

Abstract

FOR THE LOVE OF PROFIT: EXAMINING TRADITIONAL CAPITALISM ON EAGLES
ISLAND, NORTH CAROLINA

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As European colonists first arrived in the North American colonies, they brought with them the nascent principles of capitalism. Since then, the theories and practices regarding capitalism have changed, going through phases that are potentially manifested in the archaeological record. Eagles Island, North Carolina, has been home to a historically important maritime industrial complex that has experienced the changes of capitalism, beginning as an agricultural economy, then adapting to the region's growing maritime needs, and now presently as a service economy. Only by performing historical and archaeological explorations of Eagles Island can we fully understand the phases of capitalism and the motivations that brought upon the economic changes.

FOR THE LOVE OF PROFIT: EXAMINING TRADITIONAL CAPITALISM ON EAGLES
ISLAND, NORTH CAROLINA

A Thesis Presented to
the Faculty of the Department of History
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By
Robert J. Minford
April 2012

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DEDICATION

This thesis is dedicated to my parents for providing me with the support and enthusiasm necessary for me to fulfill my childhood in dream and to Gary Williams for returning integrity to the University of Maryland basketball program.

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CHAPTER 1: INTRODUCTION

Introduction

Adjacent to Wilmington, North Carolina, on the west bank of the Cape Fear River, rests a 3,220 acre island which was once a significant hub of maritime trade (Figure 1-1). Home to a variety of industries since the 1700s, Eagles Island has, for much of its post-European history, housed a significant portion of the infrastructure that powered many of Wilmington's most significant enterprises such as rice plantations, the naval stores industry, turpentine stills, cotton compresses, shipyards, towing businesses, ship-breaking activities, marine railways, railroads, and an Army Corps of Engineers yard. These commercial activities, and many others, with all their various shops, sheds, sawmills, railways, and distilleries, also marked a long-time major transshipment point for the area through which commodities such as lumber, shingles, salt, molasses, farm goods, coffee, tea, and fertilizers were imported and exported (The Board of Engineers for Rivers and Harbors 1940; Environmental Services Inc. 2010).

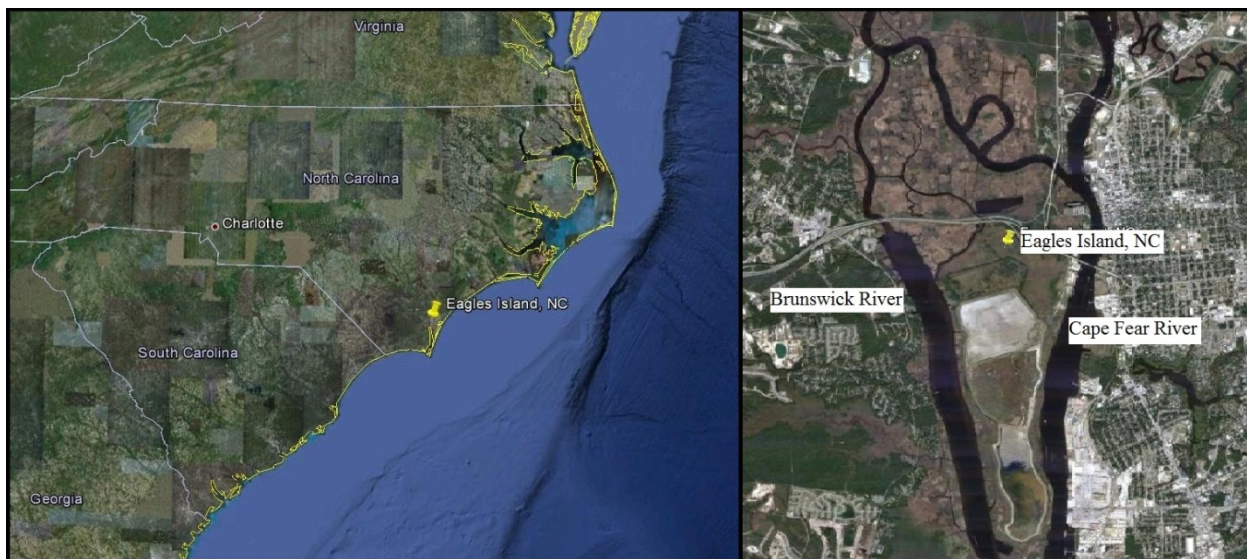


Figure 1-1 Locations of Wilmington and Eagles Island (Images courtesy of Google Earth 2012).

Eagles Island is important to North Carolina history because, in many ways, it is an expansion of one of North Carolina's most famous cities: Wilmington. The prosperity of Eagles

Island has always been tied to the maritime significance of Wilmington. As the city's maritime importance waned, Eagles Island decayed with it. As recently as 1940, there were twelve active wharves on Eagles Island, nine of which were dedicated to receiving and shipping goods such as fertilizer, chemicals, tobacco, sulfur, and other general cargos (The Board of Engineers for Rivers and Harbors 1940: 26-29). Eagles Island provides an uncommon opportunity to research a place where people have lived, worked, and died since 1730. It is a relic landscape with a potential to preserve historical and archaeological occupations. Therefore, there are two significant reasons to research Eagles Island. First, it provides archaeological and historical evidence of both habitation and industrialization throughout American history, allowing researchers to observe changes in the development of American capitalism. Secondly, the study of these once prominent maritime trade industries will enable researchers to place Eagles Island properly in context with Wilmington's past.

The Bond with Wilmington

In April of 1733, William Gray surveyed a small area north of Brunswick Town, a fledgling city near the mouth of the Cape Fear River, for the purpose of establishing a new settlement. The residents of Brunswick Town resisted this idea but Gray's proposed town gained credence in 1734 when North Carolina Governor Gabriel Johnston purchased land adjacent to the town and ordered his bureaucrats to open their offices within the town's limits. The following year, the town was officially named Newton, however in 1740 it was renamed Wilmington in honor of Governor Johnston's patron in England, Spencer Compton, Earl of Wilmington. Shortly thereafter, the General Assembly officially incorporated Wilmington based on its esteemed merchant residents and safe harbor, both of which would prove essential factors to the successes of Eagles Island through its close association with Wilmington (Watson 1992: 6-7).

The island's ties to Wilmington formed in 1733 when Jon Watson received a crown warrant to 640 acres of land "at the confluence of the northeast and northwest branches of the Cape Fear" (Lennon and Kellam 1973: xvi). According to a deed dated January 12 1738, Watson sold 540 of those acres, specifically the plantation soon to be known as The Forks, to an attorney named Richard Eagles Sr. (McKoy 1967: 129). The boundaries of this land sale were not recorded in the New Hanover County Book of Deeds, but it did not contain any territory on Eagles Island because the Forks was located at the intersection of the Cape Fear and Brunswick Rivers, south-west of the island. Two years later, Richard Eagles aggrandized his estate by purchasing Watson's land on Eagles Island (McKoy 1967: 130-131).

After over 100 years of industry, the importance of Eagles Island to the regional economy was officially recognized in 1847 when Wilmington's city limits expanded across the Cape Fear to include the northeast corner of the island (Supreme Court of North Carolina, Raleigh 1857). This was a potentially significant event in the development of the island because city planners created road names and block numbers for this area (see Figures 1-2 and 1-3). Unfortunately, these roads and buildings were never constructed, so the island remained on the city's periphery despite its blossoming industries. These businesses would eventually give way to more complex enterprises, ranging from cotton mills to shipyards. Presently, the remains of mills, wharves, warehouses, and shipyards may still be seen on the landscape of Eagles Island, which demand the attention of archaeologists to place them in their unique context. This research will attempt to do this by analyzing the historical and archaeological records within the framework of the transition of paternalist capitalism to absenteeism.

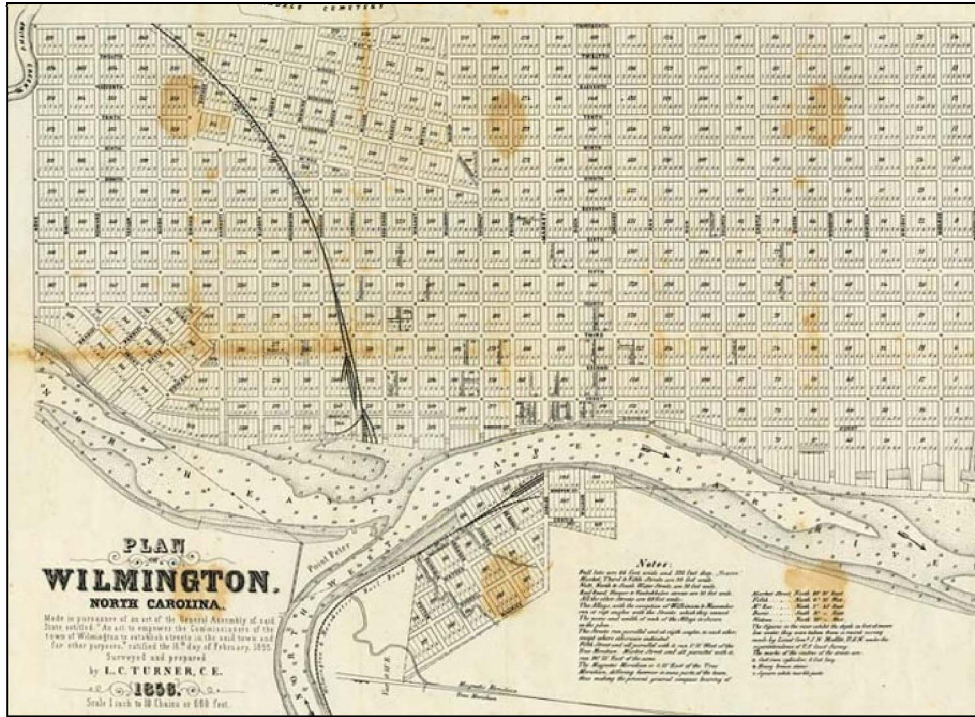


Figure 1-2 Plan of Wilmington, NC 1856 (Image courtesy of University of North Carolina, Chapel Hill Digital Collections 1856).

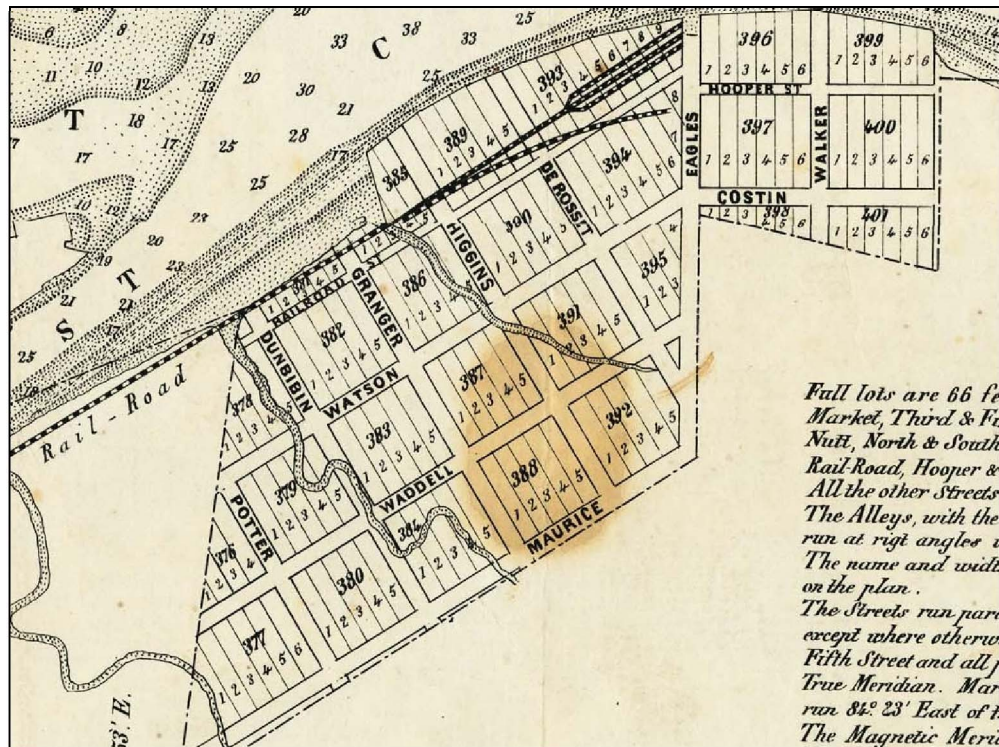


Figure 1-3 Plan of Wilmington, NC 1856 focused on the planned development of Eagles Island (Image courtesy of University of North Carolina, Chapel Hill Digital Collections 1856).

Research Questions

The archaeology at Virginus Island, located adjacent to Harper's Ferry, West Virginia, serves as the model for this thesis. By using evidence of the living conditions of families, their consumption patterns, and hygiene, Palus and Shackel have sought to "show the relationship between changing management techniques in a small 19th century industrial community and the changes experienced in daily life by workers and their community" (Palus and Shackel 2006: xiii). This thesis will implement their phases of management techniques to establish if evidence of the changes are apparent in the historical and archaeological records of the industries on Eagles Island. A replicated pattern between Virginus and Eagles Islands may illuminate a pattern across the United States' landscape which would demonstrate the predictive potential of Palus and Shackel's findings. Marked variation will show how their work has explanatory potential on a national level and show how Eagles Island developed differently. This may help understand the national development of capitalism or the regional catalysts for such development. Additionally, this will also contribute to how researchers view the hallmarks of capitalism in the archaeological record.

The research will be guided by the following primary and secondary research questions: First, is the shift from strong paternalism in capitalism to the neglect of the worker's needs evident in the history and archaeology of industrial land use on Eagles Island? However, in order to answer the primary question, secondary questions must be included to sufficiently understand the research. One question that must be answered is whether the industries on Eagles Island correlate with the three phases of industrial management. Secondly, when and how did the industrialists' control of space change as Eagles Island experienced each phase of capitalist management? Third, do domestic layouts demonstrate the power of the capitalist over his

workers? Fourth, what do the transitions in Eagles Island's development tell us about the phases of capitalism? These questions allow further understanding beyond simply determining the extent that the phases of capitalism existed on Eagles Island; they provide not only context but serve as a foundation for future researchers to utilize the phases of capitalism.

Research Design

This thesis has a theoretical foundation based on the significance of the shift from paternalist capitalism to absenteeism along with an understanding of its relevance to Eagles Island. Chapter 2 establishes the diverse origins and applications of theories of capitalism in relation to archaeological research by exploring the works of several archaeologists. For example, Matthew Johnson (1996) seeks to understand the origins of English capitalism through changes in agricultural lifestyles, domestic layouts, consumption patterns, and historic documents. James Delgado (2009) utilizes various forms of capitalist theories to postulate that San Francisco would be a successful maritime entrepôt, regardless of the effects of the Gold Rush boom, because of its proximity to China and minimal laws regarding free market commerce.

Chapters 3 and 4 address the economic and transportation histories that are essential to understanding the unique landscape of Eagles Island. These chapters are essential because they establish the fundamental baseline of knowledge needed to understand and interpret the archaeological data. Chapter 3 discusses the historic industries that once occupied Eagles Island and their significance to the region, while Chapter 4 outlines the processes of conveying goods to market through the modes of transportation and their significance to the economy of Eagles Island.

Chapter 5 details the methodology of the historical research, archaeological fieldwork, and analysis components of the thesis. The first section narrates the historical research process, which includes a list of the repositories that were visited and the important sources they contained. The second section discusses the archaeological fieldwork, while the third section outlines the analytical process.

Chapters 6 and 7 apply the archaeological theory to the data in the forms of quantitative and geospatial analysis. The quantitative analysis is discussed in Chapter 6, which examines several types of data, ranging from business names, business locations, residential locations, manufactured goods, duration of business, and business owner. The database utilizes queries based upon the theoretical model, which exposes industrial and residential trends that once existed on Eagles Island. Chapter 7 discusses the geospatial analysis conducted, where industrial and residential maps of Eagles Island are compared to the theoretical framework to uncover additional patterns found within the landscape.

The concluding section, Chapter 8, briefly restates the outline of the thesis and research questions, then answers the questions derived from the results of the quantitative and geospatial analyses. Additionally, this chapter discusses inherent research limitations and potential future research utilizing the phases of industrial management. The appendices following this chapter include the data produced from the research methods. Appendix A is the culmination of the historical research, and Appendix B is the results of the terrestrial fieldwork.

Conclusion

This thesis examines a microcosm of American maritime history that demands more attention because it offers several contributions to the understanding of the values capitalists held towards their workers. On a local level, this research will explain the phases of capitalism as they

occurred on Eagles Island based upon the changing landscape. This research carries the ability to be applied on a broader level to other maritime industrial landscapes to answer why businesses behaved the way they did and explain how a shifting industrial landscape affects the relationship between employer and employee. The following chapter discusses the origins and implementations of various theories of capitalism and explains the association with the phases of industrial management.

CHAPTER 2: CAPITALIZING ON THEORY- ARCHAEOLOGICAL THEORIES OF CAPITALIST REALITIES

Introduction

According to Matthew Johnson, archaeological theory is relevant for three reasons: it provides justification for the field, creates discourse among rival interpretations, and forces researchers to be open about their reasoning. Furthermore, Johnson states, “there is a gulf between past and present, a gulf that the archaeologist has to bridge somehow even if it can never be bridged securely or definitively” (Johnson 1999:3-6, 13). In the case of Eagles Island, the historical and archaeological records allow researchers to bridge the gulf over the phases of capitalism by analyzing the changes in the relationship between employers and workers. It is essential for archaeologists to consider their methods and research questions when choosing a theoretical approach. The method for this research is survey-only and the research questions seek to answer issues concerning business management and industrial trends. Therefore capitalist theories were deemed the best approach for two reasons: first, because of their ability to address the patterns within the industrial landscape, and secondly, because tangible remains of businesses are scattered across the island.

Theories assessing capitalism are the ideal tools to analyze the archaeology of Eagles Island because of its role within the capitalist maritime economy of coastal North Carolina. Historical archaeology, in conjunction with theories of capitalism, can provide major contributions to the understanding of the processes of developing industries in one of the most dynamic periods of Western World history. The essential components to this understanding involve historic and archaeological data pertaining to, but not limited to, the natural and human resources of the region, economic trends, and technological innovations. The relationship

between these factors will shed light upon why certain regions achieved sustained economic success in the United States, and why others could only achieve limited prominence. A better comprehension of the processes of capitalism will allow scholars to more fully understand why Americans accept it, and comprehend their viewpoints towards alternative economic systems. There are a wide range of theories used to analyze the varying issues capitalism raises (i.e. labor, technology, profits) in archaeology and history. These approaches include Classical Marxism, Neo-Marxism, the Frankfurt School's Critical Theory approach, World Systems Theory, and the Annales School. These various schools of theory merit discussion to place the theoretical paradigm used in this research into perspective.

Theories of Capitalism

North American archaeologists have become increasingly interested in analyzing the role of capitalism in the shaping of culture. There are many approaches designed to study capitalism (i.e. Leacock 1972, 1981; Diamond 1974; Wolf 1982; Lee 1990; Trigger 1990; Leone 1995; Palus and Shackel 2006; Shackel and Palus 2010). One particularly prevalent approach to analyzing capitalism is the application of Marxist inspired theories because of their ability to address class conflict, contradiction, inequality, and exploitation (Johnson 1999: 80). Classical Marxism is a materialist philosophy; one in which, according to Matthew Johnson, "a materialist believes that the material, physical world should be given more significance than the ideal or mental world" (Johnson 2010: 241). This implies that a materialist postulates that only the results of actions can be viewed in the archaeological record while thoughts and ideas cannot. Karl Marx believed that humans were defined by their social interactions, which was manifested in their consumption (Johnson 1992: 92). Marx also theorized that intellectual discourse was intrinsically linked to politics, so Classical Marxism mandates that such relationships be

investigated as well. The Marxist archaeologist's dialectic looks for an internal, contradictory relationship among artifacts and their uses. Specifically, Marxist archaeologists perceive "objects as components of the social relations that produce them and of the social relations necessary for their use" (McGuire 1992: 95). An example of a Classical Marxist interpretation of an artifact is a tractor. Standard economics classify a tractor as a form of capital. According to Marxism, an item is only classified as capital if it is produced by a relationship between owner and wage laborer. If the tractor is used by a wage laborer, then it is capital. If the tractor is used by the owner and no wage laborer is involved, then it is not considered capital (McGuire 1992: 91-95). Classical Marxism stresses the importance of materialism, but critics perceived this as a flaw and modified Marxist ideologies to incorporate broader forms of analyses.

Marxist archaeologist Randall McGuire asserts, "Marxism is not a single, coherent theory of society that can be hitched to our purposes or dismissed in a few terse sentences. It is, instead, a philosophy, a tradition of thought, a mode of theoretical production, which has produced, and will produce many theories" (McGuire 2002:9). Critiques of Classical Marxism, coming from "the New Left," began in the 1920s following the Bolshevik Revolution and intensified as Marxists moved against the dogmatic Soviet strain of Leninist-Marxist ideology that characterized Stalinist Communism. The result of these critiques was Neo-Marxism which challenged both modernism and science, and "sought to reconcile culture, and nature, and become a major front of New Left ideas in the 1960s" (McGuire 1992: 32-33).

