

STORIES OF MANY OLD SHIPS ALONG COAST REVIVED

Ocean Navigation Was Fraught with Extreme Dangers In The Last Century

For a long time the wrecks which lie on the ocean floor off the North Carolina coast have been treated something like the weather: everybody talked about them, but no one did anything about them.

The Confederate blockade runner, "Fanny and Jenny", lying in shallow water off Wrightsville Beach, is the latest target of skin-diving treasure hunters.

Corporal Bob Marx of Camp Lejeune is exploring the "Fanny and Jenny", following his explorations earlier in the year off Cape Hatteras, where he believes he has located the wreckage of the Union Ironclad "Monitor".

There are records of more than 600 shipwrecks off the North Carolina coast, but right now it is fabulous blockade runners, lifeline of the Confederate States during the Civil War, are in the news.

The wrecks of more than a score of Confederate blockade runners—swift steamers, designed to elude Union gunboats guarding the North Carolina coast during the Civil War—lie in shallow waters off the southeastern coast of North Carolina.

Some of them are close to Wrightsville and Carolina beaches near the port of Wilmington; others are north of Masonboro Inlet; some are on Erying Pan Shoals. Those in shallower waters near the shore can be seen at low tide, and as late as the turn of the century vacationists exploring the beaches after high winds and tides could pick up such grim reminders of the blockade runners as soldiers' shoes which never reached the Confederate armies, and tallow candles and Nassau bacon which never reached the beleaguered southern army camps and hospitals.

Because the blockade runners usually met their fate near shore, the locations of many of the wrecks are known and identified by the names of the ships—the "Fanny and Jenny", the "Hebe", the "Modern Greece", "Beauregard" and others.

The "Fanny and Jenny", bound from Bermuda to the Cape Fear with a cargo of valuable goods for the blockaded Confederate States, is one of these wrecks, and lies just off Wrightsville Beach near a fishing pier and Lumina pavilion. At various times during the past few decades, it has been plainly visible at low tide. And this wreck is believed to contain a very valuable relic: a solid gold sword, encrusted with gems, which was intended as a gift to General Robert E. Lee from British sympathizers with the Confederate cause.

The "Fanny and Jenny" was set upon by two blockade ships on the night of February 9, 1864. Her captain ran for shore, and the ship went down under withering fire from her two pursuers. The entire crew put to shore in the lifeboats

and no lives were lost. But after safely reaching land, the captain recalled that something (the sword?) must be salvaged from the sinking ship. He and the purser put out to sea in a small boat, and were drowned before they could reach the "Fanny and Jenny".

In 1861, President Lincoln proclaimed a military and commercial blockade of southern ports, and the Federal forces quickly enforced this "paper blockade" with a fleet of some 264 armed ships, of which 22 operated in the Atlantic area and 21 in the Gulf. The blockade was further enforced with the sinking of weighted vessels across the channels into Charleston and Savannah. Wilmington, North Carolina, became a center of blockade running and blockade enforcement. The first blockade began vigilance on the Cape Fear area in 1861, and it was not long before 30 blockaders were guarding New Inlet and the western, or main bar, inlet into Masonboro Sound. Wilmington was an ideal port, not only because of its accessibility by deep water, but because of its proximity to Nassau and Bermuda, from which cargo from England and the Continent could be routed to the Confederate States. From Cape Fear to Nassau, it is 570 miles; to Bermuda, 574. Blockade runners—capable of about 16 knots—could make the trip to Nassau from Wilmington in about 48 to 55 hours; to Bermuda in 72. It was via Cape Fear that Captain Tom Taylor took the "Banshee" to Nassau and brought back a load of provisions for the Army of Northern Virginia.

"It is an established fact," writes James Sprunt in the "North Carolina Booklet" for February 10, 1902, "stated by both Northern and Southern authorities, that the 'Banshee' saved the Army of Northern Virginia from starvation."

