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WE ARE NOT EQUIPPED to report on all the vital statistics of Pine Knoll Shores, although we do really try to share with you what we find out that might be of interest to you regarding our little community and its surrounding areas, and we hope you will continue to trust our decision making about what to print, knowing, as you must, that we never mean to slight anyone.

HENRY SOMERSET, Duke of Beaufort, Lord Proprietor -- for him the town of Beaufort was named. It was founded in 1709, and there is a map dating from 1713 which shows streets we still walk: Anne Street and Queen Street named for Queen Anne, Turner Street, Pollock Street named for the governor from 1712-14, Moore Street for James Moore or Major Maurice Moore (or both) who fought in the Indian Wars. The Indian Wars ended in 1712 when hundreds of Indians were killed near New Bern. Beaufort developed as a port and in 1722 became the courthouse town and port of entry for Craven precinct. It was attacked by the Spanish in 1747, and after that Fort Dobbs was constructed on Bogue Island to protect the entrance to the port. The fort was not enough, though, to prevent the British sailing up from Charleston and capturing the port during the Revolution. After the Revolution, Beaufort grew and prospered. There were 585 inhabitants, 74 homes, ten stores, and eight shops.

Then came another period of war and enterprise. During the War of 1812, Beaufort was an important port for privateers. Privateers were commissioned by the government and served as a defense against a superior navy. Among the privateers one of the most famous was Captain Otway Burns whose ship, the "Snap Dragon" was bought and outfitted especially for privateering. On her last cruise, the "Snap Dragon" captured 2½ million dollars in property, and her backers realized 8 to 12% profit on their investment, a profitable enterprise for the civilians who put up funds and for the government for whom captains like Otway Burns harrassed the British fleet. After the war, Otway Burns became a shipbuilder and had an interest in the Beaufort salt works.

Beaufort remained a seafaring town, more readily in touch with Baltimore, Philadelphia, New York, and Boston than with New Bern only 50 miles away. Transportation by land was more difficult because the railroad did not come in until 1908, the bridge on highway 70 until 1926. People expected it to become a great seaport. Fort Dobbs was replaced by Fort Hampton, and that in turn was replaced by Fort Macon. It was a prosperous place when General Burnside captured it and took Fort Macon during the Civil War. The Union forces used it as a coaling station and safe harbor for ships operating against Wilmington and Charleston.

By the 1890's, Beaufort was a popular seaside resort with hotels on Front Street. East of Queen Street on Front Street there were bridges from the houses to the Board Walk. The Davis House and the Manson House are still standing, but the Atlantic Hotel which was built on piers over the water was destroyed by a hurricane.

Present day Beaufort emphasizes its historic past, and hundreds come for its Old Homes Tour. The historical society works to preserve, restore, and mark the early homes, and the waterfront restoration project is bringing added beauty and interest to Front Street.

Material from Beaufort, N.C., by Tony Wren. N.C.
Dept. of Archives and History, 1970.

LOVE does not consist of gazing at each other but in looking outward together in the same direction.....St. Exupery.

About how to sing
The frog school
And the skylark school
Disagree.

From the Chinese