Neo-Marxism is characterized by a shift away from materialism to idealism, involving the investigation of a society's dominant ideologies. Idealism is defined as the "[belief] that thoughts are prior to actions, in other words that the mental word is more important than the material" (Johnson 2010: 240). Ultimately, the difference between Marxists and Neo-Marxists is

that Neo-Marxists interpret ideology from the archaeological record. The process in which they extract ideology from artifacts is a three-step system. First, they establish inequalities within society as normal and look for social inequalities represented within the artifact. Second, they project the desires of the dominant class upon the rest of society through the artifact. Finally, the theorists establish how the artifact veils the truths of society “by denying that social or economic inequalities exist” (Johnson 1997: 94-95). However, just as critics found limits to Classical Marxism, Neo-Marxism was modified to incorporate rational thinking into its analyses. The result of this led to the creation of the Frankfurt School.

Disciples of the Frankfurt School, known as “Critical Theorists”, argue that the concept of technology, one of the key features of capitalism, elicits domination of the masses. To combat this domination, Critical Theorists advocate cultural criticism, which “is contemplative and gives us an understanding that frees people from the rule of a false ideology” (McGuire 1992: 37). The foundation of critical theory is a fusion “of Kantian critical philosophy and of Marxian critique of ideology” (Piccone 1998: ix). Kantian theory “is an analysis of the conditions of possibility and the limits of rational faculties undertaken by reason itself,” or in non-technical language, a critique of rational thought. A Marxian critique of ideology is “the simple discovery of systematically concealed interests behind theories, but also and even primarily to the explosive confrontation of the true and false reality”, meaning a Marxian critique seeks to examine the motivating forces behind actions (Piccone 1998: ix-x). However, Critical Theory was restructured in the 1970s because the Marxist model proved inaccurate after communist predictions of “emancipatory tendencies” of late-stage capitalism did not occur. As a result, Critical Theory adapted to locate the transitional phase between entrepreneurial and advanced

capitalism (Piccone 1998: xviii). An example of Critical Theory in archaeology is Matthew Palus and Paul Shackel's work on Virginius Island, which will be discussed later.

Immanuel Wallerstein's World Systems Theory is another offshoot of New Left scholarship. Wallerstein theorized that in order to understand the rise of capitalism, historians and archaeologists must "look at the way different societies across the globe were brought together into a single *world system*" (Johnson 1999: 80). World Systems Theory analyzes global economic systems by dividing the world into core, peripheral, and semi-peripheral zones, based on their interrelationships and their contributions to the global economy. Applications of this theory require the acceptance that the modern world economy is capitalist; requiring analyses of labor, technology, geography, transportation, communication, and other factors essential to capitalism (Wallerstein 1974: 11, 347-357). The National Park Service utilized World Systems Theory to determine how Yellowstone Lake's maritime system fit into the region's economy, which was experiencing the effects of tourism and industrialization. The Park Service believes that "tourist development in the late-19th-century Yellowstone National Park was directly linked to the capitalist world system and the larger social and economic processes taking place elsewhere in the nation" (Russell et al. 2004: 97). This example successfully demonstrates the application of a capitalist theory in the study of an isolated maritime environment, that when analyzed, was found to be a part of a larger economic system. World Systems Theory is applicable to Eagles Island because of the island's far ranging economic activities. For example, the material remains on the island may be classified into the economic zones as core, peripheral, and semi-peripheral artifacts, which will be demonstrated in Chapters 6 and 7.

Another product of the New Left was the Annales School. This group maintains that historians rely too heavily on "the monastic chronicle, the political memoir, [and] the antiquarian

treatise” (Burke 1990: 6). As a result, these scholars argued that there was need for a new approach to history:

In the first place, the substitution of a problem-oriented analytical history for a traditional narrative of events. In the second place, the history of the whole range of human activities in the place of a mainly political history. In the third place- in order to achieve the first two aims- a collaboration with other disciplines: with geography, sociology, psychology, economics, linguistics, social anthropology, and so on (Burke 1990: 2).

The Annales School is known for dividing history into manageable scales. The first scale, *événements*, is concerned with the short term views of history, focusing on events and individuals. The second scale, *conjonctures*, involves the medium outlook on history that discusses processes or social time. The third scale, the *longue durée*, is a long-term view of the formation of cultural outlooks and viewpoints, spanning numerous *conjonctures* (Staniforth 2003: 27). A recent example of this theory comes from James Delgado (2009). His research of the port of San Francisco resulted in his hypothesis that the California Gold Rush was merely an “accelerant” to the development of San Francisco; that elements for a successful and prosperous city were in place prior to 1849. The *longue durée*, in San Francisco’s case, was the city’s rise and inclusion into the world’s economic system, the *conjonctures* were fifty to seventy year cycles in which economic trends become apparent, and the *événements* are short periods of “massive development and change in a short period” (Delgado 2009: 28-29). The result of Delgado’s work is an amalgamation of Annales and World Systems Theory that successfully demonstrates that “San Francisco became the city it did simply because of maritime capitalists’ desire to tap into global maritime trade” (Delgado 2009: 7). The Annales approach is applicable to Eagles Island because the island’s history may be divided among the scales. Significant events in the island’s history, such as the beginnings of European occupation, the construction of the causeway, ferry, and railroad, as well as the end of the Civil War could all be classified as

événements. The history of the island may be divided into conjunctures ranging 50 to 70 years because the island underwent noticeable changes during each span. Finally, the longue duree of Eagles Island would last the duration of the naval stores businesses on the island because of the industry's affect on the world economy.

It is essential to demonstrate the prevalence of Marxist inspired approaches in archaeology. Archaeologists Matthew Palus and Paul Shackel, as previously mentioned, utilized a form of Critical Theory to identify the phases of capitalism as they applied to Virginius Island, West Virginia, a site similar to Eagles Island. Due to their similarities, the analysis applied to the study of Virginius Island was chosen as the model for the Eagles Island research. Further elaboration of their research is necessary to better understand these two island's similarities and why their model's application is essential to this study.

The Phases of Capitalism

The archaeology at Virginius Island, located adjacent to Harper's Ferry, WV, was performed with the maturation of capitalism in mind, with special attention given to land use. The purpose of the research was to analyze the transition from "an agrarian economic order to an industrialized market economy, precipitated by changing business philosophies and practices, as well as technological developments, that enabled mass production and mass marketing of an expanding range of consumer goods" (Palus and Shackel 2006: xiv). Palus and Shackel's work on Virginius Island was selected as the model for this research because of the similar research questions and several similarities that exist between the sites. Eagles and Virginius Islands are both surrounded by rivers, both are connected by bridge, ferry, and train to a larger neighbor city, and both were important to the economies of nearby cities. Each island also had direct trade routes with international trade hubs such as Baltimore, Philadelphia, Boston, Charleston, and

Washington DC. Moreover, and pertinent to this thesis, both islands were home to semi-isolated industries during each of the three phases of capitalism. The most notable difference among the sites is in the types of industries on each island. While both were home to sawmills and railroads, Eagles Island had a maritime-based economy while Virginus Island was home to a mill economy that produced merchant goods (Palus and Shackel 2006: 33).

The most prominent industrialist on Virginus Island in the early 19th century was Louis Wernwag, a notable inventor and entrepreneur. Wernwag was one of the pioneering industrialists that “introduced technological rationality to American manufacturing,” which alluded that drastic changes in the methods of production and business management were on the horizon (Shackel and Palus 2010: 97). Technological rationality is the obsession with mechanized efficiency for the purposes of profit and domination (Marcuse 1998: 138-140). Clearly Marcuse’s definition is hyperbolic, however he makes the point that early industrialists found themselves presented with a choice: paternalism or profit. This is relevant to one of the research goals of this thesis which is to establish whether there is evidence of this choice among the industries on Eagles Island.

History tells us that European settlers brought the idea of capitalism in a nascent form with them to North America, which became the prevalent economic system of the colonies (Johnson 1996: 206). The maturation of capitalism is characterized by the shift from strong paternalism to the neglect of workers’ needs. The first iteration of capitalism was paternalist, where capitalists provided for their artisans and their families. The capitalist would provide on-site housing for the workers, creating a small community based around local factories and mills. Key features of this phase are the absence of boundaries between industrial and domestic

buildings, a wide variety of industries, a large residential population, skilled workers, and the owners overseeing the labor (Shackel and Palus 2010: 98).

The second phase, the transitional period, is characterized by the following trends: an increased dependency on machinery, towns experiencing an increased homogeneity of industry types, a smaller residential population, fewer skilled workers, and factory owners spending less time on-site. However the transitional period is ambiguous in several regards. As such, it is contingent on the keen minds of archaeologists to discern these trends from the first and third phases of capitalism (Palus and Shackel 2006: 73). This phase is ambiguous because the characteristics of paternalism and absenteeism must be known by the researcher in order to identify this phase.

Finally, the third phase, absenteeism, is defined by a strong reliance on technology, the homogenization of industries, the loss of the industrial community due to lack of on-site worker housing, the employment of primarily unskilled laborers, absentee factory owners, and the complete lack of paternalism. It is in this form where the owner loses the personal relationship with his workers and no longer cares for their well-being because of increased rational thinking and his absence at the factory (Palus and Shackel 2006: 75). As Palus and Shackel observed from their fieldwork on Virginius Island, there was a growing trend in America to separate industrial centers from domestic space (Shackel and Palus 2010: 109). The work done on Virginius Island established the existence of these trends through analyzing the workers patterns of consumption. Similarly, this study hopes to observe these trends by examining the industrial records of Eagles Island.

Applications of Capitalist Theories

Capitalist theories allow archaeologists to improve upon the understanding of a society's social structures. Class, according to Marxist archaeologists, refers to hierarchies within the division of labor (McGuire 1992: 182). Mark Leone (1995) focuses on the politics of class through historical archaeology done in Maryland. His studies of the architecture of the Statehouse in Annapolis, Benjamin LaTrobe's Roman Catholic cathedral, Davidge Hall, the interior of Central Jail, Robert Mills's First Baptist Church, and Maximillian Godefroy's First Unitarian Church in Baltimore demonstrates the use of panoptic architecture to elicit obedience from the local populace. Panoptic, or "all-seeing", architecture was used, according to Leone, to keep the peace under suspicion of constant surveillance. Even Palus and Shackel (2006) address the issue of class politics through historical archaeology. The authors argue that early industrial workers favored classical Republicanism, or the belief that "government would act as an arbitrator between labor and capitalists and correct any inequalities" (Palus and Shackel 2006: 16). These concepts are excellent in their own right but do little to promote a better comprehension of trends in capitalism, or an archaeology of business.

The phases of capitalism are also apparent in the archaeology of the Boots Mills site in Lowell, Massachusetts. In the early 19th century, a group of New England investors called the Boston Associates wanted to create a planned industrial community without the slum-like conditions found in English factory towns. In 1825, their vision materialized into the city of Lowell, MA. The capitalists initially hired young New England farm girls to work the machinery and provided them with chaperoned dormitories to promote an environment of morality and positive labor relations between the workforce and the factory owners. The layout of the city was designed to appear cozy and nostalgic; it also contained open spaces to remind the former farm

girls of their previous homes. As the century progressed, the industrialists slowly replaced their American workforce with immigrants, and as this continued, corporate paternalism faded. Higher profits were the primary reason for the switch to absentee ownership. Mill owners realized that corporate paternalism was too expensive and that higher profits could be achieved more easily by improving the efficiency of their machines and workforce (Mrozowski et al. 1996:1-5; Birkenmeier et al. 2002: 121-132; Palus and Shackel 2006: 73).

British archaeologist Matthew Johnson (1996) seeks to understand the changes from late medieval to early modern England that led to the rise of capitalism. Johnson uses archaeology to study and interpret the landscapes and material possessions of proto-capitalists. In order to follow Johnson's arguments, he proffers four aspects of capitalism that must be accepted as truths. First, he proposes that capitalism must be accepted as a total system, one that influences every aspect of society. This is important because it helps "understand different trajectories of different groups," meaning capitalism will seldom have a uniform effect across different groups. Second, Johnson argues the effects of capitalism are unquantifiable; that no form of data exists that is able to determine the complete ramifications of capitalism on a society. Johnson's third truth is that if the theoretical definitions of capitalism are "subtle", then archaeology's invocation of capitalism must remain subtle as well. The fourth and final truth Johnson proffers is that to understand a specific capitalist society, an understanding of their pre-capitalist system is required (Johnson 1996: 8-9). This last truth is important for European capitalist archaeology but does not apply to American archaeology because colonists arrived already practicing a nascent form of capitalism and because the colonists came from countries all over Europe, creating a unique melting-pot situation that resulted in a blending of European pre-capitalist practices among the

settlers. These four truths are important to consider because they provide a logical set of guidelines to implement and understand capitalist archaeologies.

Capitalism in the South

Capitalism developed differently in the South than it did in the northern United States and England. Specifically, the historical pattern of capital accumulation leading to high wages, mass consumption, and a liberal welfare system does not apply to the American South. One school of thought, championed by theorists such as Jonathan M. Wiener (1978) and Dwight B. Billings (1979), argue that the South followed the “Prussian Road” to industrialization, a top-down path to modernity. This theory is based on the belief the South used coercion, a non-capitalist method, to achieve “free competitive contractual relations” between owners and workers, which is a fundamental tenet of capitalism (Wood 1986: 3). An argument against these theories is they underestimate the amount of accrued capital in the postbellum South. Instead, Philip J. Wood (1986) promotes a Marxist framework to explain southern capitalism because it incorporates class conflict and exploitation into its model, both of which were contentious elements in the American South among its black and white populations.

The concept of free labor is a key element to the Marxist analysis of the capitalist mode of production and to the development of the South. In a capitalist economy, labor is considered free in two ways. First, workers sell their time as labor to business owners, who in return, pay the workers for their labor. Second, workers are free in the relative sense that the only commodity they are able to sell is their labor and must work to guarantee survival (Wood 1986: 5). According to this definition of free labor, southern plantation owners and other businesses relying on slave labor, are not considered pure capitalists, therefore the phases of capitalism would not apply to such businesses.

Historically, the first areas to develop large-scale capitalism were the ones that contained the necessary ingredients, most important of which was the existence of a large pool of free laborers. In 1860, about one-third of North Carolina's population were slaves and tied to agriculture. This is significant because it implies large scale industry could not have occurred in the South prior to Reconstruction. This newly available pool of free labor remained untapped until 1895 when the first of many New England textile mills relocated to the South. The relocation was influenced by technical improvements on textile machinery that increased speed but set limits on the number of operators per loom, making the textile industry labor intensive compared to other types of factory labor. As the 19th century progressed, the textile industry found it increasingly difficult to compete with less labor intensive jobs, forcing an increase in textile wages. Since the industry was unable to balance expenses by producing more textiles due to the limitations inherent in the machinery, mills were forced to find cheaper labor, resulting in the textile industry's relocation to the South (Wood 1986: 12-13, 64-66).

Early efforts at industrializing the South involved a reliance on corporate paternalism that lasted well into the 20th century. Mill owners manipulated deep-rooted southern racism to lure whites to labor in their factories. The owners used paternalism to "rehabilitate" the beleaguered white and protect his place in the free labor market with a factory job, as opposed to directly competing with "cheap black labor" (Wood 1986: 38). Mill owners also exploited feelings of inferiority among social classes of whites. These early southern mill communities were "presented as a family with which, through contact with gainful and disciplined industrial employment, mill workers could gain full equality within the white race" (Wood 1986: 39). Through company-provided housing, credit in company stores, religious, educational and other social functions, the mill owners claimed they would recreate white communities. These towns

were often in isolated areas to minimize taxes and workers' interactions with the community at large (Wood 1986: 39-40).

Mill owners found it increasingly difficult to maintain a white labor force because, as the textile industry grew, the available number of white workers shrank. By the late 1890s and early 1900s, the textile mill bubble burst resulting in the closure of many factories. As the 20th century progressed, the factories recovered, especially during the 1920s when poor whites frustrated with farming entered mill villages en masse. The villages lasted until 1938 when mill owners began forcibly selling the housing to the workers under threat of terminating their employment if they refused to purchase. The elimination of Southern corporate paternalism was done for the same reason corporate paternalism ended in northern mill communities, to maximize profits. By this time, there were such large numbers of unemployed farmers that the labor pool was big enough for companies to hire and fire at their leisure. In short, mill owners no longer needed to provide their workers with housing to maintain a steady workforce (Wood 1986: 43- 89, 155-156).

Historians like Wood and archaeologists like Palus and Shackel do an excellent job of addressing important issues like class conflict, contradiction, inequality, and exploitation. However, the Marxist inspired theories utilized by these researchers fail to address several larger issues, which are discussed in more detail in this next section.

Critiques of Capitalist Theories

Marxist inspired theories are firmly planted within the "social sciences" because of their previously mentioned qualitative ability to address class conflict, contradiction, inequality, and exploitation (Johnson 1999: 80). The strength of Marxist inspired theories is their ability to address these issues. However, one weakness of these theories is their inability to incorporate an inherent gender bias, that the roles of women are ignored. The field of Feminist archaeology

seeks “to move beyond the male bias inherent in science to a feminist philosophy of science” (McGuire 1992: 2-3).

Another criticism of Critical Theory is the rejection of science. Adherents to Critical Theory argue, “science is overly empirical and leads not to knowledge, but to domination” (McGuire 1992: 37). This outright rejection of science comes from the belief that such methods inherently include bias. This may be applicable to questions pertaining to social issues where the researcher is part of the social world being studied, but this rejection is unfounded for archaeological questions regarding natural science because the researcher is not part of the subject or object being studied. In other words, scientific theories are only considered forms of domination “when applied to social phenomena” (McGuire 1992: 109). Therefore, a criticism of Critical Theorists is the need to incorporate scientific analyses in cases where the subject and the topic are not the same.

Another problem in the capitalist approach to archaeology outside the realm of theory is the lack of a purely non-artifact based methodology. Palus and Shackel (2006), Johnson (1996), and Mrozowski, Ziesling, and Beaudry (1996) implemented intrusive methods at their sites, and Leone (1995) used existing buildings as artifacts to prove his points. However, Leone (1995), to his credit, took significant steps towards implementing a non-artifact based methodology with his “deconstruction of local history”, but his case study focused on dynamics of politics and power, not business trends and practices. The implementation of cheaper methods and less dependency on artifacts needs to become more prevalent in capitalist archaeologies.

Conclusion

Marxist inspired theories are important to archaeology because of their ability to address class conflict, contradiction, inequality, and exploitation (Johnson 1999: 80). The phases of

capitalism, one such Marxist inspired theory, can be applied to maritime environments in the evaluation and interpretation of the changes in management techniques that maritime economies underwent. The framework used by Palus and Shackel in their research on Virginius Island provides a better understanding of how the shift from paternalism to absenteeism is evident in the historical and archaeological records of the island. The following chapter provides the historical context required for the analysis by narrating the histories of the economically significant industries of Eagles Island.

CHAPTER 3: THE HISTORIC ECONOMIES OF EAGLES ISLAND

Introduction

Home to a variety of industries since the 1700s, Eagles Island has, for much of its post-European history, housed a valuable portion of the infrastructure that powered many of Wilmington's most significant enterprises. These industries covered the island only a century ago and have since faded from the landscape, but each one remains part of Wilmington's past. This chapter narrates the rise and fall of naval stores, cotton compresses, rice fields, shipyards, and the contemporary industries as they relate to both Wilmington and Eagles Island. These businesses were selected because they represent the economically significant industries of the region. Naval stores represent the time in North Carolina's history when the state was the largest producer of tar, pitch, and turpentine in the world. The cotton industry on Eagles Island was significant because during the Civil War, the steam presses operated night and day and cotton was the city's chief export; Wilmington's financial situation would have been disastrous if it were not for the presses. The rice fields of Eagles Island represent one of the most successful forms of agriculture in the state and enabled the preservation of the unique Gullah Geechee culture that arose from the isolated plantations on which the rice farmers lived and worked. The shipyards of Eagles Island were significant to the region because the ships produced on the island brought prosperity to merchants and influenced the outcome of the Civil War in North Carolina. Now land preservation coalitions, a radio tower, an Army Corps of Engineers base, a power substation, towing businesses, and a tourist destination occupy the landscape, but most of the island remains unused. Only by understanding the island's significant historic industries are researchers able to create a foundation for determining how the phases of capitalism manifested on Eagles Island and where such evidence may be found in the archaeological record.

Naval Stores

Wilmington was founded with the naval stores industry in the economic forefront. Naval stores are the South's oldest industry and North Carolina had the colonies' most profitable naval stores businesses. North Carolina was the best state suited for naval stores production because it had "few other staple crops" while other southern states could produce more lucrative cash crops, such as cotton or tobacco. North Carolina achieved naval stores dominance in the 1720s and retained its title as America's most prolific naval stores producer for nearly 200 years (Outland 2004: 8).

At the time of the founding of Wilmington, naval stores were broadly defined as "all materials used in ship construction and maintenance." Seventy years later, by 1800, the definition was refined to include only "tar, raw turpentine and their derivatives" (Outland 2004: 1-6). Tar, made by firing pine in kilns, was applied to the rigging of ships to prolong its lifespan by reducing the rate at which rigging decayed. Pitch, the product of boiling tar, was coated on the hulls of ships to prevent leaking. Turpentine production was a year-round process. In the winter, turpentine was gathered by cutting a box into the base of the tree so sap may slowly pour into the collector. The same procedure was used during the summer months, but incisions were made into the trees' veins on a more frequent basis. Turpentine was initially used as a waterproofing agent, but after 1800 its uses grew to include it as a solvent for the rubber industry, an essential ingredient in lamp oils, adhesives, pharmaceuticals, disinfectants, and shoe polish. Rosin, the remaining residue after turpentine finished distilling, had few uses before 1800, but like turpentine, became an important ingredient in several industrial products. The new applications for turpentine and rosin contributed greatly to the 19th century naval stores economic boom in the south (Reilly 1884: 66-68; Outland 2004: 5-6).

