter, bds George Moore.
Morris William, Laborer, r Princess bt Eleventh and Twelfth

N.
Nash Solomon, Carpenter, r Walnut bt Second and Third
Nash Charles, Carpenter, r cor Fifth and Brunswick
Nash James, Carpenter, r cor Seventh and Brunswick

O.
Owen David, Blacksmith, r cor Seventh and Walnut

P.
Parker Henry, Shoemaker, cor Front and Nun, r same
Payne Festus, Barber, with George Hostler
Payne Thomas, Carpenter, r cor Sixth and Bladen
Payne Samuel, Carpenter, r cor Fifth and Ann
Payne Francis, Carpenter, r Walnut bt Third and Fourth
Pearson John, Mechanic, r Chesnut bt Ninth and Tenth
Purnell Allen, Brick Maker, r Princess bt Eleventh and Twelfth
Presbyterian Chapel, Chesnut bt Seventh and Eighth

R.

Ratcliffe James, Barber, with Prince Larrington, r Eighth bt Wooster and Dawson
Reid Samuel, Brick Mason, r cor Fifth and Brunswick
Reid Edward, Barber, City Hotel, r cor Tenth and Wooster
Richardson James, Tinner, Aaron H. Neff, r Third bt Ann and Nun

RIVERA THOMAS, Groceries and Provisions, 22 N. Front,
r Mulberry bt Fourth and Fifth
Robinson Edward, Painter, r Mulberry bt Sixth and Seventh
Robinson Evans, Shoemaker, Walnut bt Fourth and Fifth, r same
Robinson George W. Shoemaker, Princess bt Third and Fourth,
r Fourth bt Brunswick and Bladen
Rourk Gamalia, Dyer, r Fifth bt Mulberry and Walnut

S.

Sampson Cornelius, Preacher, r Anderson bt Chesnut and Mulberry
Sampson Aaron, Carpenter, r Red Cross bt Sixth and Seventh
Shaw Benjamin, Grocer, cor Hanover and Fourth, r same
Shaw James, Carpenter, r Princess bt Eleventh and Twelfth
Smith Daniel M., Carpenter, r Sixth bt Brunswick and Bladen
Smith Robert, Wheelwright, r cor Sixth and Brunswick
Spicer Isaac, Blacksmith, W. & M, R. R. r cor Front & Meares
Stately Benjamin, Carpenter, r cor Sixth and Brunswick
Stewart — Painter r Third bt Brunswick and Bladen

T.

Taylor Henry, Grocer, Nutt bt Walnut and Red Cross, r same
Taylor James, Shoemaker, J. G. Voss, bds Chesnut bt Second and Third

Thomas Washington, Physician, r cor Sixth and Bladen
Tucker William, Grocer, Fifth bt Brunswick and Bladen, r same
Tucker Henry, Carpenter, r McRae bt Mulberry and Walnut
Turner Henry, Drayman, r Sixth bt Mulberry and Walnut
Tyler William, Carpenter, r cor Seventh and Walnut
W.

Waddell John, Brick Mason, r Third bt Castle and Church
Walker John, Carpenter, r Fourth bt Mulberry and Walnut
Walker Hector, Cooper, r Surry bt Queen and Wooster
Watters Scipio, Grocer, Sixth bt Hanover and Brunswick, r same
Watters Richard, Blacksmith, r Sixth bt Brunswick & Bladen
Williams John, Mechanic, Clarendon Iron Works, r cor Third
and Chesnut
Wilson Sylvester, Barber, r cor Second, and Chesnut
Wright John H., Clerk, Robert H. Brown, r Orange bt Second
and Third

MEMBERS OF FIRE ENGINE COMPANY No. 1.

Engine House, Third Street, opposite City Hall.

Foreman..........................S. W. Nash
First Assistant Foreman......................J. H. Howe
Second Assistant Foreman...............Marcus Johnson
Secretary.............................J. H. Wright
Assistant Secretary....................J. W. Nash

FIREMEN.