By the spring of 1864, Wilmington was the only port through which blockade runners could bring cargo to the Confederacy. "Some vessels ran between Wilmington and the West Indies with the regularity of mail boats," reports Sprunt, who was once a pursuer on the Confederate steamer "Lilian".

John Harden, in his book of North Carolina historical tales and legends "The Devil's Tramping Ground", recounts that "the blockade runners sustained the Lost Cause after it was indeed lost."

The blockade runners were 400 to 700 ton sidewheel steamers, rigged as fore and aft schooners, and had from one to three funnels. Most of them were about 200 feet long and drew from 5 to 11 feet—they could negotiate narrow channels and shallow coastal waters with ease. They brought in clothes, food, gunpowder, guns, medicine, some money—and in one tragic instance, yellow fever when the steamer "Kate" arrived from Nassau.

Some of the wrecks are located as follows: off Carolina Beach, the "Beauregard"; near New Inlet, the "Modern Greece"; Erying Pan Shoals, the "Antonia"; Baldhead (Smith's) Island; the "Ella"; Fort Caswell, the "Spunky" and the "Georgiana McCaw" (whose pilot was murdered); near Wrightsville and Masonboro, the "Hebe" and the "Dee"; and the "Fanny and Jenny"; near Lockwood Folly Inlet, the "Elizabeth" and the "Ranger".

Writes Harden in "The Devil's Tramping Ground" (University of North Carolina Press):

"Each barnacle-clad derelict represents an amazing page in the South's famous—and unique—fight of the '60's. Unless these ghosts are moved, they will be there, snuggled against the white corrugated ocean bottom, for centuries to come."

"They were made of thick, rugged iron, which does not corrode like steel in salt water... this battered lump of iron and junk

HELP THIS BABY FIND A HOME



Recognize this baby? Your postman is well acquainted with her. This week North Carolina postmen are delivering thousands of post cards bearing this picture. The card comes from The Children's Home Society and carries a plea for funds to support the Society's work of care and protection for children who need homes.

Last year 428 children received help through The Children's Home Society of North Carolina and 1650 childless couples entered applications to adopt a child. The wide choice of homes and careful procedures of this 53 year old licensed agency insure homeless children all over the state the best in care and protection.

(the "Fanny and Jenny", product of ship yards at Clyde, England) is plainly visible at low tide about 300 yards off the southeast corner of Lumina. (This was written several years ago. The "Fanny and Jenny" is now about 700 feet offshore, in 30 feet of water, directly under the fishing pier extending from Lumina Pavilion.)

Off what is now Kure Beach lies the wreckage of the "Condor", whose fate is intertwined with that of Mrs. Rose O'Neil Greenhow, Washington society matron who served as a Confederate secret agent. She was arrested in 1861, and imprisoned until the spring of 1862. Later, returning from England aboard the Confederate blockade runner "Condor", she was drowned when her small boat capsized after the ship grounded off New Inlet near Wilmington. Her grave is in Oakdale Cemetery, Wilmington.

Mingling with the blockade runners on the floor of the Atlantic off the Carolina coast are the rotting hulks of earlier sailing ships, as well as the metal skeletons of cargo and passenger craft lost more recently on Erying Pan Shoals or the shoals off Cape Hatteras, "graveyard of the Atlantic". World Wars I and II added to the ghostship population off the Carolina coast, when German submarines sank freighters and military craft off Cape Hatteras and gave that area a new name, "Torpedo Junction".

On the beaches of the Outer Banks Islands—long narrow strips of sand and sparse vegetation that stretch along the Carolina coast—are wrecks which the sea has finally given up. One of the most famous is the "Carroll A. Deering", schooner which went aground off Hatteras in 1921 and when boarded by rescuers yielded no trace of her crew's fate. The Deering's remains later washed up on Ocracoke Island. In 1955, during Hurricane Ione, they shifted north to Hatteras Island.

Tales of valuable cargo salvaged from wrecks, or pirate ships still buried in the sands, and containing treasure, of heroic rescue and tragic loss of life, are told up and down the North Carolina coast.