As early as 1704, England created incentives for colonists to produce and sell naval stores because the English had exhausted their native resources after several centuries of intense ship construction and maintenance. The 1704 incentive program was successful in fostering naval stores production in the Americas, but not in the region it was intended to stimulate. The act was targeted at the New England colonies so they would cease wool production, which competed directly with English wool. Ideally, the English wanted to buy New England naval stores so New Englanders could purchase English wool. Instead, naval stores production flourished in the south for two reasons. First, because longleaf pine is the best tree for naval stores production, and it was the dominant pine stretching from Norfolk, VA to the southern parts of Alabama and Mississippi, a 1,200-mile swath of land. Second, slaves became the typical naval stores laborers because of the difficult working conditions and general lack of desire among whites to work in a low wage position (Outland 2004: 8, 14-21). These factors created a strong foundation for the successful southern industry to be built upon.

Early American naval stores exports were notorious among English captains as being of very low quality. Tar was often cut with twigs and trash, and pitch frequently contained rocks and dirt to increase the weight of the barrels in which it was sold. The low quality naval stores were attributed to three main causes. The first was that abundant resources, coupled with scarce labor, demanded producers receive a quick return on their land. To do this, slaves collected dead trees and branches instead of felling live trees, which produced better naval stores. Collecting dead wood proved to be a much faster method of accruing materials to create naval stores, thus allowing land owners to receive the quick returns they needed. The second factor attributing to the production of low-quality tar and pitch was that dead wood was collected from unclaimed lands so trees owned by the producers would stay alive to be harvested later. Finally, colonial

producers did not always know the best techniques of extracting tar and turpentine from pine trees. English colonists were unfamiliar with the trade because the naval stores industry had been dead for decades in England, and African slaves also had no knowledge of the process (Outland 2004: 22-24).

Naval stores workers were known for being dirty. Their skin and clothes were covered with dirt, tar, and sap, and the lodging provided for these workers matched their outward appearance. Naval stores housing was meant to be temporary, the buildings were essentially glorified sheds. This flimsy and transient type of housing remained commonplace well into the early-20th century; these huts had neither floors, doors, nor windows. Small-scale producers often had small farms for the slaves and their families, which mainly produced corn and hogs. The typical naval store distillery was a two-story structure with a furnace on the ground level and the still on the second floor. The ideal location for distilleries was near flowing bodies of water to cool the condensing tubes involved in the distillation process (Outland 2004: 63-86).

The typical North Carolina naval stores producer worked a small-scale operation because the region “lacked the capital resources to invest in large slave labor forces and huge timber tracts” (Outland 2004: 27). This was likely not the case for the Wilmington naval stores businesses because the city possessed the capital and the large plantations that the rest of North Carolina did not have. In fact, Wilmington was literally inundated with unsold naval stores goods. As early as 1752, only 12 years after the city’s incorporation, laws were created to deal with the excessive amounts of naval stores goods within city limits. The first law, created on April 14, 1752, demanded that no naval stores products be left on a wharf for over forty-eight hours. As the industry slowly grew, the town council realized that naval stores fires could easily spread out of control, so they isolated the boiling of naval stores products to the wharves of

Wilmington. This law was expanded upon on May 24, 1758, to have naval stores fires completely banned on the flammable docks. It stated, “that any Person or Persons for the future shall presume to heat or boil any Pitch, Tarr [sic], Turpentine, or Rossum [sic] upon any wharf or Street in this Town they will incur the penalty of 40/Proc. for every such offence” (Saunders in Lennon and Kellam 1973: 54-57, 97). Naval stores merchants and producers saw this law as prohibitive to their trade and rallied against it, leading to the compromise that fires on the docks could only be lit during daylight hours (Watson 1992: 8). Two years later, on October 3, 1760, another law was passed pertaining to the cluttering of wharves and streets with naval stores products:

Ordered also that if any Person or Persons Shall Incumber any of the Public Wharfs or Streets with naval stores lumber or anything whatsoever such Person or Persons shall be obliged to remove such Incumbrances with 24 hours under the Penalty of forty schillings. (Saunders in Lennon and Kellam 1973: 107).

In addition to the fire hazards, burning pitch created thick, lingering smoke over Wilmington, which was unpopular with the inhabitants (Wood 1976: 14). The ordinances against distilling and cluttering naval stores within city limits likely contributed to the need for a ferry to Eagles Island and a causeway across it to provide an alternative location for distilleries and merchants to sell their goods, therefore stimulating the naval stores industry in Wilmington. Small-scale longleaf pine farmers did not have the capacity to distill their own pine, therefore they sold their goods to distillery owners who would extract the tar and turpentine and then sell the finished product. Eagles Island was an ideal location for such activities for several reasons. First, it was far enough away that the smoke created by the process would bother the citizens of Wilmington far less than if the distilleries operated within city limits. Secondly, accidental fires on Eagles Island would be more acceptable to the townsfolk than accidental fires within the city. Also, the wharves on Eagles Island would have been suitable for pine farmers and merchant ships to

upload their cargo (see Figure 3-1). Should sea-faring vessels have difficulty docking at Eagles Island, lighters would have been employed to transport the barrels to the awaiting ship. Finally, the distillation process was difficult to master, but due to Eagles Island's proximity to Wilmington, it would have attracted knowledgeable distillers with the ability to create a quality product and the most recent technology involved in the process. Interestingly, Eagles Island did not fall under the jurisdiction of Wilmington's naval stores inspectors because the eastern bank of the island was not part of New Hanover County until 1874 when parts of Eagles Island were incorporated into the city limits of Wilmington, making the island entirely part of Brunswick County until the mid-19th century (Supreme Court of North Carolina, Raleigh 1857). Due to the alleged inconvenience for the Inspector of Brunswick County to reach Eagles Island from his residence, a law enacted in 1766 enabled a naval stores inspector to have jurisdiction solely on Eagles Island (Saunders 1904: 748). It is for these reasons that Eagles Island proved to be a successful home to many naval stores businesses.

As the 19th century progressed, a general boom in the naval stores industry characterized the 1830s through 1850s; however, problems existed close to the surface. North Carolina was slow to create standards for naval stores weights and consistency of products, which did not happen in Wilmington until 1847. A concerned group of prominent naval stores merchants realized that creating standard weights and ingredients for their products "in accordance with the customs of other markets" would prove profitable and beneficial for the local businesses, but this standardization occurred late in the life of the industry (*Wilmington Journal* 1848a:4).

Additionally, and much worse to the industry, was the looming diminishment of the longleaf pine. By the 1840s, the pines around Wilmington had vanished and a second

generation of longleaf never took root. Instead, oaks grew in their place, characterized by their small stature and flimsy trunks (Outland 2004: 57, 106).



Figure 3-1 Naval stores workers on Eagles Island prior to 1892 (Image courtesy of Dr. Robert M. Fales Collection, New Hanover County Public Library).

There were four additional factors that hurt the naval stores industry that were beyond the control of naval stores producers. First, the French developed a better method of producing naval stores that was slow to catch on in America. Second, the advent of heavy machinery elicited

better means of producing turpentine. Third, shifting markets and increased competition led to the eventual decline in profitability. Finally, the factorage system tightened its grasp on the naval stores industry, which increased the roles of intermediaries, and cut into the profits of farmers and distillers. Subsequently it is of little surprise that the 1850s saw the beginning of the transition from naval stores being the chief export of North Carolina to cotton (Outland 2004: 40-123).

The election of Abraham Lincoln resulted in instability in southern states, which contributed to a sharp drop of naval stores prices. Once war broke out, the already low prices sunk even further. An Englishman traveling in the south noted that thousands of unclaimed and unwanted barrels of naval stores were piling up across wharves and piers in many port cities. Production and shipment were halted for several years because the Confederate Army seized copper stills and the railroads that previously transported naval stores were either destroyed by the north or salvaged by the south (Outland 2004: 124).

Interestingly, the decade following the Civil War is characterized as a revival for southern naval stores, but in regions previously alien to the industry. Pine was shipped to Wilmington from South Carolina, Georgia, and the northern part of Florida on new railroad tracks. The demand for tar, rosin and turpentine in the north caused naval store prices to climb to record highs. The deforestation of longleaf pine was still a large problem in North Carolina but the reconstruction of railroads served as a respirator for North Carolina naval stores producers, keeping the industry alive in Wilmington past its days of high demand (Outland 2004: 124-129).

As the latter half of the 19th century progressed, the factorage system became a permanent fixture of naval stores culture. The factorage system is characterized by a producer selling their goods in bulk to an intermediary (a factor), who acts as a wholesaler for that

product. Producers and agents realized their symbiotic relationship and attempted to reach terms of business that would prove mutually beneficial, but this did not always happen. In the years immediately following the Civil War, the naval stores market was stagnant, due in large part to lack of supply. Naval stores factors required advances for their wares, which buyers refused to do (*Daily Dispatch* 1867: 3). Turpentine producers met in Florence, South Carolina in 1874 to repair their relationship with their factors so a united business plan could be created to mitigate the effects of the recent depression. The meeting identified the problems of the industry; that the world's supply of turpentine was priced too high, the cost of marketing through factors and transporting goods via train or ship was too great, and lastly inconsistent regulations within numerous Chambers of Commerce resulted in variable quality of products. (Outland 2004: 148).

At the end of the 19th century, Wilmington's dominance of the naval stores industry ended, surpassed by Savannah in 1897 because of the city's direct access to long-leaf pine. In 1893, only 55,870 acres of longleaf pine remained in North Carolina, less than 10% of what it was prior to the turpentine boom of the 1840s. Another trend among large-scale naval stores producers of this period was to integrate their businesses vertically, to purchase cooerage companies to create large quantities of barrels at low cost. Additional threats to small-scale naval stores producers came from Michigan, where in 1907 a chemist named Homer T. Yaryan created an elaborate system to collect tar and rosin from pine stumps. This opposed the traditional method of extracting gum from live pines. Yaryan's method allowed the naval stores industry to expand into areas where it was previously infeasible for them to prosper (Outland 2004: 128, 151-154).

The early 20th century provides ample evidence of a declining naval stores trade. Competition from new markets and high supply of product coupled with low demand were key

factors in the demise of Wilmington's naval stores industry. Indicative of this trend, in 1908, the U.S. Forest Service announced that for the first time ever, rosin replaced turpentine as the most valued naval stores commodity. Rosin was an ingredient in soaps and plastic while turpentine was in less demand due to the slow demise of wooden ship manufacturing (Outland 2004: 159). Fortunately for Wilmington and Eagles Island, the long transition out of the naval stores industry created a vacuum that other entrepreneurs filled, and merchants associated with the naval stores industry on Eagles Island often branched into other commercial endeavors.

The postbellum naval stores businesses on Eagles Island were more than tar and turpentine merchants; these business owners were wholesalers of a wide variety of goods (Figure 3-2). An ad for D.L. Gore, one such merchant, expressed his notion of wholesale in broad but succinct terms: "We want to buy what you sell, and sell what you buy" (*The Carolina Farmer* 1924: 4). Other self-proclaimed "commission merchants" were more specific in their ads. Worth & Worth, active on Eagles Island as early as 1878, advertised the following goods for sale: flour, molasses, syrup, coffee, sugar, glue, hoop iron, hay, tobacco, soap, lye, candy, cheese, spirit barrels, lard, nails, and cotton gins (*The Cape Fear* 1876: 3; *Daily Messenger* 1887a: 2). The Worths were respected commission merchants in Wilmington's community, earning esteem for their wholesale business prowess and their success as agents for the Cape Fear Steamboat Company (Sprunt 1896: XXI-XXII). Matt J. Heyer, a wholesale merchant active on Eagles Island as early as 1887 (and perhaps a decade earlier) sold goods ranging from groceries, provisions, planting and distilling supplies, cotton, naval stores, salt, molasses, to hay (*Daily Messenger* 1887a: 2, 1887b: 2). Similarly, Martin & Hallett, commission merchants with a warehouse on Eagles Island ranging roughly from 1865 to 1873, advertised merchandise such as lard, tallow, and oil in addition to their stock of naval stores (*Daily Dispatch* 1865: 4). Despite

the successes of these merchants, wholesale businesses faded from Eagles Island during the first quarter of the 20th century, coinciding with the death of the naval stores industry in the south.

Cotton

Despite the dominance of the naval stores industry in 18th century, North Carolina farmers never ceased toying with the idea of cotton. The cotton experiment began in the 1820s, where oddly, mill construction coincided with depressions. In the late 1820s and early 1830s, when cotton prices fell below 10 cents per pound, twenty cotton mills were erected. The trend continued during the Panic of 1837 when cotton prices fell again. The industry had grown to a large enough size to warrant the first cotton manufacturers' convention in 1850. By 1860, there were 39 operational mills in North Carolina that employed 1,764 workers operating 761 looms that produced 41,384 spindles of cotton. The number of functional mills dropped to 33 by 1870 due to the destruction caused by the Civil War, but rebounded to 49 by 1880 (Wood 1986: 31-33). As the 19th century progressed, the New South initiative fostered the expansion of textile production. Mill communities were created so families "would remain under the paternal and watchful eye of the owner" (Wood 1986:39). The 1890s were a boom period for the cotton industry in North Carolina, but the presses on Eagles Island closed sometime between 1894 and 1910, thus putting a bookend on the history of cotton as it pertains to the island (Sanborn Map and Publishing Co. Limited [SMPC] 1893: 1, 22; 1898: 1, 31; 1904: 1, 31; 1910: 1, 31; Wood 1986: 39).

The 1850s are characterized as the beginning of the rise of cotton exports from Wilmington. Cotton's significance to the local economy was demonstrated during the Civil War when naval stores exports ceased while the profitability of cotton exports soared.

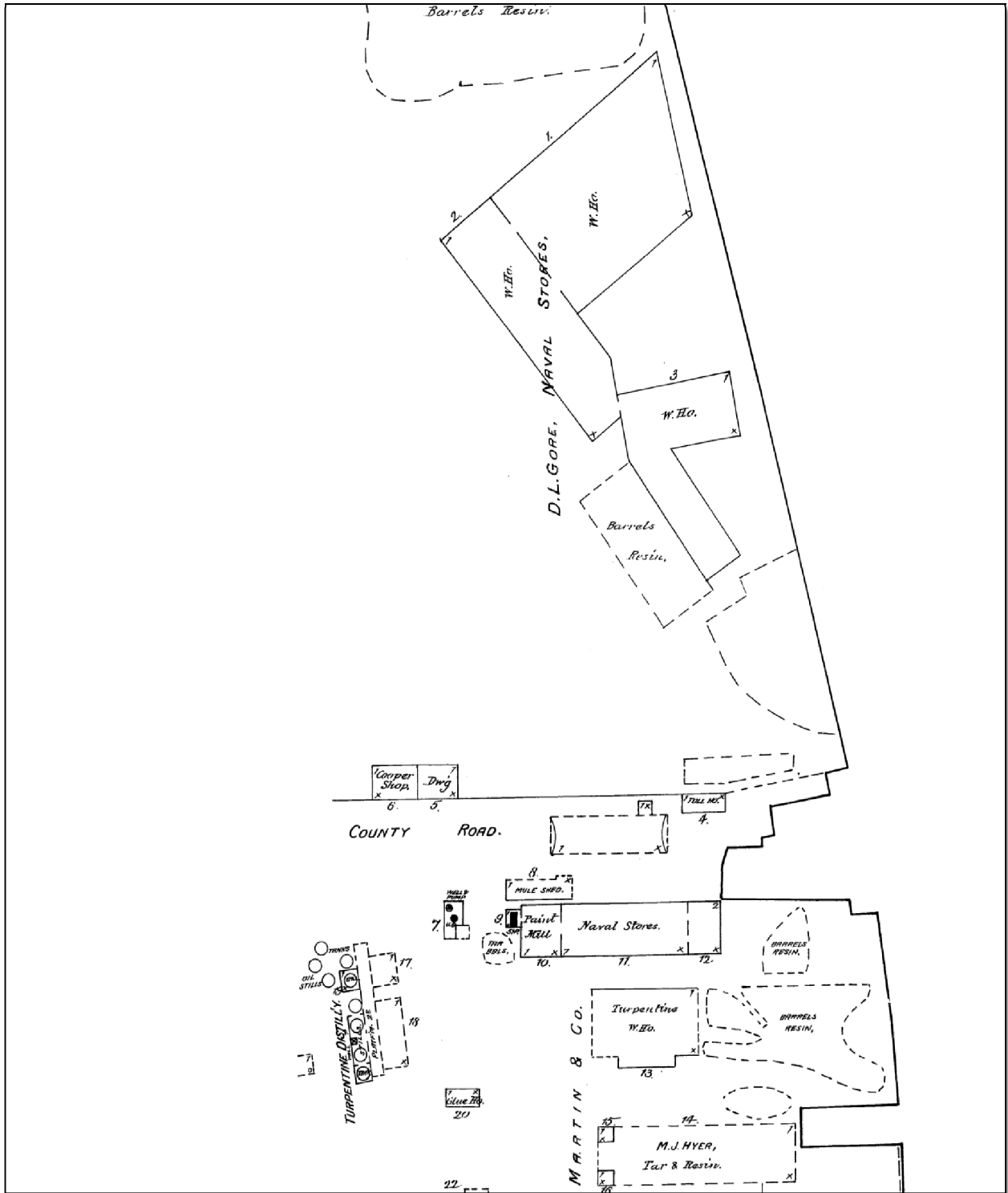


Figure 3-2 Map of businesses located on Northeast corner of Eagles Island (Sanborn Map and Publishing Co. Limited 1889: 14).

Merchants in Wilmington could purchase cotton at six cents a pound and sell it in England for ten times that, only if the blockade runner successfully snuck past the awaiting Union ships. The

process began at Eagles Island, where the presses were located, across from Market Street (Figure 3-3). The plants operated day and night to quickly pack the profitable commodity aboard every available nook on the blockade runner. Once full, the runner would sail downriver and exit the Cape Fear through the least-guarded inlet at that moment (Lee 1971:66; Watson 1992: 92-94).

The cotton industry on Eagles Island, like the naval stores industry, switched from production to storage shortly after the Civil War. Currently, no known records mention cotton production on the island after the war, and it is likely that the presses were in poor condition from constant use and dearth of materials for repair. The year 1893 serves as the bookend for cotton production because, according to the Sanborn Fire Insurance map of that year, the Champion Compress & Warehouse Company owned buildings on the island that only served as storage for guano, naval stores, or glue (SMPC 1893: 1-3). The company's buildings likely served as storage well before 1893, but the Sanborn map provides the first mention that the buildings were definitively used only as warehouses and listed the goods stored in them. This is further evidence of the trend that warehouses once devoted to one industry, in this case cotton, diversified to store products from other industries.

Agriculture

Historically, the predominant type of agriculture produced within the vicinity of Wilmington has been rice (Jackson 1996: 26). The laborers most associated with the Lower Cape Fear region's rice culture are the Gullah Geechee people. The word "Gullah" refers to slaves inhabiting coastal South Carolina, with their presence in Wilmington being the northern-most point of habitation, while "Geechee" refers to plantation slaves found in Georgia and Florida.

There are two types of Geechee culture, freshwater Geechee, referring to mainlanders, and saltwater Geechee, slaves living on island plantations. In informal speech, Geechee may also be used as a blanket statement referring to Low County inhabitants (National Parks Service 2008: 1).

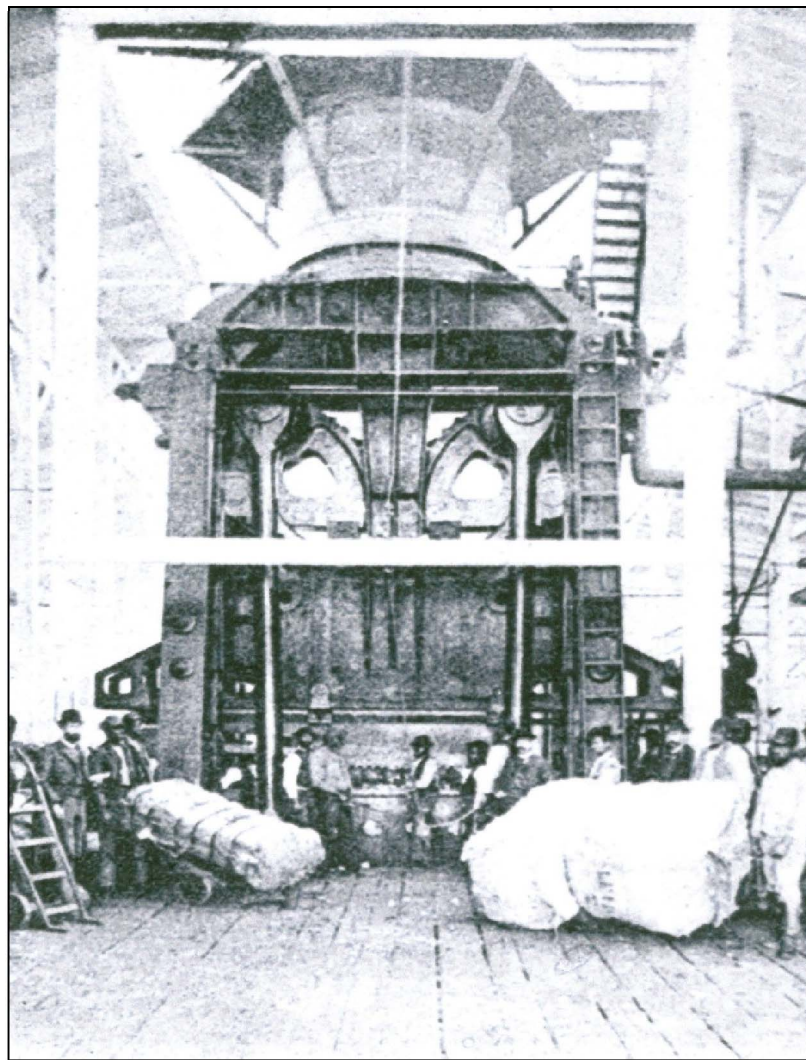


Figure 3-3 Steam compress at Champion Cotton Compress Warehouse Company (Image courtesy of Dr. Robert M. Fales Collection, New Hanover County Public Library).