Artis Champ
Ashe Edward
Ashe Joseph A.
Bird Kinyon
Bradley Henry
Bradley Peter
Bradley William
Brewington Henry
Brown Alex.
Brown Thomas
Brown David
Brownell Thomas
Burnett John
Cowan William
Currie Eli
Davis Abraham
Davis John
Davis George
Davis J. D.
Devane Ward

Johnson William
Johnson Dover
Johnson John F.
Johnson George W.
Jones Abraham
Jones James
Jones Isaac
Jordan Alfred
Lewis William
Lewis James
Lewis John
Lowery James
Mallet Charles
Manuel Frank
Martin Young
McNeill Washington
McKenzie Sidney
McKenzie Abraham
Mitchell Nathan
Moore Thomas
Dickinson John  
Dry James  
Dry John  
Foy William  
Gause Samuel  
Gause Josiah  
Green James  
Green Richard  
Guyer George W.  
Haines Austin  
Hall Fred.  
Hall Thomas  
Harriss Robert  
Harriss James H.  
Holland Joshua  
Howard Washington  
Howard Edward  
Howe Valentine  
Howe John P.  
Huggins Benjamin  
Hunter John W.  
Moore Robert  
Nash John  
Nash Charles  
Nixon John  
Payne J. P.  
Phillips John  
Phillips Frank  
Rayford John  
Rhone Edward  
Richardson Atwell  
Robinson Benjamin  
Robinson David  
Sawyer Albert  
Stewart William A.  
Thompson Albert  
Waddell William  
Walker Henry  
Wiggins David  
Williams Simon  
Young M.  

FIRE KING ENGINE COMPANY, No. 2.

Engine House Southeast Corner of Front and Nun.

Foreman........................................Richard Jones  
Assistant Foreman ..............................Henry Toomer  
Foreman of Hose................................John Stewart  
President.......................................Emanuel Jones  
Secretary........................................W. G. Hoskins  
Treasurer........................................Alex. Love  

FIREMEN.

Avant W.  
Baker E.  
Bernard B.  
Bland J.  
Bouziler W.  
Brown M.  
Bute J.  
Davis L.  
Davis H.  
McKoy H.  
McMillan W.  
Merrick J.  
Mitchell R.  
Moseley S.  
Neill J.  
Newkirk T.  
Nicholls J.  
Parker D.
Douglas J.       Parker H.
Dry B.          Price C.
Fobbs J.        Rufus C.
Fonville H.     Sterling J.
Freeman A.      Stewart S.
Gause E.        Stowe R.
Gause L.        Strudwick J.
Hall D.         Travis S.
Hall J.         Walker D.
Ivory J.        Whitney W. J.
Jones W.        Williams O.
Kelley W.       Wright H.

MEMBERS OF THE VIGILANT FIRE COMPANY, No. 3.

Engine House, Second Street, between Market and Dock.

Foreman..........................James Richardson
First Assistant Foreman..............R. Johnson
Second Assistant Foreman...............J. Haywood

FIREMEN.

Alderman John
Batson George
Bird Lewis
Bird Edward
Bishop William
Burritt John
Campbell Richard
Campbell William
Carr Isham
Chadbourne James
Clinton James
Connor Alex.
Cornell Sandy
Cowan John
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Hill William
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Robinson George
Robinson James
Robinson Virgil
Roberts James R.
Scott Isham
Shaw John
Toomer Scipio
FIRE DEPARTMENT.

Jackson John    Torror John
Jenkins President Weaton Robert
Johnson Mark    Whit ey Samuel
Johnson Sandy   Wilber John
Johnson Alfred  Wilkins William
Johnson George  Willis Aaron
Jones William

No. 4 FIRE ENGINE COMPANY, BROOKLYN.

Engine House, Fourth Street, Between Bladen and Brunswick.

Foreman........................................James Mitchell
Assistant Foreman..................T. W. Moore
Foreman of Hose......................W. H. Howe
President..................................J. W. Whitney
Secretary.............................W. H. Merrick
Treasurer..........................Archey Walker
Pipemen........................James Mack and Abraham Betts
Engineer........................Roger Hazell
Drummer................................James H. Thomas

FIREMEN.