One of the wrecks most recently in the news was the "Monitor", which went down off Hatteras after its battle with the "Merrimac". A wreck tentatively identified as the "Monitor" was discovered just off Hatteras in 1955. The most complete listing of wrecks along the North Carolina Coast, together with accounts of sea rescues, is contained in David Stick's "Graveyard of the Atlantic" (University of North Carolina Press).

WINTER FERRY SCHEDULES

Table with ferry routes and schedules for Groatan Sound, Alligator River, and Oregon Inlet.

NOTE: Gross Load Limit for Single Vehicles all ferries 12.0 Tons. Gross Load Limit for Combination of Vehicles all ferries 15.0 Tons.

SLADESVILLE PERSONALS

Mr. and Mrs. Fred O'Neal, Max, and Mildred of Pantego visited Mr. and Mrs. Carlos Williams.

Mr. and Mrs. Theodore Jones, Tommy and Ted, visited Mr. and Mrs. Charlie Ayers and Steve Jenette Sunday.

Gratz Credle, Mr. and Mrs. Eugene Credle, Hazel and Margaret Credle, and Cottie Garrish were Washington visitors.

Mrs. Carlos Williams visited in Wilson last week.

Mr. and Mrs. Edgar O'Neal visited Mr. and Mrs. Archie Baum and Mr. and Mrs. S. O. Jones in Swan Quarter Wednesday.

Mr. and Mrs. Jack Watson were visitors in Belhaven Saturday.

Mr. and Mrs. Aubrey Swindell, Eric and Elaine, Mrs. C. C. Silverthorne were visitors in Plymouth.

Mrs. E. Scott Williams and Mrs. Sophia Warner visited Mr. and Mrs. O. M. Warner in Washington.

Mr. and Mrs. Gilbert Roper of Portsmouth spent the week end here.

W. W. Cullipher and Troy Sawyer of Belhaven visited here Saturday.

Mr. and Mrs. Kenneth Gray and family visited Mr. and Mrs. Bill Braswell and Annie Power in Ransomville Sunday.

Mr. and Mrs. Elmo Lupton of Deep Creek, Va. spent the week end here.

Charles Jenette of Grifton visited his father, B. C. Jenette.

Mr. and Mrs. Archie Carawan and Mrs. Daisy Moore visited in Columbia Sunday.

Mr. and Mrs. Linwood Lupton and Audrey Fisher were in Belhaven Saturday.

Miss Sally Blane Credle spent the week end at home.

Mrs. Jeff Credle, Mrs. Allen Credle and Miss Sally Blane Credle were in New Bern Saturday.

Mr. and Mrs. Clint Waters of Ponzer visited Mr. and Mrs. Griffin Sawyer.

Leewood Lupton of Norfolk was home for the week end.

Mr. and Mrs. Troy Sawyer and J. W. Cullipher of Belhaven visited Lee Sawyer Thursday.

Mr. and Mrs. Melvin Lupton of Belhaven visited Mrs. Lida Lupton Sunday.

Kenneth Gray was in Washington Saturday and Monday.

Mr. and Mrs. Richard Sawyer and family have moved back home after a short stay in Buckroe Beach.

Mr. and Mrs. Fred O'Neal and family of Pantego visited Mr. and Mrs. Carlos O'Neal Sunday.

Mr. and Mrs. B. F. Martin and sons of Gum Neck spent the week end here.

Mr. and Mrs. Travis Flowers and Sandra spent Sunday with Mr. and Mrs. C. A. Flowers.

Loftin Smith of Norfolk spent the week end with his daughter, Mrs. John Elbert Garrish.

Attending the Primitive Baptist service Saturday, Mr. and Mrs. Leon Harris, Mr. and Mrs. Mit Alligood, Mrs. Joe Robins and son of Swan Quarter, Mr. and Mrs. Elmo Lupton, Deep Creek, Va. and Mrs. Maurice Watson, J. W. Cullipher of Belhaven.