A key feature of Gullah Geechee culture is isolation from mainland societies, allowing the slaves to create their own language and religion, resulting from an amalgamation of English and various West African influences. Prior to their arrival in America, the Gullah Geechee labored in wet,

humid, semi-tropical environments in West Africa, similar to places like Eagles Island in the Americas. The Gullah Geechee arrived with resistances to disease-carrying mosquitoes that infested the swamp lands of Eagles Island, making them better suited to work rice plantations than the white landowners. In the spring and summer months during the height of mosquito season, the landowners would abdicate their rice plantations in favor of Wilmington or other nearby cities, leaving the Gullah Geechee slaves to work the fields in isolation (Brown 2004: 80-81; Land Management Group 2009: 12).

The Lower Cape Fear was an excellent location for rice plantations because Gullah Geechee slaves were able to build networks of canals to harness tidal waters. Rice production figures vary greatly, but according to *Wilmington Morning Star* (1872c: 1), the Lower Cape Fear region produced 200,000 bushels of rice in 1842, and 500,000 bushels in 1857. Another source, *The Wilmington Morning Star* (2002: 3D) claims that 20 planters working 28 plantations produced 9,000,000 pounds of rice in 1859. After the Civil War, rice production waned and never reached the heights achieved during the antebellum years for three reasons. There was insufficient labor (likely caused by the emancipation of slaves), damage caused to the fields during the Civil War, and also cotton was more profitable. In 1871, there were at most two functional rice plantations capable of producing a total of 10,000 bushels of rice per year (*The Wilmington Star* 1872; Jackson 1992: 30). According to James Sprunt of the Navassa Guano Company, only three rice plantations operated in Wilmington by 1884, further demonstrating the decline of rice plantations after the Civil War (Reilly 1884: 72-73).

According to Jackson (1996: 87), three plantations existed on Eagles Island during the second half of the 19th century: Bleak House, Osawatomie, and Hallett. However, little is known of these plantations. Bleak House was owned by H.U. Butters until October 1902 when it and

Osawatomie were leased by the Cape Fear Rice Company. Both plantations employed convict labor to harvest the rice, and according to the foreman, Bleak House was able to produce 40-50 bushels per acre. Hallett, the oldest of the three, was functional for two decades following the Civil War until B.F. Hallett placed it for rent in 1884 (Jackson 1996: 106, 121).

Plantations on Eagles Island would often sprawl across the Cape Fear or Brunswick Rivers to include tracts of land surrounding the island. Daniel L. Russell was one such landowner. Russell, a former Governor of North Carolina, purchased Belleville Plantation from the Waddell family in the 1890s. The majority of the plantation was on the west side of the Brunswick River, but the land included sizeable tracts on Eagles Island as well. In 1897, a group of black farmers leasing Russell's land on Eagles Island reported a worm infestation that crippled rice production that year (Jackson 1996: 86; Brunswick Register of Deeds [BRD] 2011: 25.26). Similarly, sometime during the last quarter of the 19th century, the Navassa Guano Company purchased 400 acres of land for the purpose of rice culture, much of it on the north-west corner of Eagles Island. Navassa purchased the land from John Taylor, W.M. Wright, and George Roundtree, with Taylor and Wright being prominent landowners on Eagles Island (Reilly 1884: 92; BRD 2011 22.1-5, 46.220, 630.1003).

Rice farmers, facing employment, pest, and market problems, faded from the Lower Cape Fear region by the early 20th century. The vacant fields of Eagles Island still grow rice, reminding locals of the once-important agricultural product that was known for its esteemed quality as far away as China. Accounts of other forms of agriculture on Eagles Island are scarce, but Eagles Island was home to a dairy farm in the 1870s and a federally sponsored pig farm relief project in 1932. The land used for the pig farm was donated by Mr. Woodward, a citizen of Richmond, on the conditions that no trees were to be cut and "the level of the land be not

changed” (Wood 2001: 3). The project recruited a dozen men to build a fence for the pigs and a shack for volunteers to sleep in to keep constant watch over the herd. Farming operations went smoothly until the summer of 1934 when dredging operations in the Cape Fear, presumably by the Army Corps of Engineers, began dumping fill within the borders of the fence. This caused two problems; the fill created mounds that pigs were able to use to escape from the pasture, and the fill broke Mr. Woodward’s request that the level of the land remain unchanged. These problems compounded in the fall of 1934 when several volunteers quit in order to find better work, resulting in the relocation of the pig farm from Eagles Island to a private residence a mile from Wilmington (*The Wilmington Star* 1872, 1936: 5A; *The Wilmington Morning Star* 1911: 4, 2000: 3D; Wood 2001: 1-6). Agriculture on Eagles Island probably ended after the pig farm project relocated.

Ship Construction

The greater Wilmington area contained vast amounts of local wood but the region never caught on as a place for ship construction. Wilmington merchants generally relied on shipping companies based in northern cities because it was cheaper than constructing their own ships (Watson 1992: 69). One of the first sailing ships of notable size that was built in Wilmington was the 316 ton oak-built *Eliza and Swann*, built in 1833 by John McIlhenny at his sawmill. McIlhenny’s next and last involvement in ship construction was through a contract from the federal government simply to provide the timber for the USS *Pennsylvania* (Sprunt 1896: 33).

The first successful shipwright business on Eagles Island was the Beery Shipyard (initially known as Commercial Mill and Shipyard), founded on June 20, 1848 by Samuel Beery (Figures 3-4 and 3-5). The shipyard was supported by a blacksmith shop, a rigging loft, a workshop, and an engine house, all owned by the Beery family (Jackson 1992: 217-222). Two of

the earliest ships produced at the yard were the 250-ton brig *John Dawson* in 1849 and the 100-ton schooner *Ella* the following year. At the outbreak of the Civil War, the shipyard was renamed The Confederate Naval Yard by the new owner, Captain Benjamin Beery, and promised to produce ships for the Confederate Navy. The first ship built during the war was the privateer *The Mariner*, for Captain Beery's personal command. The ship was a converted steam tug, armed with one 24 lb. forward-mounted gun and two 9 lb. aft guns. The maiden voyage of *The Mariner* yielded one confirmed prize and a possible second. The next assignment for *The Mariner* was to serve as a guard boat on the Cape Fear for the spring and summer of 1862, captained by Joseph Price. The end of *The Mariner's* short career came when it was captured by blockading Union forces on the ship's second attempt at a run (Sprunt 1896: 159-160). The most famous ship produced at Beery Shipyard during the Civil War was the ironclad CSS *North Carolina*, albeit the ship's fame came from its spectacular failure. *North Carolina*, a Richmond-class vessel, was 150 feet long, had four guns, crewed by 150 sailors and 15 marines, and built from heavy pine-covered with "plate rolled railroad iron sent from Atlanta" (Wood 1976: 102). The ironclad was an intimidating sight but proved to be a paper tiger. The engines of *North Carolina* were defective, making the ship a glorified floating battery. *North Carolina* was deployed at Smithville to provide cover for inbound and outbound blockade runners. The ship spent insufficient time in freshwater to kill the teredo worms, so by July 1864 *North Carolina* hovered only one foot above the river bottom and sank at its moorings on September 27 of that year (Sprunt 1896: 160; United States Naval War Records Office 1971: VI-277; Watson 1992: 76).

In addition to *The Mariner* and *North Carolina*, the Beery Shipyard produced the steamer *Yadkin*, numerous small vessels, and nearly completed the ironclad CSS *Wilmington* before the

town's capture. Arguably the most intriguing endeavor at the Beery Shipyard was the mysterious submarine that was under construction in 1864. According to Rear-Admiral Lee of the Confederate Navy, a vessel built "to run under water; 150 feet long and cigar-shaped" was in production at one of the two Wilmington shipyards (United States Naval War Records Office 1899: 561). Several newspaper sources claim that the submarine was built on Eagles Island but very few records of its construction or service life exist. In late December of 1863, Robert Dunn, one of the engineers on the *Hunley*, was sent to Wilmington to provide his expertise on the construction of a "torpedo boat", a term used at the time interchangeably with submarine. Sources claim the submarine was launched the day prior to the Union's capture of Wilmington. Unfortunately for the vessel, it allegedly sank on its maiden voyage, possibly an intentional scuttling to prevent it from capture. The shipyard was razed by Benjamin Beery shortly after the submarine's launch to prevent its seizure by the Union army (*The Morning Star* c. 1917, 1937a: 4, 1937b: 4, 1986: 4; Ragan 2002: 168-170). The shipyard was rebuilt in 1872 and lasted until 1911, predominantly building small pilot boats and yachts, salvaging small watercraft, and removing submerged obstructions in the Cape Fear placed during the Civil War as part of Wilmington's defenses (Jackson 1996: 217-222).

The Wilmington Marine Railway and Shipyard, owned by Wilmington Iron Works, purchased the Beery Shipyard in 1911 and established that site as their ship construction headquarters. Early operations at the shipyard were limited to repairing watercraft, but by 1915 the company had already produced a steamer and was in the process of constructing another steamer, *A.P. Hurt*. In 1916, the company received a contract to build two wooden four-masted schooners fitted with auxiliary engines. The schooners, *Hoppauge* and *Commack*, completed in

October of 1917 and March 1918 respectively, were the last wooden schooners built in Wilmington (Figure 3-6). Wilmington Iron Works received government contracts to build or refit several dredges and barges until 1924 when the Stone Marine Railway purchased the company's yard on Eagles Island (Jackson 1996: 234-236).

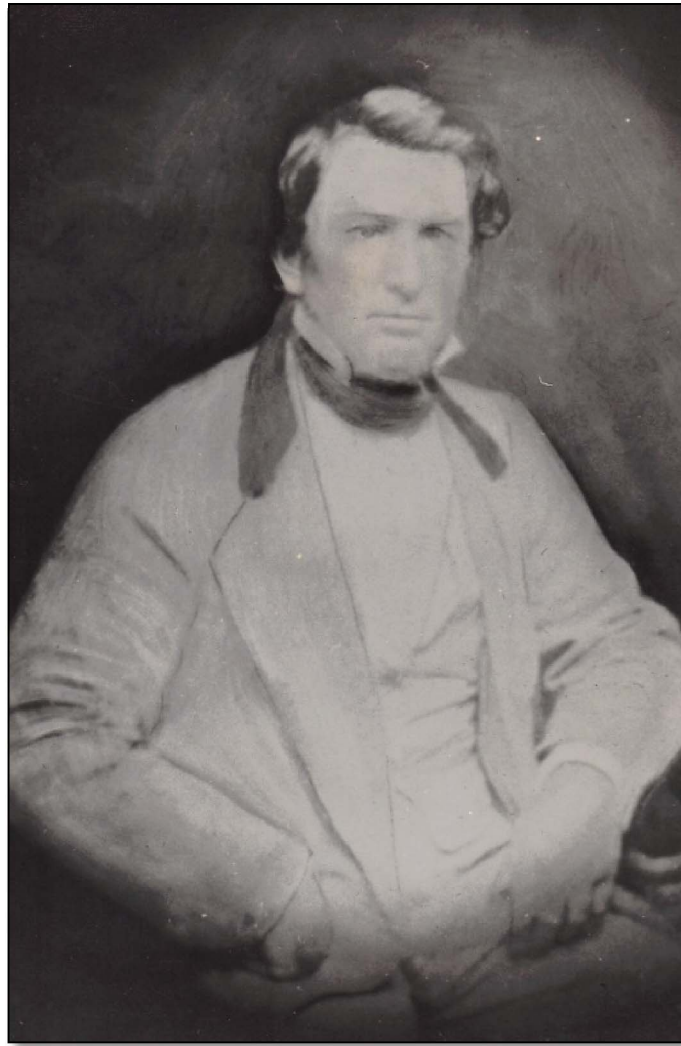


Figure 3-4 Portrait of Captain Benjamin Beery (Image courtesy of the Lower Cape Fear Historical Society).

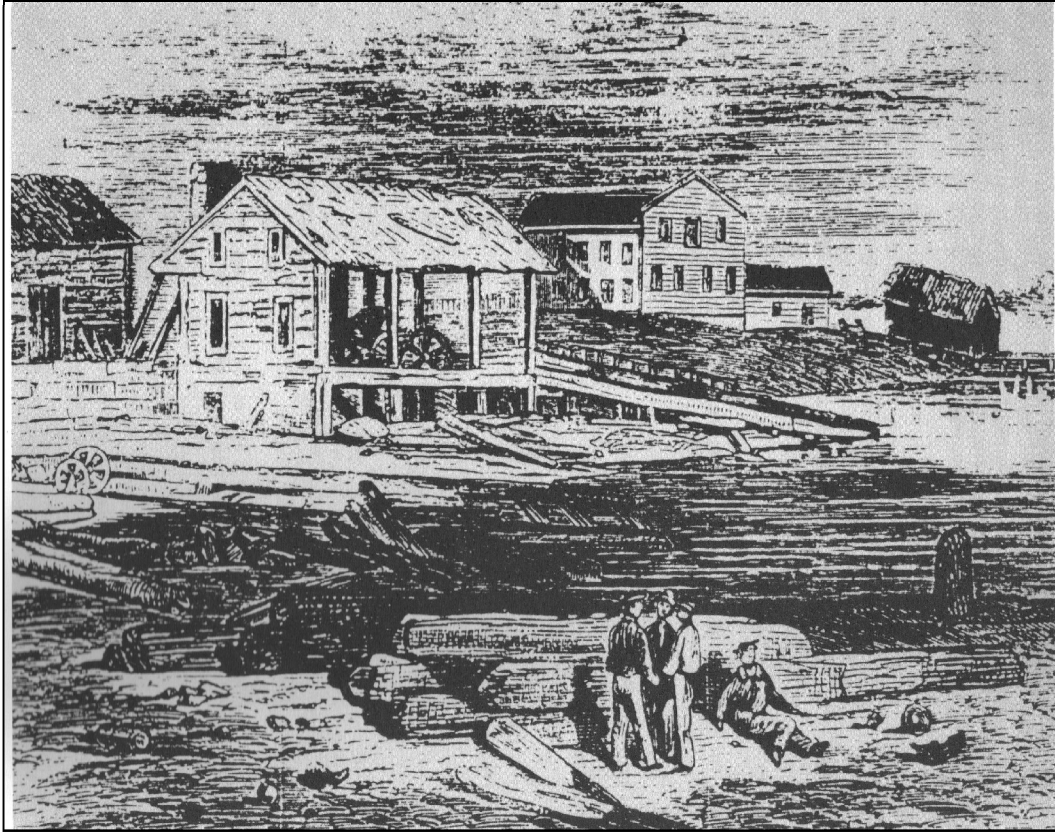


Figure 3-5 Illustration of Beery Shipyard (Jackson 1996: 218).



Figure 3-6 *Hoppague* and *Commack* under construction on Eagles Island (Image Courtesy of the North Carolina Underwater Archaeology Branch).

In 1924 when R.R. Stone, founder of the Stone Towing Company, purchased the shipyard previously belonging to Wilmington Iron Works, the site's marine railway was capable of hauling ships up to 1,000 tons (Jackson 1996: 236). Stone quickly added a smaller railway to the site, to handle smaller vessels such as yachts (Figure 3-7). Despite the addition, by the 1940s the company seemed to focus on the towing portion of the business instead of ship construction. The Stone Towing Records predominantly contain documents relating to towing rates with no mention of ship construction or repair. This was especially true after 1946 when a fire razed the shipyard, likely resulting in the cessation of all ship construction and repair activities (Jackson 1996: 250). Stone relied heavily on exclusivity contracts with companies. The towing rates were \$150 per vessel, plus \$50 for each additional tug, in modern prices these fees translate to \$1,820 and \$606 respectively (Measuring Worth 2012). These contracts were essential for the prosperity of the company. In a letter from R.D. Stone to Esso Standard Oil, Stone recalls his grandfather saying, "If there had not been a Standard Oil Company, there would not have been a Stone Towing Line" (Stone Towing Records 1952[679]: Box 5). The Stone Towing Company ceased operating in 1982, the business failing because it neglected to adapt to the changing times, leaving reminders of its once-thriving activity along the waterfront through its derelict fleet anchored along Eagles Island and Wilmington's piers (*Wilmington Morning Star* 1982: 1A, 5A; (Jackson 1996: 250).

The coup-de-grace for the Stone Towing Company came when The Wilmington Towing Company, operated by Walker "Buddy" Rowe, hired all of the Stone crews, forcing it out of business. Rowe moved the Wilmington Towing Company to the former Stone shipyard on Eagles Island in 1984, but in 1986 sold the company to McAllister Brothers Inc., a New York based towing firm. The company, still in existence today, was eventually renamed McAllister

Towing of Wilmington, Inc. and currently employs a fleet of two tugs (*Wilmington Morning Star* 1987: 7B, 1988: 1C; McAllister Towing 2004).

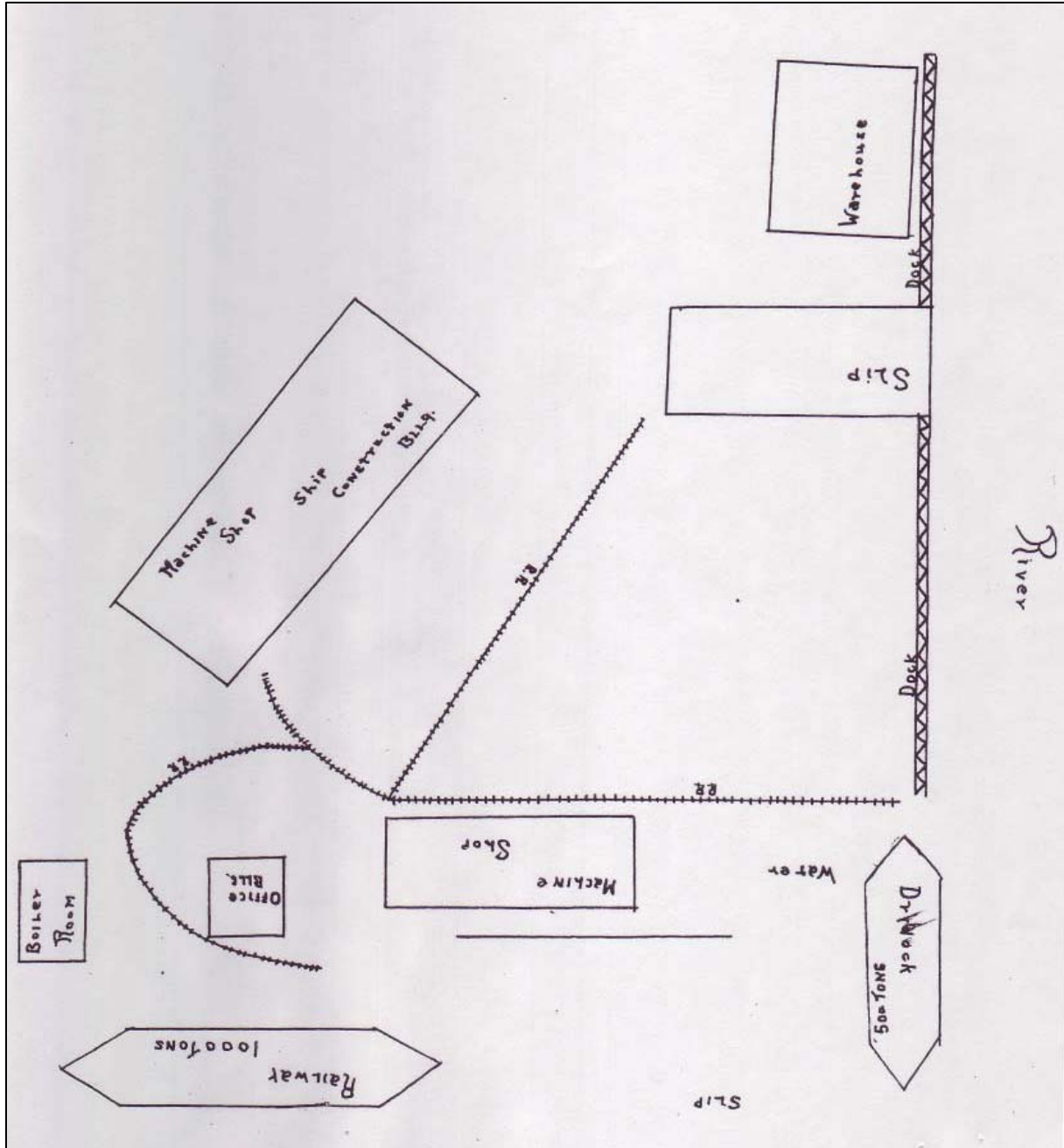


Figure 3-7 Layout of the Stone shipyard on Eagles Island (Stone 1934: 20).