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Anderson Andrew    Lewis George
Armons Jupiter    Mack Cato
Baker Henry    Mack Jerry
Blakely Ambrose    McCalister Robert
Bolding Wm.    McDonald Churchwell
Burke Joseph    McRae Alfred
Burnett John    Moseley David L
Campbell Wm    Moseley Zeb.
Campbell R. H.    Nash Henry
Clarke James    Nixon Richard
Collins President    Norton Samuel
Davis Robert    Owens Thomas
Deal James    Quince Edward
Devane John    Ramsay Alex.
Edwards Henry    Saunders Fred.
Greene Joshua    Saunders Valentine
Haggett George    Smith Robert
Hall Duncan    Smith Miles
Hays Wm.    Smith Wm.
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Hill Andrew    Tucker James L
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26
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# TABLE OF CONTENTS:

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preface</td>
<td>9</td>
</tr>
<tr>
<td>Explanations of Map</td>
<td>10</td>
</tr>
<tr>
<td>Map</td>
<td>11</td>
</tr>
<tr>
<td>Sketch of the City</td>
<td>15</td>
</tr>
<tr>
<td>City Directory</td>
<td>51</td>
</tr>
<tr>
<td>Business Directory</td>
<td>159</td>
</tr>
<tr>
<td>General Directory</td>
<td>181</td>
</tr>
<tr>
<td>Municipal Government</td>
<td>183</td>
</tr>
<tr>
<td>Incorporations</td>
<td>184</td>
</tr>
<tr>
<td>Railroads</td>
<td>184</td>
</tr>
<tr>
<td>Churches</td>
<td>186</td>
</tr>
<tr>
<td>Public Buildings</td>
<td>187</td>
</tr>
<tr>
<td>Societies</td>
<td>187</td>
</tr>
<tr>
<td>Port Government</td>
<td>189</td>
</tr>
<tr>
<td>County Government</td>
<td>190</td>
</tr>
<tr>
<td>State Government</td>
<td>191</td>
</tr>
<tr>
<td>United States Government</td>
<td>194</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>194</td>
</tr>
<tr>
<td>Directory of Colored Persons</td>
<td>207</td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
<th>Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aaron &amp; Rheinstein</td>
<td>3</td>
</tr>
<tr>
<td>Adrian &amp; Vollers</td>
<td>120</td>
</tr>
<tr>
<td>Agostini F. M.</td>
<td>160</td>
</tr>
<tr>
<td>American Cow Milking Machine</td>
<td>118</td>
</tr>
<tr>
<td>Anderson James &amp; Co.</td>
<td>98</td>
</tr>
<tr>
<td>Anderson</td>
<td>216</td>
</tr>
<tr>
<td>Artis Elvin</td>
<td>217</td>
</tr>
<tr>
<td>Atkinson &amp; Shepperson</td>
<td>232</td>
</tr>
<tr>
<td>Barnes A. S. &amp; Co.</td>
<td>182</td>
</tr>
<tr>
<td>Bear Simon</td>
<td>98</td>
</tr>
<tr>
<td>Bishop John</td>
<td>134</td>
</tr>
<tr>
<td>Blumenthal S. &amp; Co.</td>
<td>66</td>
</tr>
<tr>
<td>Bollman Wendell</td>
<td>178</td>
</tr>
<tr>
<td>Boston Post</td>
<td>76</td>
</tr>
<tr>
<td>Brandeth</td>
<td>64</td>
</tr>
<tr>
<td>Bremer &amp; Bro</td>
<td>142</td>
</tr>
<tr>
<td>Brock &amp; Clifford</td>
<td>229</td>
</tr>
<tr>
<td>Brown &amp; Anderson</td>
<td>68</td>
</tr>
<tr>
<td>Burr &amp; James Misses K. &amp; H</td>
<td>52</td>
</tr>
<tr>
<td>Burton &amp; Irving</td>
<td>200</td>
</tr>
<tr>
<td>Burnett, McInnis &amp; Earl</td>
<td>68</td>
</tr>
<tr>
<td>Burkheimer Henry</td>
<td>116</td>
</tr>
<tr>
<td>Cannon &amp; Stokley</td>
<td>66</td>
</tr>
<tr>
<td>Cassidey &amp; Beery</td>
<td>84</td>
</tr>
<tr>
<td>Carr, Boykin &amp; Co.</td>
<td>201</td>
</tr>
<tr>
<td>Charlotte Cicero J.</td>
<td>47</td>
</tr>
<tr>
<td>Cornhelson J. H. N.</td>
<td>112</td>
</tr>
<tr>
<td>Cox Robt. M. &amp; Co.</td>
<td>104</td>
</tr>
<tr>
<td>David A. &amp; Co.</td>
<td>218</td>
</tr>
<tr>
<td>Day &amp; Wright</td>
<td>70</td>
</tr>
<tr>
<td>De Garmendia C. G.</td>
<td>50</td>
</tr>
<tr>
<td>Devane W. S. &amp; D. J.</td>
<td>116</td>
</tr>
<tr>
<td>Dunbar, Fairley &amp; Co.</td>
<td>144</td>
</tr>
<tr>
<td>Elliot H. Clay</td>
<td>158</td>
</tr>
<tr>
<td>Engelhard &amp; Price</td>
<td>96</td>
</tr>
<tr>
<td>Esterbrook R. &amp; Co.</td>
<td>72</td>
</tr>
<tr>
<td>Evans Allen</td>