Mr. and Mrs. Archie Carawan

OCRACOKE PTA ATTENDANCE, FINANCIAL REPORT GOOD

Ocracoke.—The regular meeting of the Ocracoke P.T.A. was held Monday night with Thurston Gaskill presiding. Group singing of patriotic and Thanksgiving songs was enjoyed and after the business meeting, a TWA movie, "Trip to California" was shown.

Mrs. Archie Wahab read the secretary's report; 33 members were present. Mrs. Van Henry O'Neal gave the treasurer's report: balance on hand including dues and receipts from sale of souvenir pamphlets, \$307.

Theodore Rondthaler, principal suggested that the P.T.A. exchange its film strip projector for a machine which would also show colored slides; it was voted to do so. It was also voted to purchase the Life Magazine book, "The World We Live In" for the school library.

The hostesses, Mrs. Taft Howard, Miss Marie Hodges, Mrs. Horace Gaskins, Mrs. W. R. Hale, Mrs. Bryan Gaskins and Mrs. Al Gaskins, served coffee and fruit cake.

There will be no December meeting. At the January meeting the P.T.A. will enjoy one of its famous pot-luck suppers.

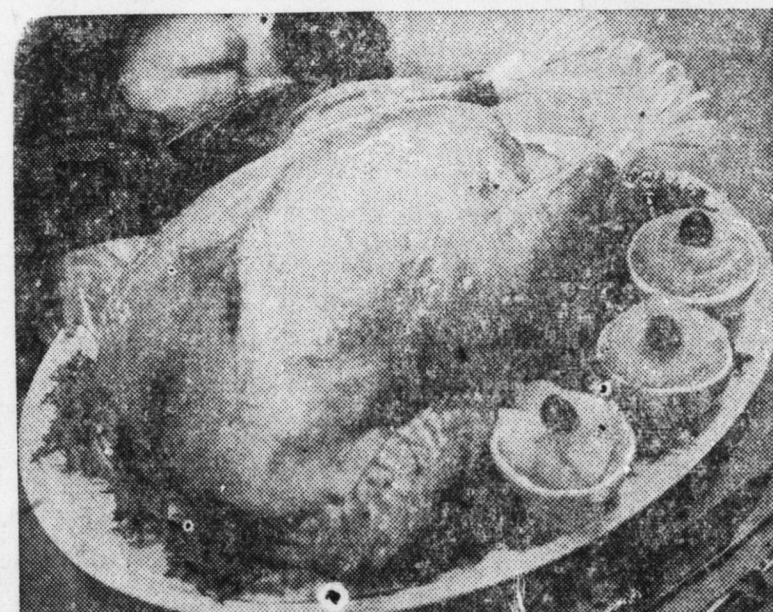
DUCK PERSONALS

M. J. Evans is at the bedside of his father, who is critically ill at his home in Grandy.

Mr. and Mrs. R. N. Morse of Church's Island, Mr. and Mrs. Woody Barnes of Norfolk spent Sunday with Mr. and Mrs. E. M. Rogers.

Mr. and Mrs. W. A. Hines and son of Virginia Beach visited Mr. and Mrs. L. C. Hines on Sunday.

Mr. and Mrs. S. B. Tillett and Miss Oia Tillett of Wanchese, J. J. Whitson of Waterlily visited Mr. and Mrs. S. B. Whitson.



Roast Turkey To Perfection In Open Pan With Low Heat

Whether you are roasting a large or small turkey, cooking research shows that low heat is practical and convenient. No need to worry about adjusting heat to the size of the bird the way cooks used to do. Roasting time depends on just one thing, the weight of the bird, so be sure you make a note of the weight when you buy the bird.

Here's a tip worth remembering about buying. Half the battle's won when you buy a good turkey. That's why some super markets think it very important to give you their private label assurance of the finest, tenderest turkeys available. That label, too, carries a guarantee so you have double protection and double assurance of highest quality.