Eagles Island has been home to several other ship-related businesses, but additional historical documents and archaeological evidence are scarce. The Diamond Steamboat & Wrecking Company functioned on Eagles Island as early as 1902 to at least 1931 and was located north of the Beery Shipyard/ Wilmington Ironworks site (Jackson 1996: 234; *Wilmington Morning Star* 2002: 5; New Hanover County Register of Deeds [NHRD] 2011: 218.282). The Cape Fear Towing Company, another tugboat provider, was a contemporary of the Wilmington and Stone Towing Companies. Moran, an east coast towing company based in New Canaan, Connecticut, purchased The Cape Fear Towing Company after 1999, and the company presently operates under the name, Moran of Wilmington (Moran 2004; BRD 2011: 89.945).

South of the Stone Towing Company, across from Ann and Nun Streets, was the Hamme Marine Railway. Initially known as “Hamme the Hatter” for his high-fashion clothing business, R.F. Hamme retired from haberdashery and purchased land south of Wilmington Iron Works from the Suburban Land and Development Company to build a small marine railway with his son, R.F. Hamme Jr. in 1915 (Figure 3-8)(Sprunt 1896: LVII ; Jackson 1996: 237). The shipyard expanded in 1919 when R.F. Hamme’s brother, Fred Hamme, joined the business and constructed an electric-powered winch to service vessels up to 800 tons and 150 feet long (Jackson 1996: 237).

In the early 1920s, the Hamme family purchased an additional acre of land adjacent to the railway to build the first modern home on Eagles Island, called “Edgewater,” seen in the center-bottom of Figure 3-9 (not to be confused with the Edgewater estate in nearby Wrightsville) (Hall 1975: 33; Jackson 1996: 238). The railway was sold to J.P. Pretlow in June 1946, who operated the business under the Hamme name, but eight days later, a fire consumed parts of both Pretlow and Stone properties.



Figure 3-8 Hamme the Hatter, prior to opening his marine railway (Wilmington Star 1984: 1D).

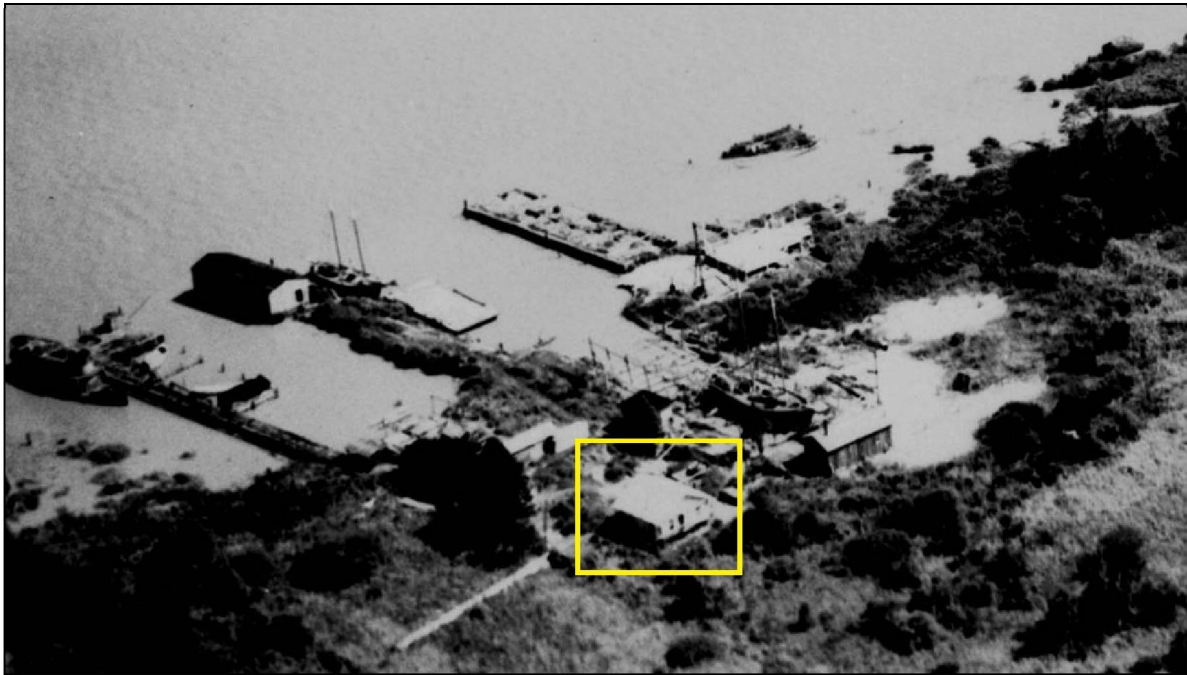


Figure 3-9 The Hamme Marine Railway in 1924, looking Southeast, with Edgewater highlighted in the center-bottom (Image courtesy of James A. Pleasants, Jr.).

Fires were a common occurrence on the northeast corner of Eagles Island because of the highly flammable nature of naval stores (Figure 3-10). The Hamme Railway was operating again by December 1946. Pretlow eventually sold the railway to Buddy Lynch, who closed the business

sometime after 1964. At some point prior to the closure of the railway, the company diversified their operations to include miscellaneous waterfront improvement operations, such as bulldozing, digging, and constructing piers and landings for private homes (*The Sunday Star* 1964: 13B; Jackson 1996: 238).



Figure 3-10 Fire razed the vacant Hamme site on 02/17/1992 (Image courtesy of Star News Archives, New Hanover County Public Library).

The most impressive feat of large-scale ship construction in the history of Wilmington was that of the North Carolina Shipbuilding Company (NCSC) during World War II. In 1940, the United States government established the US Maritime Commission, which chose Wilmington as the site of a large federally funded ship construction effort. Located three miles south of Wilmington on the east side of the Cape Fear, construction of the NCSC shipyard began in February 1941 and ship construction was able to begin three months later. From 1941 until its deactivation in 1946, the shipyard produced 243 vessels for the war effort (Scott 2007: 17-67).



Figure 3-11 View of Mothball Fleet, looking East (Image Courtesy of Kristina Fischer).

The decommissioning of the massive fleet was dealt with in several ways. Ships were either sold to private purchasers (until January 1951), absorbed into the Navy, scrapped, or stored (commonly referred to as “mothballed”) in the Brunswick River (*Wilmington Morning Star* 1952: 1-2). Plans for the mothball fleet, officially dubbed the U.S. Maritime Commission’s Wilmington Reserve Fleet, began in November 1945. The anchorage stretched from southwestern tip of Eagles Island north to the U.S. Highway 17 Bridge (Figure 3-11). Dredging the Brunswick River promptly began in December of 1945, but storage would not commence until 1956 when the Maritime Commission received the funds to purchase 323 acres of waterfront property along both sides of the river. The entire fleet was sold or scrapped by the 1970s, marking an end to the impressive efforts of the NCSC that began thirty years earlier (*Wilmington Morning Star* 1945; *Star News* 2004: 6). For a complete list of historic and modern Eagles Island landowners, please see Appendix A.

Modern Industries

More recent forms of land use on Eagles Island is characterized by a departure from 18th and 19th century industries like naval stores and rice plantations, to modern industries, such as telecommunications towers, energy substations, and tourism (see Figure 3-12). Land conservation has been discussed as a practical use for the island when an editorial in the *Wilmington News & Observer* (1937[sec. M]: 1-2) proffered that the land should be used as a bird and fish sanctuary, which never materialized. Recent land preservation efforts were suggested by the Ecosystems Land Mitigation Bank Corporation (ECOBank), an environmental consulting business. ECOBank purchased 130 acres on Eagles Island on August 31, 1999 from Kyle B. McIntyre for restoring the wetlands to their natural state prior to the North Carolina Department of Transportation’s (NC DoT) construction of the Wilmington Bypass. During the

restoration process, ECOBank re-contoured the spoiled lands, destroying remnants of the old Wilmington & Manchester Railroad track and the causeway that once crossed the island. At the project's completion, ECOBank sold the land on December 22, 2000 to the North Carolina Department of Transportation. Current land preservation efforts are spearheaded by the Eagles Island Coalition with partnerships from the following organizations:

- New Hanover Soil and Water Conservation District
- Cape Fear Resource Conservation and Development Council
- The Town of Leland
- Cape Fear River Watch
- Lower Cape Fear River Program
- National Audubon Society, NC Chapter
- NC Wildlife Resources Commission
- NC Clean Water Management
- NC Coastal Land Trust
- The Nature Conservancy

The future of Eagles Island is bound to the efforts of the preservation groups hoping to sustain the island's beauty for ecotourism and other environmentally friendly activities (BRD 2011: 1428.1259; Land Management Group 2009: 54-59; Manta 2011).

In 1959, Bill Jefferay of the Jefferay Broadcasting Corporation purchased nearly 6 acres from the Hamme family and Glenn Tucker to build a radio tower on Eagles Island. Based in New Bern, Jefferay established the first all-rock radio station in North Carolina (Crayton 2004: 38-39; BRD 2011: 147.400). In 1963, Progressive Broadcasting Corp. purchased the land from Jefferay and owned the property for 14 years. Over the next decade, the land was owned by several individuals for brief amounts of time, until it was purchased by Carolina Christian Radio (formerly Family Radio Network Inc) from Word of Faith Jacksonville, Inc (BRD 2011: 906.546). Carolina Christian Radio remains the landowner of parcel 03900010, formerly owned by the Hamme Marine Railway, and continues broadcasting Christian messages to Wilmington and its surrounding area.

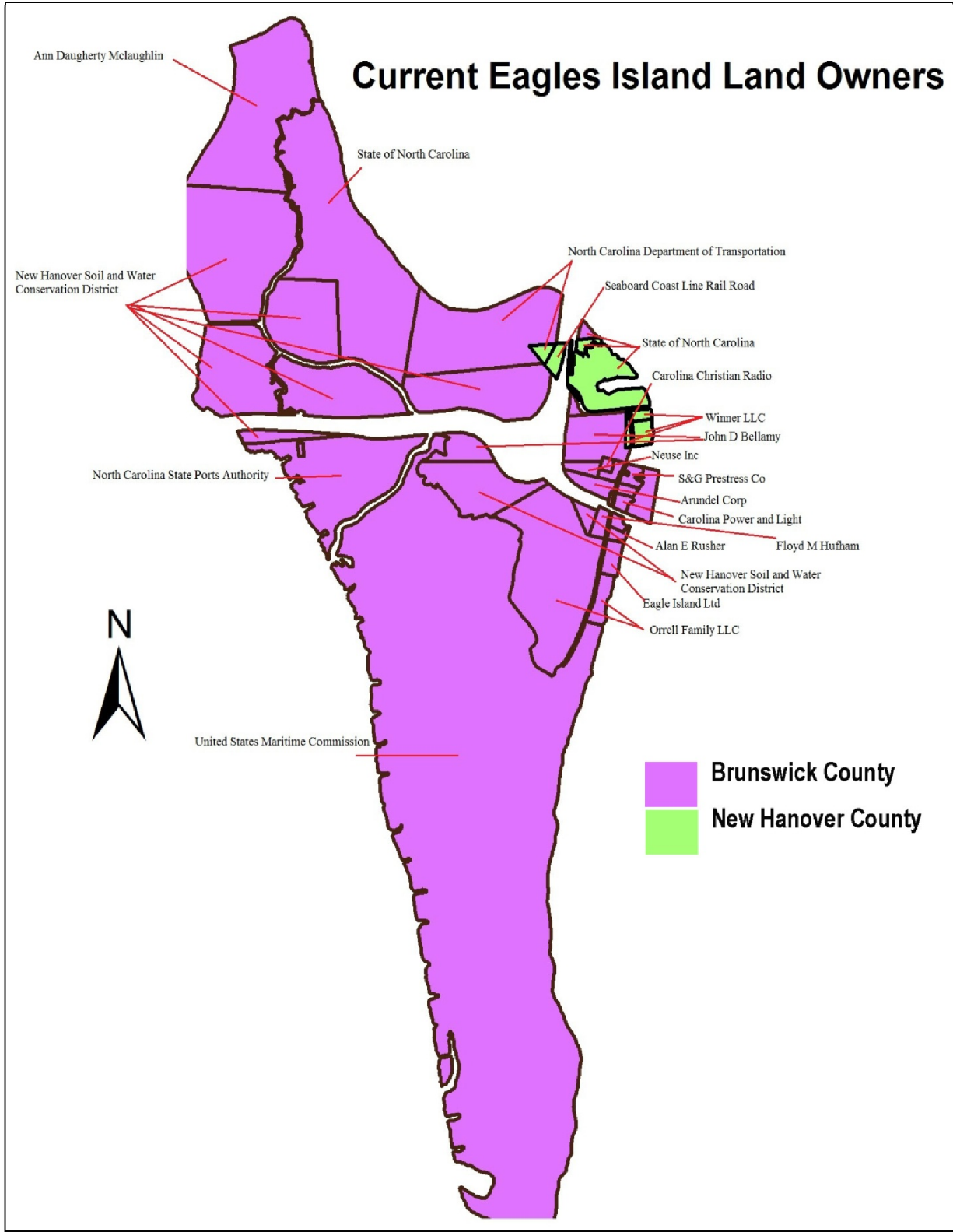


Figure 3-12 Map of current Eagles Island land owners (Image by author).

In April 1902, a merger between three companies, the Wilmington & Sea Coast Railroad Company, the Wilmington Gas Light Company, and the Wilmington Street Railway Company created the region's largest utility business, Wilmington's Consolidated Railways, Light, and Power Company. In 1907, the company reorganized into the Tidewater Power Company, and by 1925 brought electricity to all of southeastern North Carolina. In 1934, the Grainger family sold three acres of land on Eagles Island (a fraction of what they owned) to the Tidewater Power Company to build a power substation. In 1952, Carolina Power and Light (now Progress Energy) bought Tidewater and to this day owns the Eagles Island substation (BRD 2011: 59.85, 812.816-829, Hall 1975: 83-86).

Despite the decades of naval stores, rice plantations, and maritime trade history on Eagles Island, the Battleship *North Carolina* is a famous attraction that draws tourists to the island from across the county. Beginning in 1961, the state of North Carolina purchased land opposite Wilmington, north of the old ferry depot, and dredged out a permanent cove for the World War II battleship USS *North Carolina* (Figure 3-13). The purpose of the North Carolina is to serve as a naval war memorial for the State's World War II veterans, to educate visitors through a series of special programs, and serve as a location for conferences (NHCRD 2002: 710. 639, 723.12, 681. 244, 690. 4; Battleship North Carolina 2010).

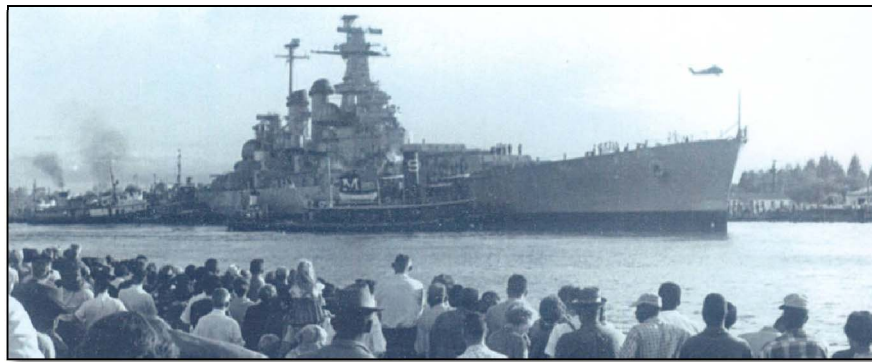


Figure 3-13 Arrival of the USS North Carolina (Image courtesy of the Wilmington Harbor Collection, New Hanover County Public Library).

There have been numerous efforts by local politicians and developers to utilize Eagles Island for other purposes throughout the latter half of 20th century. The location is ideal for development because of the proximity to Wilmington and the scenic beauty provided by the Cape Fear and Brunswick Rivers, but the marshy environment has long stymied such efforts. In 1968, then county commissioner Mike Vaughan proposed running a cable car from downtown Wilmington to the Battleship *North Carolina* museum. He postulated that a cable car system would provide tourists with easier access to the battleship and allow passengers to observe boats navigating the Cape Fear (*Wilmington Morning Star* 1985[sec A]: 8). In 1988, construction of a motel, several restaurants, and a shopping center on the Northeast corner of Eagles Island was proposed by developer Bill Eller and was approved by the Wilmington Planning Commission. The plan was ultimately rejected by the New Hanover County Planning Board for four reasons: the land is within the limits of the 100 year flood plain, zoning restrictions only allow 2.5 units per acre of land, insufficient water and sewage lines exist in the proposed area, and only 7 of the available 16 acres are suitable for development (*Wilmington Morning Star* 1988[sec C]: 2). In 2000, Eagles Island was nominated in a newspaper editorial as a rival site for the vacant lot north of the downtown Hilton for the city's new convention center. The article's author argued that the island would be an ideal site because it would expound the Cape Fear River as the focus of Wilmington, but acknowledged that difficulties would arise from insufficient sewer and electrical lines on the island (*Wilmington Morning Star* 2000[sec A]: 10). Currently, the groups forming the Eagles Island Coalition plan to develop the island into an area for eco-tourism; this includes amenities such as walkways, river access, outdoor theaters, education about the area and possibly food and art venues" (Gonzales 2011: 1). While these

plans have yet to exceed the planning phase, these ideas demonstrate the desire to incorporate Eagles Island into the everyday lives of both the residents and visitors of Wilmington.

Conclusion

The Civil War saw Wilmington and Eagles Island transition from primarily a naval stores hub “to a fortified entrepôt for goods of all descriptions entering the Confederacy” (Wood 1976: 137). This trend continued after the war, as evidenced by the increased importance of cotton, fertilizers, and petroleum in Wilmington’s maritime trade. Wholesale merchant warehouses cluttered the land directly across from Wilmington but slowly faded after 1915. The land beyond the west bank of the Cape Fear was used principally for cultivating rice, but this ended shortly after 1900 due to various labor, environmental, and market problems. The land south of the naval stores and merchant warehouses was used primarily for ship construction, repair, and towing. This stretch of land has been directly tied to maritime activities since Benjamin Beery initially built his shipyard in 1848 to the present, where tugging and towing operations still have a home on the island. The proximity to Wilmington will always make this land tempting to entrepreneurs and developers, demonstrated by the arrival of several industries incongruent with the historical pattern, such as the radio broadcast tower, the energy substation, and the battleship USS *North Carolina*.

Many of these industries were dependent upon the modes of transportation that were endemic to the island. Furthermore, these industries altered the island from its original landscape to its current state. The following chapter highlights these important transportation and landscape transformations and their roles within the local, regional, and global economies.

CHAPTER 4: GOODS TO MARKET-
TRANSFORMATIONS IN TRANSPORTATION AND LANDSCAPE

Introduction

Eagles Island, the land has strong historic ties to local, regional, national, and international economies because of the island's wharves, roads, and railroads. Steam packets linked Eagles Island to important northern cities such as New York City, Boston, and Baltimore, while the Wilmington and Manchester Railroad connected the island to southern trade hubs like Charleston, Augusta, and Savannah (Figure 4-1). Schooners and steamers traveled from the west bank of the Cape Fear to foreign trade destinations such as Norway, Germany, England, and the West Indies (Dozier 1920: 67; Watson 1992: 14, 106). These links were part of a complex and dynamic trade network that fluctuated based on a variety of business, technological, and administrative factors.

The first goal of this chapter is to inculcate the importance of maritime, road, and rail transportation by placing them in a broad context to establish their regional development, then by narrating each industry as it affected the landscape of Eagles Island. Wilmington has long celebrated its heritage as a maritime city, and one of the most iconic parts of this heritage is the Market Street Ferry. This maritime enterprise operated for over 150 years, making it an integral part of the city's legacy. The road network surrounding Wilmington was underappreciated and poorly maintained by local inhabitants for a long time because of their reliance on the Cape Fear as the preferred avenue of travel. The historic causeway across Eagles Island is one of these forgotten roads, now buried beneath vegetation and asphalt. Discussing the historic conditions of this road is essential to understanding why maritime, and eventually railroad, travel was important to the region. Finally, discussing the Wilmington and Manchester Railroad is

important to understanding how the naval stores industry managed to expand southward to untapped regions of pine, and the prosperity the line brought to Wilmington.