<td>217</td>
</tr>
<tr>
<td>Family Sewing Machine</td>
<td>130</td>
</tr>
<tr>
<td>Finkle &amp; Lyon</td>
<td>88</td>
</tr>
<tr>
<td>Finlayson &amp; Bro.</td>
<td>128</td>
</tr>
<tr>
<td>First National Bank</td>
<td>230</td>
</tr>
<tr>
<td>Francis &amp; Loutrel</td>
<td>60</td>
</tr>
<tr>
<td>Frederick N.</td>
<td>224</td>
</tr>
<tr>
<td>French Geo. Z.</td>
<td>227</td>
</tr>
<tr>
<td>Gaehle Piano Company</td>
<td>152</td>
</tr>
<tr>
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<td>196</td>
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<td>Goodwin J. T. &amp; Co.</td>
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<td>Greene Zeno H.</td>
<td>205</td>
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<td>Haas &amp; Co.</td>
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<td>Hanberry &amp; Bartleson</td>
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<td>Hartz H.</td>
<td>128</td>
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<td>Hathaway J. L. &amp; Utley</td>
<td>58</td>
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<td>Hedrick &amp; Ryan, outside front cover.</td>
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<tr>
<td>Henning R. &amp; Co.</td>
<td>82</td>
</tr>
<tr>
<td>Hetzler F. D.</td>
<td>153</td>
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<tr>
<td>Huggins &amp; Co.</td>
<td>14</td>
</tr>
<tr>
<td>Ives Wm. M. &amp; Son</td>
<td>222</td>
</tr>
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<td>James &amp; Brown</td>
<td>140</td>
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<td>142</td>
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<td>Johnson Alex. &amp; Co.</td>
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<td>Katz M. M. &amp; Co.</td>
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<td>94</td>
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<td>153</td>
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<td>52</td>
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<td>102</td>
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<td>202</td>
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<td>54</td>
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<td>Lewis Thos. C.</td>
<td>110</td>
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<td>56</td>
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<tr>
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<td>122</td>
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<td>Lord F. J.</td>
<td>144</td>
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<td>Love John D.</td>
<td>80</td>
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<td>Mason R. C.</td>
<td>148</td>
</tr>
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<td>Mallett &amp; Hoffman</td>
<td>203</td>
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<td>124</td>
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<td>82</td>
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<td>223</td>
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<td>180</td>
</tr>
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<td>179</td>
</tr>
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<td>Moore Benj. R.</td>
<td>116</td>
</tr>
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<td>Murray E &amp; Co.</td>
<td>134</td>
</tr>
<tr>
<td>Murray J. T. &amp; Co.</td>
<td>134</td>
</tr>
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<td>Neff Aaron H.</td>
<td>112</td>
</tr>
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<td>New York Day Book</td>
<td>60</td>
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<td>Northrop &amp; Cumming</td>
<td>154</td>
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<td>Numsen, Carroll &amp; Co.</td>
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<td>Owens &amp; Agar</td>