Cooking the bird is simple. Just place the stuffed, trussed bird on a rack in a shallow pan. Don't add water or cover the pan. To protect the turkey from getting too brown and dry, place a loose "tent" of aluminum foil over the bird or a piece of thin cheesecloth moistened in melted butter or margarine. Several times during roasting baste the turkey with the pan drippings. Plan the cooking so the turkey will be done about one half hour ahead of dinner time. Let it stand in a warm place to make the meat juicy and carving easier.

FREE BOOKLET We have just prepared a new booklet on turkey. It contains fine tested recipes for stuffings, how to make perfect gravy, how to cook the bird, step-by-step pictures for carving turkey, and some excellent recipes for leftover dishes. If you'd like this free booklet, write to me, Nancy Carter, P. O. Box 4358, Atlanta, Ga. Just mention "turkey" on your card or letter.

BRYAN FISHER DIES

Bryan Fisher, 58, of Washington, D. C., a former resident of Jarvisburg, died Monday morning at 4:30 o'clock in a Washington Hospital following a lingering illness. He was the son of the late John and Fannie Melson Fisher. He was a member of the Masonic Lodge, Elks Club and the Hebron Methodist Church at Jarvisburg.

He is survived by his wife, Mrs. Alice Leigh Fisher of Washington, one son, Jack W. Fisher of Washington, three brothers, Marvin B. Fisher of Jarvisburg, Ike W. Fisher of Alachua, Fla. and Richard Fisher of Columbia, two grandchildren.

Funeral services were conducted Wednesday morning at 10:00 o'clock in the Cox Funeral Home in Norfolk. Burial was in Forest Lawn Cemetery.

were in Belhaven Saturday night. Lloyd Wayne Smithwick of Ponzer visited Claudia Carawan. Robert Deal visited Leah Williams.

Mr. and Mrs. M. L. Windley of Belhaven spent the week end with Mrs. Ethel Gibls.

Miss Josephine Raburn of Swan Quarter attended prayer service at Eunice Chapel Sunday night.

Mr. and Mrs. H. D. Epting of Pantego visited Mr. and Mrs. Frank Portesue.

Kenneth Gray had the misfortune to get his hand hurt Monday.

The city of Venice, Italy, is built on about 120 small mud islands.

OCRACOKE PERSONALS

Capt. I. F. O'Neal and Mr. and Mrs. Jesse Garrish have returned from a visit with Mr. and Mrs. Robert Peyton in Richmond. Capt. O'Neal also visited his brother Willis O'Neal, in Merchantville, J.

John O'Neal of Pensauken, N. J. is visiting his brothers and sisters here.

Mr. and Mrs. Chesley Austin and children of Winston-Salem are visiting Mr. and Mrs. T. H. Wahab.

John Gaskill has returned from Newport News where he visited his sister, Mrs. Felix Flieg.

Mrs. Laura Bragg, Kathleen, and Maithy enjoyed a week end visit by Eric Gregory Bragg, USCG, who has recently been promoted to Warrant Boatswain and is in charge of the Ambrose Lightship.

Ronald O'Neal and Thurston Fuller Gaskill visited their families last week end.

Carlson O'Neal is home for a week with Mrs. O'Neal and the children.

Mrs. Mary Parsons is visiting in Belhaven.

Miss Berta Gaskill is visiting her sister in Portsmouth, Va.

Mr. and Mrs. Hazen Brooks have returned from a vacation trip to Baltimore.

Rev. and Mrs. W. R. Hale attended the New Bern District Methodist Church Conference in Havelock.

Mrs. Ruth Gaskins left Saturday to visit her daughter, Mrs. Elmer Farrow, in Richmond, Va.



We want you to know... Diamonds are like people—all different. The reasons for a particular diamond's value are not readily apparent to the untrained eye. We will gladly guide you in the selection of your diamond and point out the reasons why our Genuine Orange Blossom rings are superior in quality and value.

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