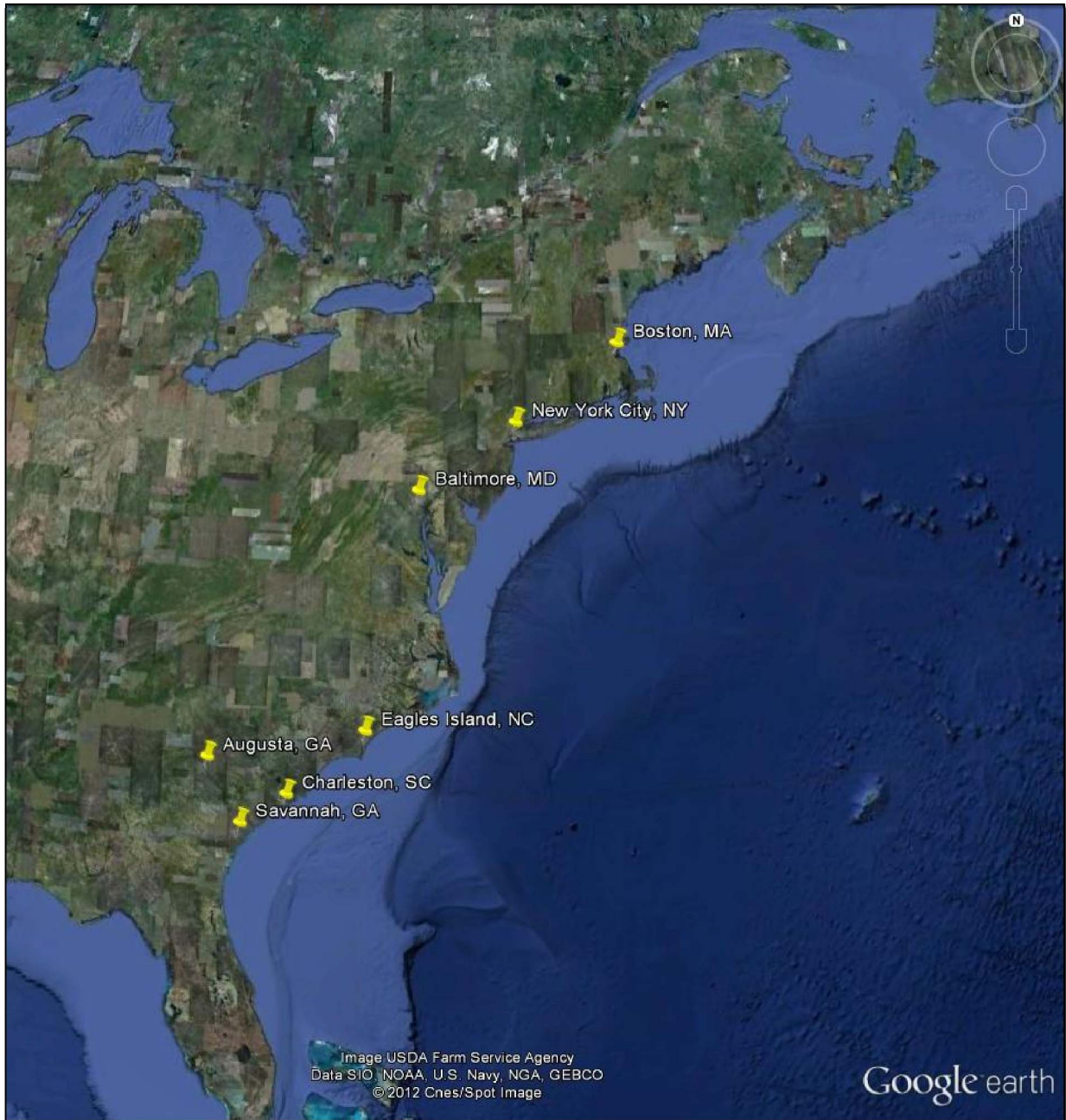


Figure 4-1 Map of Eagles Island in relation to its major trade partner cities (Image courtesy of Google Earth 2012).

The second goal is to discuss how the landscape has been artificially transformed to accommodate the economic development of Eagles Island. Shallow, artificial cuts have been

dredged into the landscape, while the islands once numerous creeks and surrounding rivers have been modified to their current states. One of the most noticeable changes from the historic to the modern landscape is the small man-made lake in the center of the island, created by a dredging operation. The Army Corps of Engineers significantly altered half the island by dumping nearly 20 feet of dredge spoil, burying an indeterminable amount of significant material remains. Discussing these changes is important to understanding how the landscape was transformed to fit the needs of individuals and the community.

The Modes of Transportation

Wilmington's time as North Carolina's leading port lasted from 1820-1860. This was built upon an established maritime transportation system that progressed into a successful network of freight trains but was stymied by barely useable roads. The city claimed 2,633 residents in 1820 swelled to 4,744 in 1840, and nearly doubled to 9,552 by 1860 (Watson 1992: 46-49). This population boom is largely attributable to the transportation industries because of the prosperity they brought to the region. Therefore, the successes of Wilmington were owed largely to the available modes of transportation.

Maritime Transportation

River transport has the longest and richest history of the three forms of commercial transportation in the Lower Cape Fear region. The Cape Fear River became the main thoroughfare of local, regional, and international commerce because of the canoes, perriaugers, yawls, sloops, bayboats, flatboats, schooners, brigs, and steamers that navigated the river. Flatboats and rafts dominated 18th century commerce on the Cape Fear. Goods from farms and small plantations from the Upper Cape Fear were transported downriver to Wilmington on these craft to be taken to commission houses, where the goods would be sold domestically or

internationally. Flatboats were able to carry anywhere from 50 to 100 casks while rafts were able to transport several hundred barrels. Once the merchandise sold, the farmer would either disassemble the flatboat and sell the timber or pole back to the plantation against the current. Large plantations along the Cape Fear with sizable wharves would circumvent commission houses and deal directly with English merchants. The first pilotage laws were created in 1751 in order to improve river traffic conditions and establish quarantine laws, all for the benefit of commerce. The laws were extended in 1764 to improve the quality of river pilots and create a system of navigation buoys at the entrance to the Cape Fear, and further laws were created in 1766 (Watson 1992: 15-22). The fact that pilotage laws were quickly created by the newly established General Assembly and frequently revised demonstrates the importance of the Cape Fear to the inhabitants of the area and that risk-free navigation of the river was essential to the region's economy.

River travel changed little from the 18th century to the 19th, but the volume of traffic increased. Wilmington's wharves were crowded, especially from late Fall to Winter. According to locals, about ninety ships ranging in size from schooners to rafts would be moored, or queued to moor, at the docks during the 1850s (Sprunt 1916: 197). The vessels navigating the Cape Fear in the 19th century were often the same types that traveled the river 100 years earlier. Prior to river improvements in the 1830s and 1840s, only relatively small ocean-going vessels dared travel to Wilmington because sand bars posed a hazard to large ships. Schooners comprised 75% of the volume, brigs came in second at 20%, and barques were the remaining 5% (Watson 1992: 68, 86). The first steamboat to reach Wilmington was *Prometheus* in 1819, and by 1850 steamers were a common sight along the Cape Fear (Sprunt 1896: 13-14; Watson 1992: 68).

Trade in the 1850s was predominantly domestic, ranging from small cities along the Cape Fear and its tributaries to large coastal cities such as New York, Boston, Baltimore, and Philadelphia. Imports from these cities were insignificant, but Wilmington exported a substantial amount of naval stores on regular packets capable of making a round trip every three weeks to northern port cities. The Civil War disrupted the trade networks, placing a great burden on the successes of blockade running. The increased value in maritime trade proved temporary as railroad construction boomed after the Civil War, establishing itself as a threat to the water transport industry. Indicative of the threat was that maritime trade proved increasingly reliant on the railroad industry, but the converse was untrue. Packets found themselves depending on railroads to transport goods to and from the ports, thus railroad owners found themselves in a position of high demand while vessel owners were in high supply. Steamers remained essential for intrastate commerce along the Cape Fear and its tributaries, but postbellum coastal interstate commerce suffered. After the Civil War, packets to New York City, Boston, and Baltimore resumed but most lines quickly perished. The Clyde Line was the most profitable of the Wilmington packets, and was the only regularly scheduled line to leave North Carolina waters by 1900. Domestic maritime commerce waned in the early-20th century but was revived in the 1930s by the completion of the Intercoastal Waterway. The waterway opened new shipping routes that were previously only accessible by train; therefore the new competition caused train freight prices to drop (Watson 1992: 66, 117-122, 148-149).

As the 20th century progressed, the prosperity of Wilmington's shipping industry fluctuated. Foreign imports surpassed exports for the first time, with fertilizer and chemicals from Chile being the chief import. The maritime shipping industry suffered from two significant problems. First, exports declined in conjunction with the onset of the Great Depression, and

second, Wilmington lacked the heavy-lift machinery to move general cargo (Watson 1992: 149-153). The solutions to these problems was the temporary but intense ship construction boom that came at the United States' entry into World War II, and the creation of the North Carolina State Ports Authority (NCSPA). The NCSPA improved Wilmington's heavy-lift machinery but insufficient "rail and road service handicapped Wilmington's shipping potential [during the 1950s and 60s]," thus further demonstrating the maritime trade industry's reliance on railroads and trucking (Watson 1992: 160).

Eagles Island played a significant role in Wilmington's maritime transportation industry. Nearly every business on the island had waterfront property containing a wharf, demonstrating the strong reliance on riverine transport. The first known business on Eagles Island dedicated to maritime transport was the Cape Fear River (Market Street) Ferry (see Figure 4-2). Operations began in 1769 by Darby Eagan, who transported people, animals, and merchandise from Wilmington to the causeway crossing Eagles Island. The Brunswick Ferry completed the journey across the island by taking passengers across the Brunswick River to the mainland. The condition of the ferries during their infancy was infamously poor. The Brunswick Ferry was called "a small leaky flat," and the Market Street Ferry was called "a larger [flat], but very wet" (Finlay 1867: 66). The ferry operation was privately run until the Union Army occupied Wilmington during the Civil War, at which time Major James Reilly assumed control of ferry operations. In 1873, at the behest of Col. John D. Taylor, owner of the ferries prior to the Union occupation of Wilmington, the New Hanover and Brunswick County Commissioners approved a plan to create a toll bridge over the Brunswick River, effectively eliminating the need for the Brunswick Ferry. In September of that year, Col. Taylor was made president of the Brunswick

Bridge and Ferry Company and given the rights to create the bridge and operate both ferries (Bouchard 1992: 4; Jackson 1992: 184).

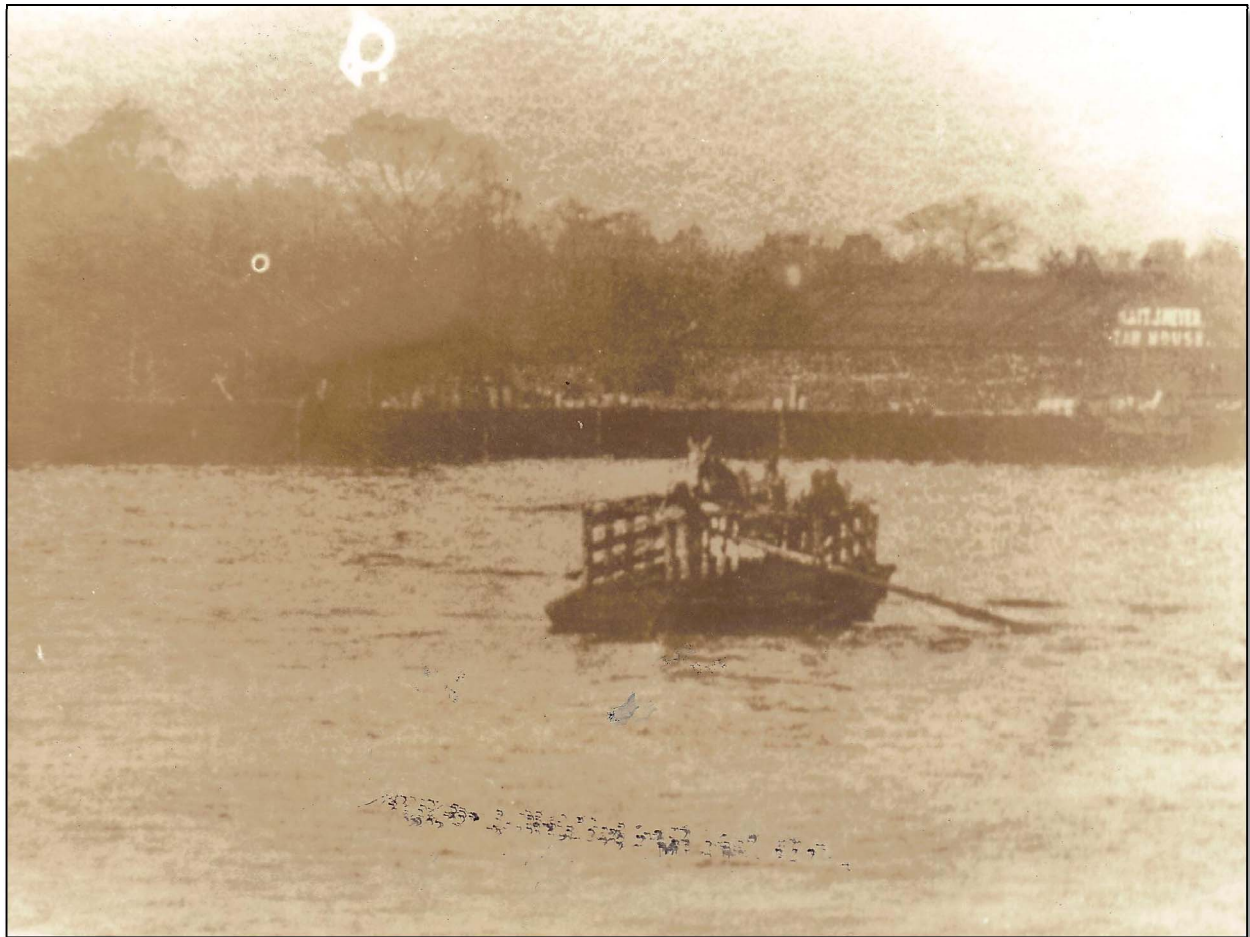


Figure 4-2 Market Street Ferry (Image courtesy of Lower Cape Fear Historical Society).

The Brunswick Bridge and Ferry Company operated in the same manner the ferry always had, by the owner leasing the rights to outside individuals to operate the ferries. In 1882 the lessee, M.H Rouse, attempted to modernize the Market Street Ferry with the addition of the steam tug *Little May*. The tug towed the ferry for only three days in August before it was retired and Rouse opted not to renew his lease (*Wilmington Star* 1882). Eugene Maffitt leased the rights from 1883 to 1890, the same year the Brunswick Bridge was completed by Captain S.W. Skinner

for the price of \$2,500, with inflation this translates to \$56,100 in 2010 (Bouchard 1992: 7; Jackson 1992: 184-185; Measuring Worth 2012).

An opportunity to integrate elements of modernity into the century-old ferry operation came after a fire in 1900 destroyed several buildings on Eagles Island. An electric bell to notify operators of waiting passengers was installed, larger waiting rooms and stables were built, and fire prevention measures and metal roofs were added to existing structures. Despite the improvements to the buildings, little progress was made on modernizing the ferries until 1907. Initially, the Board of Commissioners wanted a large diesel ferry to promote commerce, but the hefty \$40,000 (\$957,000 factoring inflation) price proved too high (Measuring Worth 2012). In September 1907, the antiquated oar-propelled ferry was replaced by a smaller gasoline powered ferry, demonstrating the company's belated embrace of 19th century technology (*The Evening Dispatch* 1900; Bouchard 1992: 7-8; Jackson 1992: 184-186).

On October 1, 1919, New Hanover and Brunswick counties purchased the Brunswick Bridge and Ferry Company, ending 153 years of private ownership (minus the years of Union occupation). The ferries proved to be the longest operating business on Eagles Island despite changing names and owners numerous times (Bouchard 1992: 12; Watson 1992: 146; Jackson 1996: 182, 186-187). The ferry and bridge operated at a loss during the counties' first year of ownership because of their purchase of *John Knox*, a steam-powered ferryboat built in Morehead City, NC in 1920 (Hall 2004: 30). The following year proved lucrative, demonstrating that speedy trips equated to profits. A second ferry, *Menantic* arrived in 1924 and profits continued to rise (Figure 4-3). The increase in profits demonstrated that the Market Street Ferry was no longer just a local tool for transportation, but an important regional mode of transportation due to the rise of the automobile. Profits were so high by 1927 that the toll rates were lowered 20% across

the board; cars cost \$0.15, light trucks cost \$0.25, and heavy trucks cost \$0.45. Accounting for inflation, the prices would be \$3.59, \$5.98, and \$10.80 respectively in 2010 (Measuring Worth 2012). Despite the success of the modernized ferries, the counties ended the ferry operation on February 6, 1935 when the Twin Bridges crossing Eagles Island began offering free passage, negating the need for *John Knox* and *Menantic* (Bouchard 1992: 14-19).



Figure 4-3 Steam ferry *Menantic* docked at Market Street (Image courtesy of Dr. Robert M Fales Collection, New Hanover County Public Library).

The North Carolina Line, a prominent packet based on Eagles Island in the 1930s, achieved success by exploiting the then newly opened Intercoastal Waterway (Watson 1992: 152). Fifty years later, in November 1985, Carolina Caribbean Carriers received a \$750,000 grant from Brunswick County to purchase land on Eagles Island to establish a packet between

Wilmington and San Juan. The company made local news in the winter of 1986 because of a conflict with Wilmington stevedore unions for hiring non-union workers (*Wilmington Morning Star* 1985[sec C]: 1, 1986[sec B]: 7, 1986[sec B]: 5). Since the closure of Carolina Caribbean Carriers in November 1989, no other businesses have since been involved in the transportation industry on Eagles Island.

Maritime transportation businesses faded from Eagles Island largely in part because of the dilapidated condition of the wharves. Annual reports from the Army Corps of Engineers dating to as early as 1921 state that many of the “old wharves belonging to companies dealing in naval stores” were unsuitable to handle cargo from ocean steamers (United States Army Corps of Engineers 1921: 657). The wharves referred to in the reports include those on Eagles Island, signifying the island’s waning economic importance. There were nine active wharves on Eagles Island in the 1940s, but now the only active wharves belong to the Army Corps of Engineers, Specialty Boatworks, and Moran of Wilmington, and the capabilities of these wharves are limited (O’Neil 2010: 7-8; Watson 1992: 149). Based on the current landscape and business trends, it is likely that the maritime transportation industry will not return to Eagles Island.

Road Transportation

Prior to the 20th century, the quality of coastal roads in colonial North Carolina was notoriously bad. The original road from Wilmington to South Carolina was described as a “sandy bank” in 1734. The Duplin Road, which traveled north from Wilmington was of good quality for a short distance, then turned to swampland. Other colonial towns shared the same problem. For example, the road from New Bern to Snead’s Ferry was described as “sand, barren, and gloomy” (Watson 1992: 20). The general poor quality of roads was shared by bridges as well, with most of them being shoddy and unmaintained (Watson 1992: 20). Governor Tryon quickly realized

that the quality of roads needed drastic improvements in order to foster commerce in the region. Little was done, however, by the local government, which only encouraged the growth of towns and roads in areas where merchants desired trade. This encouragement proved successful because several towns grew from this initiative, such as Elizabethtown, Watha, and Fayetteville (Watson 1992: 21).

The first significant piece of civil engineering on Eagles Island occurred in 1764 when Col. William Dry was commissioned to build a road across Eagles Island (Lennon and Kellam 1973: 78). Dry died before he could complete the project, so in 1781 his son-in-law Benjamin Smith assumed control of the construction and finished the causeway in 1791 with 200 of Smith's slaves performing the bulk of the labor (Lennon and Kellam 1973: 78; Land Management Group 2009: 13). The causeway was 16 feet wide, 2 feet above the high water mark, and composed of ballast stones, rocks, sand, clay, and dirt. Foreign seeds were often in the ballast, which took root, causing exotic vegetation to grow on the island. Small wooden bridges were built over the island's many creeks (*Wilmington Star* 07/22/1947: 5; Land Management Group 2009: 13). In 1774, Hugh Finlay, a surveyor of North America's post roads, visited the causeway and described its condition in his journal and included a sketch of the region (see Figure 4-4):

The island is a swamp, the road is laid with logs of trees, many of them are decay'd, so that the causeway is quite broken and full of large holes, in many places 'tis with difficulty that one can pafs[sic] it on foot, with a horse 'tis just pofsible [sic]. This public avenue to the most flourishing town in the Province, will induce a stranger to believe, that the people in this country have no Laws, such is the report concerning North Carolina. This bad swamp detains the Post (Finlay 1867: 66).

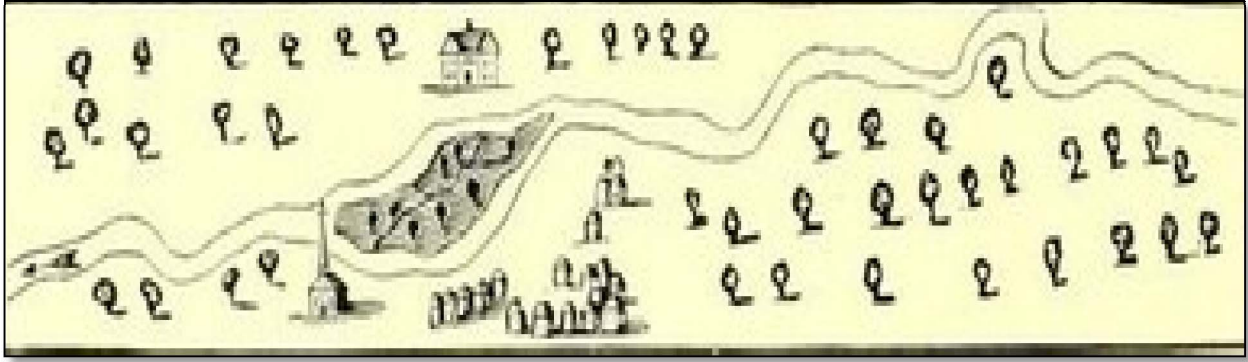


Figure 4-4 Portion of the 1774 Finlay sketch of Eagles Island (Finlay 1867: 66)

Road conditions remained nearly as miserable in the 19th century as they were in the 18th century. The roads surrounding Wilmington were unpaved and worn, being little more than “ruts in dry weather and mud flats in wet” (Watson 1992: 146). Bridges were often dilapidated due to either age, lack of maintenance, or damage from the Civil War. These factors stymied travel to Wilmington for both people and goods. However, with the ease of maritime and railroad traffic, there was little demand for improved roads until the rise of the automobile in the early-20th century (Watson 1992: 117). Serious efforts were necessary to improve state roads (see Figure 4-5). This would not occur until 1915 when North Carolina created a highway commission that placed the financial burden of road construction on the state. The following year, Congress passed an act providing matching funds to states for building and improving roads. By 1930, nearly two hundred years after its founding, Wilmington was connected to the rest of the state with quality roads, as shown in Figures 4- 6 and 4-7 (Watson 1992: 146).