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<td>Page &amp; Brown</td>
<td>140</td>
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<td>92</td>
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<td>205</td>
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<td>90</td>
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<td>Petteway &amp; Moore</td>
<td>47</td>
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<td>177</td>
</tr>
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<td>Poole &amp; Hunt</td>
<td>146</td>
</tr>
<tr>
<td>Potter &amp; Paddison</td>
<td>231</td>
</tr>
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<td>Quincey W. H.</td>
<td>76</td>
</tr>
<tr>
<td>Ransom Mrs. Robert</td>
<td>58</td>
</tr>
<tr>
<td>Raynor Samuel &amp; Co.</td>
<td>86</td>
</tr>
<tr>
<td>Reeder Henry</td>
<td>66</td>
</tr>
<tr>
<td>Rivera Thos</td>
<td>216</td>
</tr>
<tr>
<td>Roberts Thos. E</td>
<td>228</td>
</tr>
<tr>
<td>Robinson &amp; Smith</td>
<td>114</td>
</tr>
<tr>
<td>Runge G. H. W.</td>
<td>160</td>
</tr>
<tr>
<td>Russell, Ellis &amp; Cox</td>
<td>90</td>
</tr>
<tr>
<td>Rytenberg &amp; Bro.</td>
<td>231</td>
</tr>
<tr>
<td>Schenck Jacob B</td>
<td>108</td>
</tr>
<tr>
<td>Shackelford James</td>
<td>122</td>
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<tr>
<td>Shriver A. J.</td>
<td>140</td>
</tr>
<tr>
<td>Sills Edward P.</td>
<td>219</td>
</tr>
<tr>
<td>Smaw F. D., Sr.</td>
<td>72</td>
</tr>
<tr>
<td>Smaw Frank D. Jr.</td>
<td>106</td>
</tr>
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<td>Southern Express Co.</td>
<td>157</td>
</tr>
<tr>
<td>Southerland &amp; Steagall</td>
<td>48</td>
</tr>
<tr>
<td>Sprunt Alex</td>
<td>126</td>
</tr>
<tr>
<td>Starr &amp; Lineberry</td>
<td>74</td>
</tr>
<tr>
<td>Sumter Watchman</td>
<td>136</td>
</tr>
<tr>
<td>Sun Job Printing Office</td>
<td>206</td>
</tr>
<tr>
<td>Swann B. F.</td>
<td>124</td>
</tr>
<tr>
<td>Thoburn R.</td>
<td>156</td>
</tr>
<tr>
<td>Tienken &amp; Bauman</td>
<td>49</td>
</tr>
<tr>
<td>Torsch John W.</td>
<td>223</td>
</tr>
<tr>
<td>Turton John</td>
<td>202</td>
</tr>
<tr>
<td>Union Distillery</td>
<td>158</td>
</tr>
<tr>
<td>Van Bokkelen A. H.</td>
<td>62</td>
</tr>
<tr>
<td>Van Orsdel C. M.</td>
<td>156</td>
</tr>
<tr>
<td>Vick, Mebane &amp; Co.</td>
<td>102</td>
</tr>
<tr>
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<td>250</td>
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<td>80</td>
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<td>Waldr M. S.</td>
<td>227</td>
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<td>220</td>
</tr>
<tr>
<td>Walshe, Carroll &amp; Co.</td>
<td>222</td>
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<td>Waters Horace</td>
<td>138</td>
</tr>
<tr>
<td>Webb H.</td>
<td>13</td>
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<tr>
<td>Welsh Wm. &amp; Sons</td>
<td>203</td>
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<td>West S. M.</td>
<td>136</td>
</tr>
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<td>Whitaker T, S.</td>
<td>62</td>
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<tr>
<td>Willis Elijah</td>
<td>180</td>
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<tr>
<td>Williams, Potter &amp; Co.</td>
<td>201</td>
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<td>66</td>
</tr>
<tr>
<td>Williams &amp; Murchison</td>
<td>110</td>
</tr>
<tr>
<td>Willard J. A.</td>
<td>204</td>
</tr>
<tr>
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<td>204</td>
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<tr>
<td>Witcover A. &amp; S.</td>
<td>104</td>
</tr>
<tr>
<td>Worth &amp; Daniel</td>
<td>78</td>
</tr>
<tr>
<td>Wright Adam E.</td>
<td>132</td>
</tr>
</tbody>
</table>

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