Railroads

The Wilmington and Manchester Railroad was chartered in 1846 to travel between Wilmington and Kingsville, South Carolina. The 172-mile track opened in 1854 with its main terminal on the northeastern shore of Eagles Island, adjacent to the ferry landing and the

causeway (Entrenchments around Wilmington 1863; Dozier 1920: 75-76). Unfortunately for the Wilmington and Manchester line, financial problems plagued the company from the beginning, forcing the company to be sold three years after opening its tracks.



Figure 4-5 Eagles Island Causeway in disrepair looking west towards Brunswick County (Image courtesy of Dr. Robert M. Fales Collection, New Hanover County Public Library).

The first of its three foreclosures were caused by the inability of the management “to secure favorable traffic arrangements with the Charleston and Hamburg” line (Dozier 1920: 76).

In 1857, the Supreme Court of North Carolina ruled in favor of the railroad in the case *John A. Taylor v. The Wilmington and Manchester Rail Road Company*. Taylor, the plaintiff, claimed that in the ferry's initial charter granted the ferry operator exclusive rights to transport travelers across the Cape Fear to Eagles Island. The railroad had circumvented the ferry and provided their own transportation for their passengers across the Cape Fear.



Figure 4-6 View from Eagles Island causeway, headed east towards the ferry landing (Image courtesy of the Louis T. Moore Collection, New Hanover County Public Library).



Figure 4-7 View from Eagles Island causeway, headed west towards the Brunswick River (Image courtesy of the Louis T. Moore Collection, New Hanover County Public Library).

The North Carolina Supreme Court ruled in favor of the Wilmington & Manchester Railroad in a decision that was based on the difference between public and private enterprise. The ruling majority believed that the ferry operation was a form of public transportation to access the island, and that private businesses based on the island were allowed to provide an alternative means to cross the Cape Fear to Eagles Island. The court noted that for fifty years several private businesses existed on the island, such as rice plantations and steam sawmills, the employees of these businesses used private boats to reach their jobs, and that the ferry operators never sued those companies (Supreme Court of North Carolina, Raleigh 1857). The decision allowed for the Wilmington and Manchester to purchase from the government the converted passenger side-wheel steamship *Waccamaw* to transport railroad patrons over the Cape Fear (Underwater Archaeology Branch 2010 [3930]: 7).

The Wilmington and Manchester did much to reshape southern trade routes. The line created direct connections to Columbia and Camden, SC, where wagons brought goods further inland. The below images, Figures 4-8, 4-9, and 4-10, show the historic local and regional trade routes utilized by the Wilmington and Manchester Railroad and the road network directly leading to Eagles Island. Prior to the railroad, maritime freight would travel from Wilmington to Charleston, where merchants would then bring the goods to Columbia and Camden. This perturbed the Charleston merchants, so their reaction was to cajole city officials into financing a track from Charleston to join the Wilmington and Manchester line, which was completed in 1857 (Dozier 1920: 76-77). The success of the line also caused the eventual termination of regular water transport from Wilmington to various coastal southern cities (Watson 1992: 55). Naval stores products were the predominant goods shipped on the railroad, but the line was also used to for the dubious “transportation of negroes” in the 1850s (*The Daily Herald* 1854b: 1). Naval

stores freight increased by building cheap, temporary spurs without grade or ballast into territories rich with long leaf pine. Some of these tracks became permanent fixtures, but most were abandoned when the transient industry migrated from the region (Dozier 1920: 85). By 1859, the Wilmington and Manchester railroad company earned a respectable profit of \$427,000 (\$11,600,000 factoring inflation), with 38% of their traffic coming from freight, 11% from mail, and most of the remaining 51% from passengers (Watson 1992: 51; Measuring Worth 2012). Though the future of the railroad looked promising, the looming devastation of the Civil War threatened to ruin the Wilmington and Manchester line.

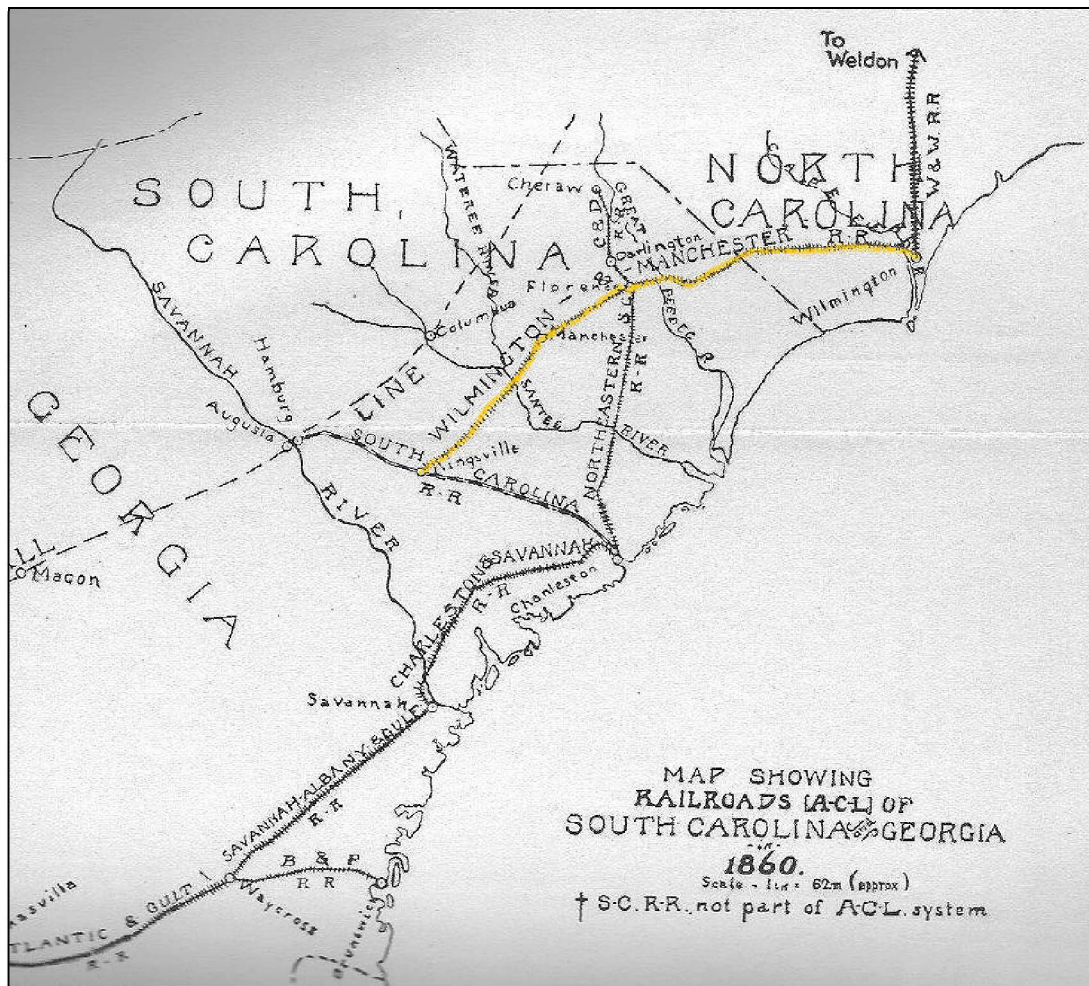


Figure 4-8 Map of Wilmington and Manchester Railroad (highlighted), circa 1860 (Dozier 1920: 67).

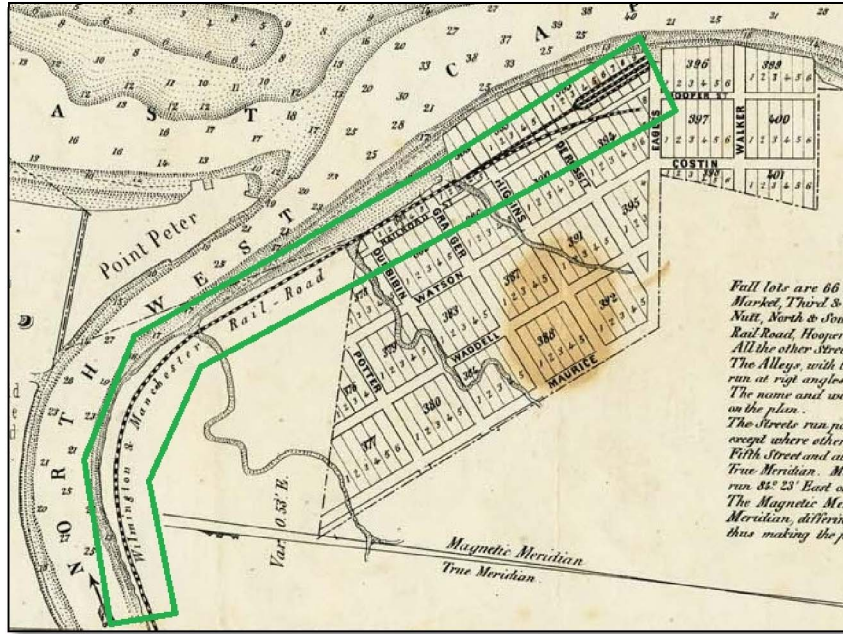


Figure 4-9 Map of Wilmington and Manchester Railroad on Eagles Island in 1856 (Image courtesy of University of North Carolina, Chapel Hill Digital Collections 1856).

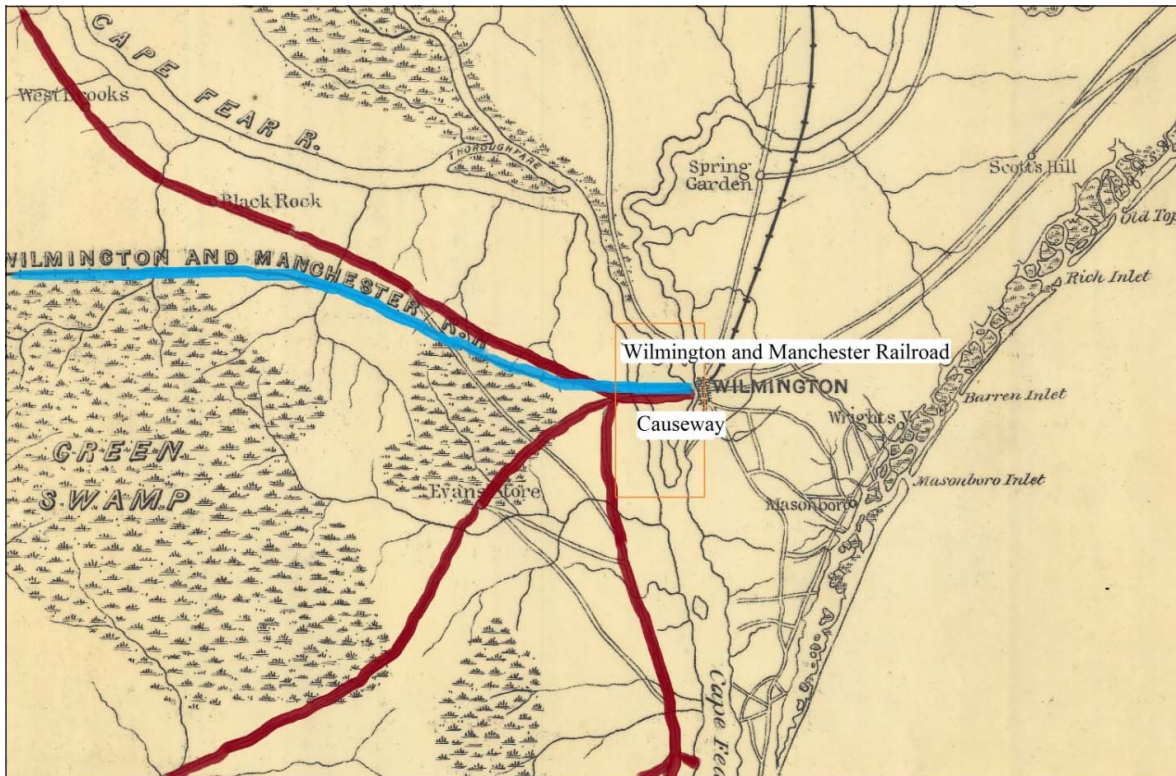


Figure 4-104 Map of direct trade networks to Eagles Island in 1864. Roads are highlighted in red and railroads are highlighted in blue (Image courtesy of National Oceanographic and Atmospheric Administration 1864).

The Civil War punished southern industries, and railroads were no exception. By 1863, the Wilmington and Manchester was in poor condition due to constant use. The company was unable to maintain the line because of the inability to obtain the necessary materials for reconstruction and repair (Dozier 1920: 127-128; Watson 1992: 78). The immediate post-war earnings of the line were minimal so the tracks remained dilapidated. The Wilmington and Manchester went into foreclosure for a second time and was sold on January 5, 1870 for \$525,000 cash and just under \$2,000,000 in preferred securities, or \$9,050,000 and \$34,500,000 considering inflation (Measuring Worth 2012). The company reorganized as the Wilmington, Columbia, and Augusta Railroad and added a track to Columbia, South Carolina in the winter of 1871-72, which provided the most direct access to the prominent cities on the southeast coast (Dozier 1920: 128). In 1875, between the second and third foreclosures, the Wilmington, Columbia, and August Railroad Company sued Brunswick County for overtaxing their property. Fortunately for the struggling company, the Supreme Court of North Carolina ruled in their favor, but ultimately this ploy was merely a temporary fix and did not solve the company's financial woes (Hargrave 1875: 11-15).

The newly reorganized railroad company leased their more profitable rival line, the Wilmington and Weldon Railroad. The lease ended abruptly after five years once the Wilmington, Columbia, and Augusta failed to make the appropriate payments. The company was sold under foreclosure for a third time in 1879 and reorganized again, but scaled back their operations. The 1879 reorganization is also characterized as a period of improvements for the line, most notably for upgrading the tracks to steel rails. The reorganization proved successful because 1881 yielded \$93,000, or \$2,050,000 in modern dollars, more in revenue than the previous year (Measuring Worth 2012). The rise in profits attracted the attention of the

Wilmington and Weldon Railroad, who in 1885 turned the tables on their former lessee, and leased the Wilmington, Columbia, and August Railroad. The contract lasted 14 years until it was broken so both companies could be admitted into the new railroad conglomerate, the Atlantic Coast Line of South Carolina. The merger consisted of five railroad companies predominantly operating in South Carolina, but opted to shorten their name two years later to the Atlantic Coast Line Railroad Company when it merged with a large Virginia-based line (Dozier: 1920 129-143). The closure of the Eagles Island terminal likely occurred during the 1879 restructuring because the line does not appear on the Sanborn Fire Insurance Company maps published ten years later in 1889, the earliest Sanborn publication of Wilmington. Based on the current landscape and historical trends, it is likely that the railroad industry will remain absent on Eagles Island.

The Changing Landscape of Eagles Island

The landscape of Eagles Island has changed throughout the span of recorded history influenced by numerous manmade factors. It is important to understand these factors because they demonstrate the desire of region's inhabitants to transform their environment to match their needs. These transformations include the construction of rice canals, the creation of the cut-off across Horseshoe Bend, dredging the Brunswick River to harbor the Liberty Ship fleet, the creation of the dredge disposal areas, the artificial lake in the center of the island, and the anchorage for the Battleship *North Carolina* (see Figure 4-11).

Substantial work was required to create a favorable environment for rice fields on Eagles Island. First, the terrain was cleared of hardwoods, while riverbanks were built to an elevation greater than the natural terrain to prevent flooding. The next step was to divide fields into squares with gated ditches running across the channels to regulate the water for the crops.

Landscape Modifications to Eagles Island

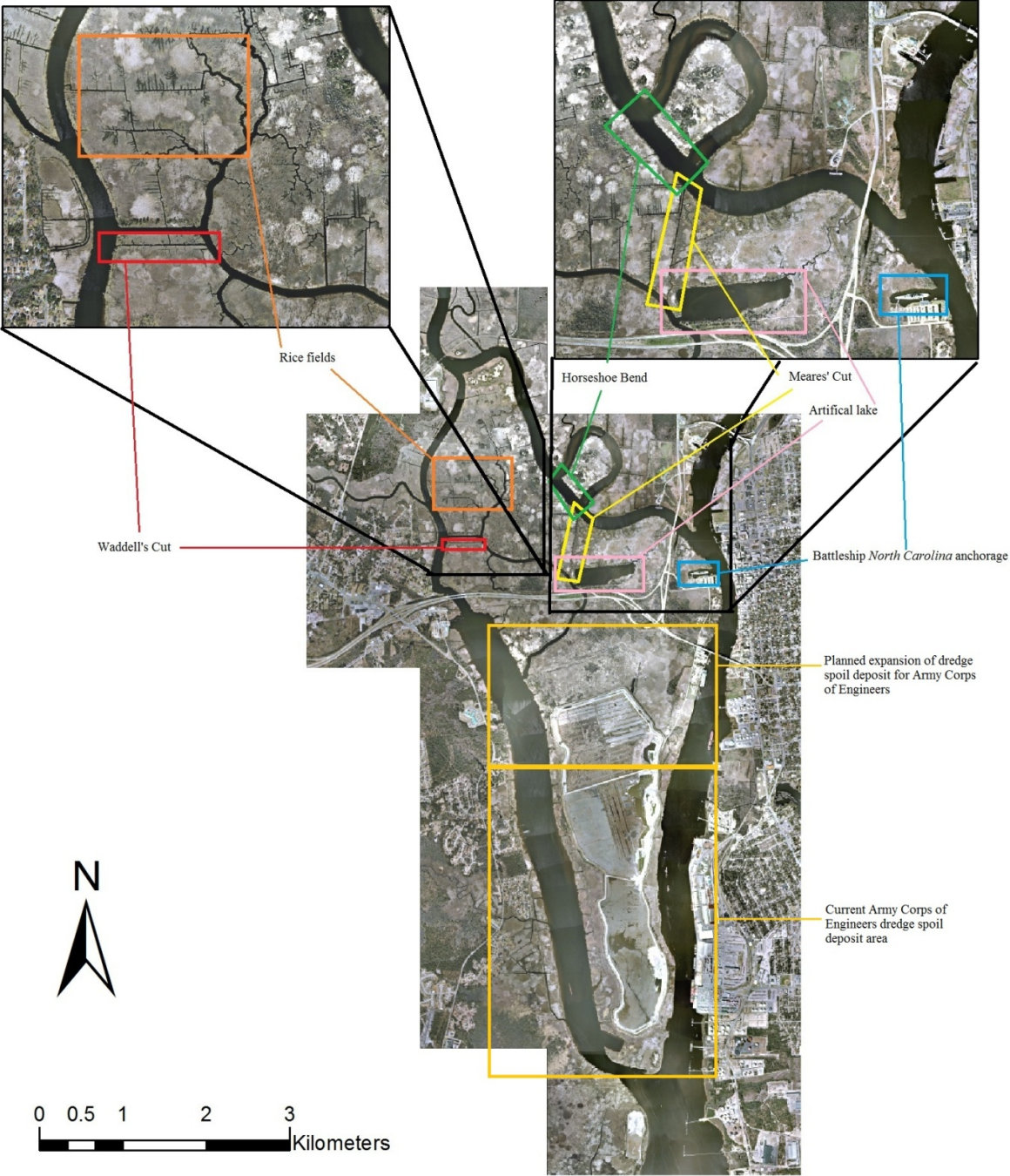


Figure 4-11 Map of landscape modifications to Eagles Island (Image by author).

Finally, a large gated canal was dredged from the Brunswick River to Alligator Creek, running east and west, to supply the ditches with water. This was most likely what is now referred to as Waddell's Cut. A second large canal was dredged into Eagles Island running north and south from the Northwest Branch of the Cape Fear to Alligator Creek, named Meares Cut. These rice fields and cuts are were created to fit the needs of plantation owners to grow a product that could be sold for a profit, meaning the channels and cuts were created with capitalism as the motivating force (Environmental Services Inc. 2011: 28, 39-40).

A significant but surprisingly subtle change landscape change occurred in the Northwest Branch of the Cape Fear. Horseshoe Bend is a prominent fixture in the 4 mile stretch of the river between Wilmington and Navassa. Prior to 1939, ships were forced to travel around the bend, adding unnecessary time and navigation difficulties to watercraft. In 1938, the Army Corps of Engineers, Wilmington District received permission from the Rivers and Harbors Committee of the 75th session of Congress to create a 25-foot deep and 200-foot wide channel across Horseshoe Bend (Figure 4-12). The project was finished within the year but resulted in a drastic change in landscape; 75 acres were removed from Eagles Island to create the channel establishing an easier, more direct path from Wilmington to Navassa. Eased navigation and decreased travel time led to increased profits, thus making private enterprise the motivating force behind this landscape modification.

As mentioned in the previous chapter, the anchorage for the mothball fleet was on the east and west banks of the Brunswick River. The American Dredging Company won the government bid to modify the Brunswick River to create the lay-up basin. The anchorage was widened to 1,200 feet and deepened to a maximum of 13 feet for a 3/4 mile stretch of river.

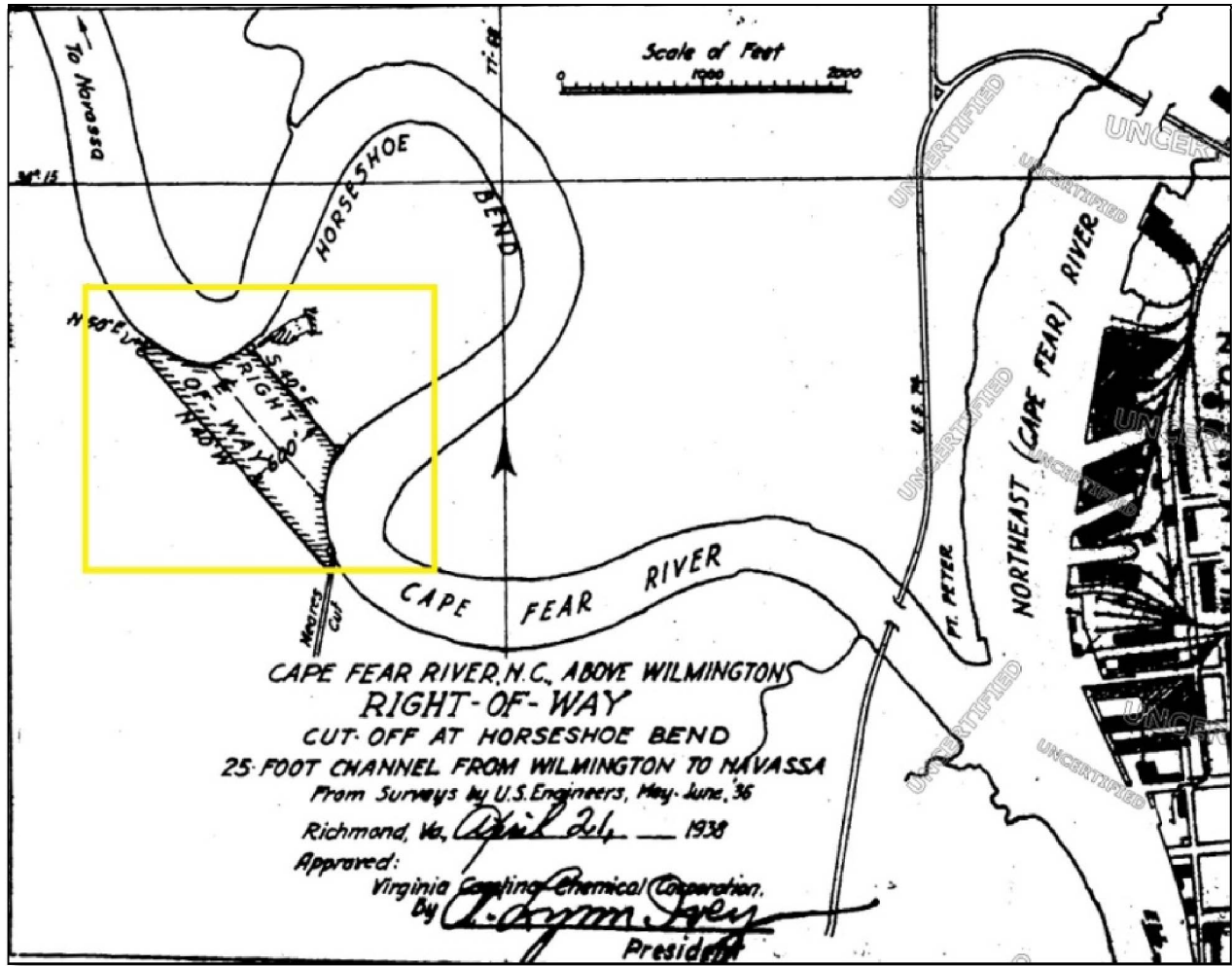


Figure 4-12 Plan of Army Corps of Engineers Horseshoe Bend Channel (Brunswick Map Book [BMB] 2011b: 1.86).

J.D. Orrell, a sub-contractor involved with the project, was given the task of creating bulkheads used for anchoring the ships (*The Wilmington Star* 1945). The image below, Figure 4-13 compares the landscape before the dredging to after the mothball fleet was disbanded. This image displays significant land modifications to the basin and demonstrates how a temporary anchorage had lasting effects on the Brunswick River.

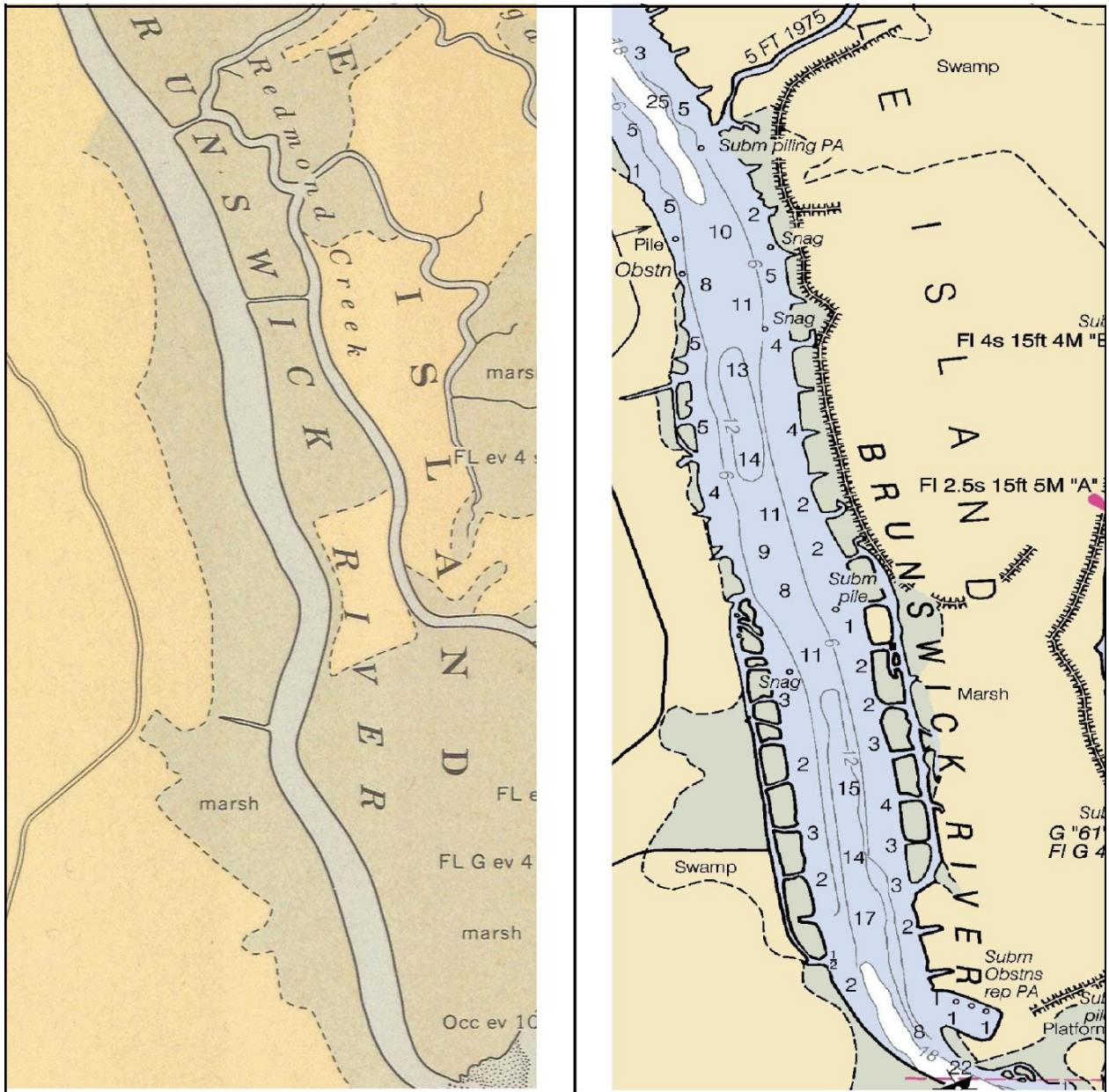


Figure 4-13 Comparison of Brunswick River basin, 1940 vs. 2009 (Image courtesy of National Oceanographic and Atmospheric Administration: 1940, 2009).

The southern 882 acres of Eagles Island is the deposit area for the United States Army Corps of Engineers dredge activities for the Cape Fear River, Brunswick River, and other nearby bodies of water. Presently, a large levee, dike, nine spillways, and five cells contain the dredge spoil. Such extensive containment features are necessary because the Cape Fear River is frequently dredged and Eagles Island is a convenient location for dumping the material.

Construction of the large disposal area began in 1950 with a 24,636 foot dike and three lesser temporary disposal areas. This construction was important because the Army Corps is frequently engaged in several river dredging projects at a time and such projects require an environmentally safe site to deposit the spoil. A dredging project may displace 90,000-600,000 cubic yards per project, versus the 4,300,000 cubic yards the Eagles Island cells are able to contain per vertical yard (United States Army Corps of Engineers [USACE] 1932: 570). Wilmington harbor alone has undergone incremental continuous maintenance since 1870 to the current depth of 44 feet and width of 400 feet, and a plan to widen the river another 200 feet is underway. To compensate for the burden, the Army Corps of Engineers began raising the dikes on three of the cells on Eagles Island and acquired an additional 800 acres of marsh for additional burden in the Summer of 2011 (USACE 2011a: 4). Figure 4-14 shows the previously constructed Cells 2 and 3 and the planned additional Cells, 4 and 5. The decision to deposit dredge spoil on this area permanently affected the landscape of Eagles Island and will continue to do so as the USACE deposits additional material.



Figure 4-14 Map of cell locations (Image courtesy of United States Army Corps of Engineers: 2011b).

The southern half of the island was once divided by Alligator and Redmond creeks, which crossed the island in a southeastern direction, eventually feeding the Cape Fear River (see Figure 4-15). The current forms of these creeks, shown in Figure 4-16, no longer cross the island and travel north to south in semi-circle, feeding into the Brunswick rather than the Cape Fear River. These landscape changes were the direct result of human behavior which was indirectly caused by capitalism. The ongoing changes of the landscape, creating wider and deeper channels allows for larger merchant ships to navigate the Cape Fear River, hopefully making Wilmington the prosperous port city it was a century ago.

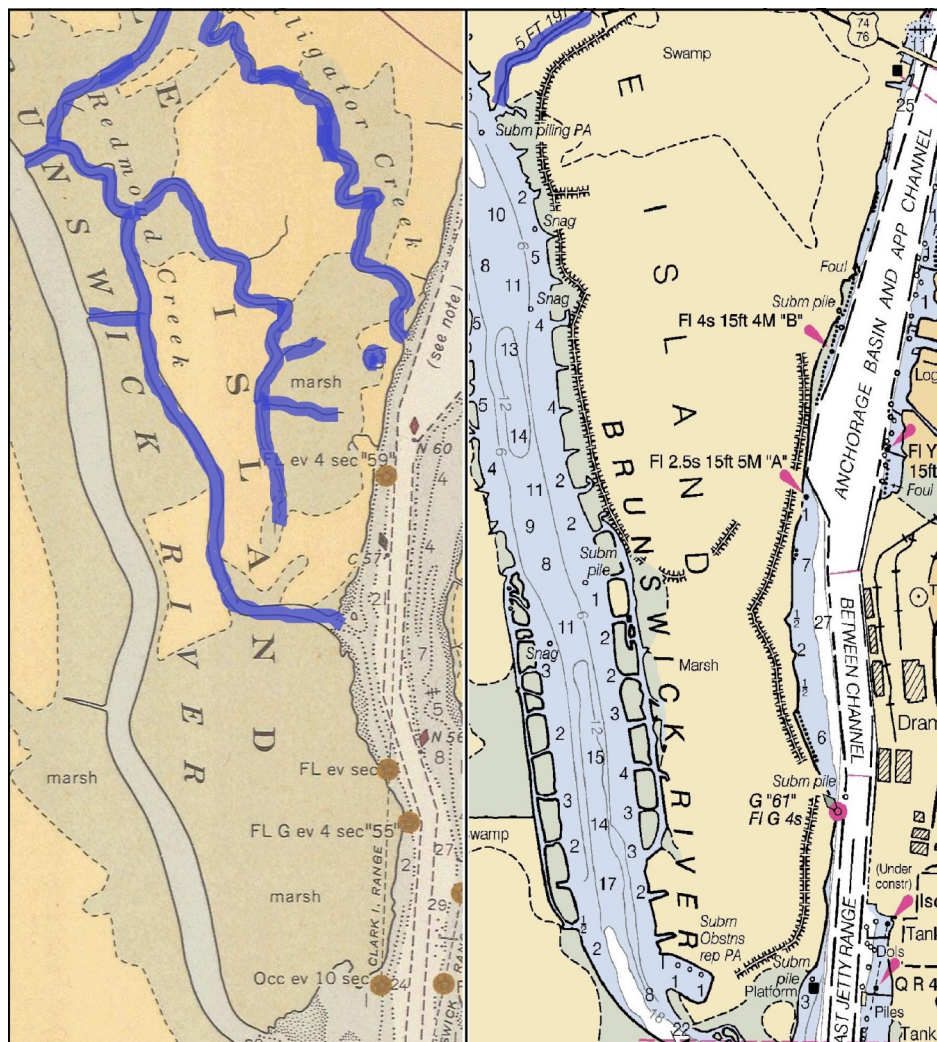


Figure 4-15 Comparison of Eagles Island landscapes with rivers highlighted (Image courtesy of National Oceanographic and Atmospheric Administration: 1940, 2009).



Figure 4-16 Image of present day Alligator and Redmond Creeks (Image by author).

Another notable modification to the landscape was the dredging of the anchorage for the Battleship *North Carolina*. As mentioned in the previous chapter, the state of North Carolina purchased land in 1961 on the west bank of the Cape Fear to create a museum and monument dedicated to the state's World War II veterans. Shortly after purchasing the land, 6.7 acres were dredged and 5 acres were paved to create the permanent home for *North Carolina* (see Figure 4-17). In doing this, the state destroyed nearly 12 acres of land that was once home to a vibrant economy, forever removing potential data from the archaeological record (see Figure 4-18). This landscape change was done with capitalism as the motivating force because the state hoped this museum would lure tourists to Wilmington where they would stimulate the local economy by also visiting local shops, restaurants, and other historic attractions.

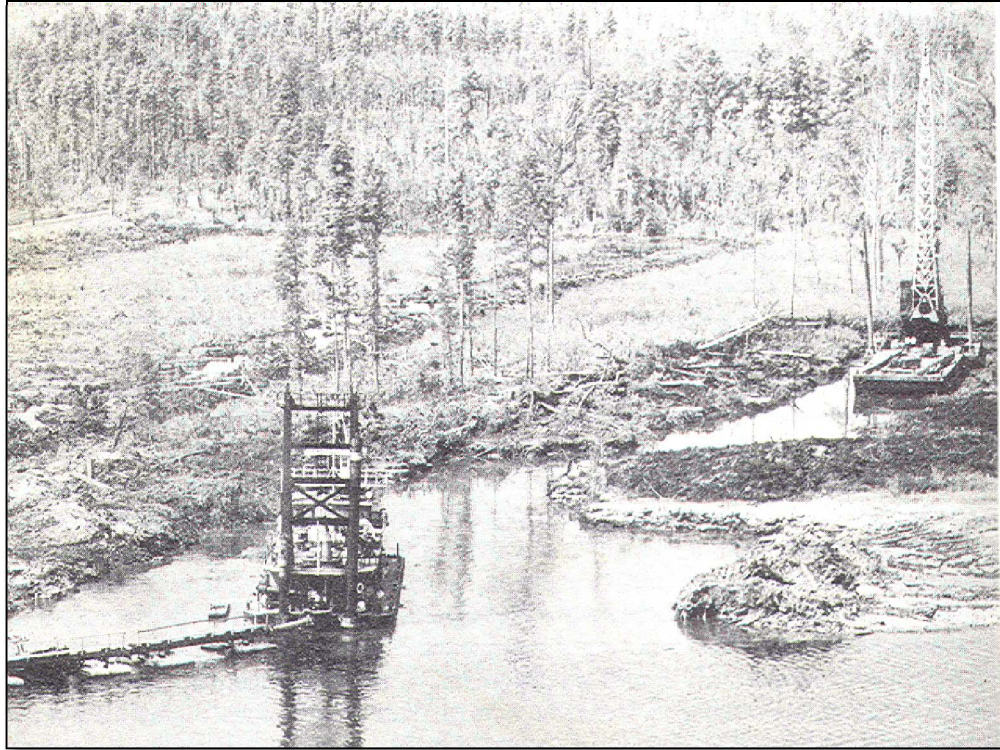


Figure 4-17 Dredging operations at the future site of the Battleship *North Carolina* museum (Image courtesy of Hall 1980: 475).



Figure 4-18 Aerial photograph of Battleship *North Carolina* basin overlaid with the 1910 Sanborn Map (Image by author).

The artificial lake in the center of the island is another significant modification to the landscape. The creation of the lake coincides with the construction of Highway 17/ 74/ 421/ 133 across the island, concluding that sand dredged from the ground was used to build the road. The below image, Figure 4-19, juxtaposes the closest known aerial photographs taken before and after the dredging activities. The creation of this lake was an indirect result of capitalist desires because the bridge would facilitate travel and commerce to Wilmington, making the bridge a product of capitalist motivations.

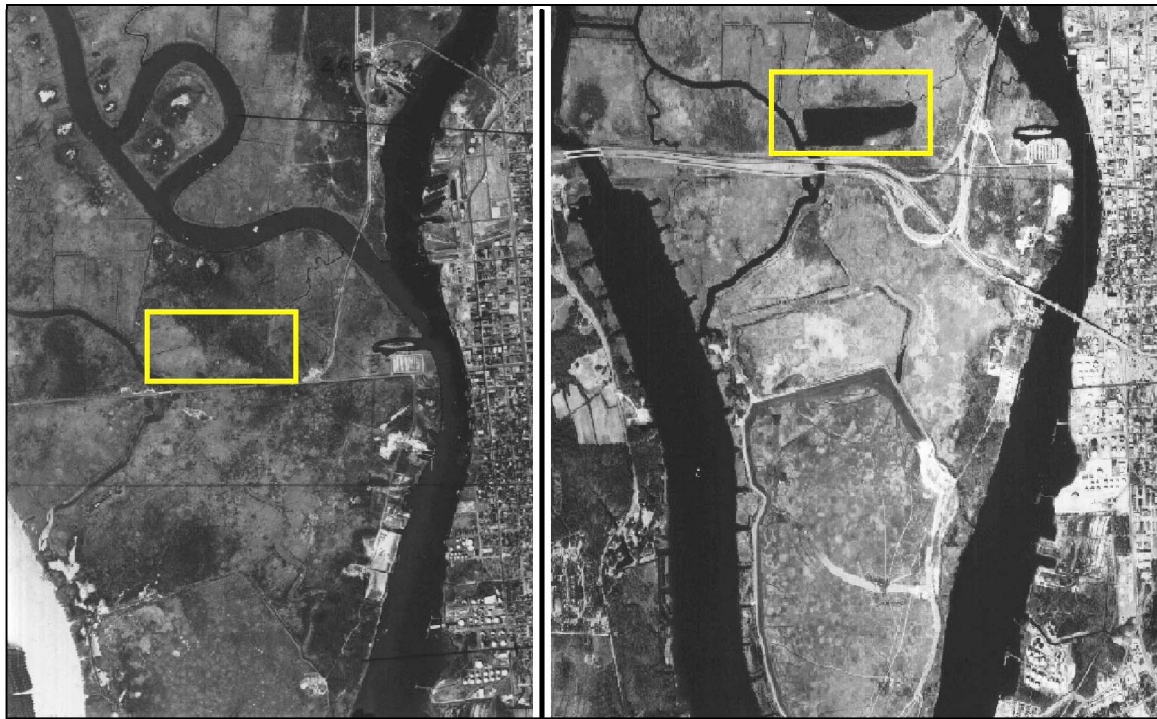


Figure 4-19 Comparison of aerial photographs taken in 1966 and 1981 (Images courtesy of NCOonemap 2011).

Conclusion

Postbellum Eagles Island had a decreasing role in Wilmington's transportation industries, mirroring the national trends in freightage. In 1889, transportation constituted one-twelfth of the Gross National Product, by 1949, the number decreased to one-fifteenth. National employment

statistics also demonstrate a decrease in scale of the transportation industries. In 1889, one worker out of twenty-five was employed in the transportation industry, but that number dropped to one out of thirty by 1939. However, the combined passenger and freight traffic increased by roughly ten times over the same span (Barger 1951: 1). This incongruity is resolved from improved technologies and the introduction of automotive and aircraft transportation. These new industries cut into the total percent volume of maritime and railroad transportation, resulting in a size reduction of those industries, especially coastal shipping. The second half of the 19th century and the first half of the 20th are characterized by two important trends in the transportation industry: the growth and then consolidation of railroad lines and the waning significance of maritime trade. The transportation businesses of Eagles Island reflect these national trends, so it is no surprise that the transportation companies based on the island eventually expired. This observation demonstrates a symbiotic relationship between the transportation industries, specifically maritime trade, and the economy of Eagles Island; as one declined, so did the other. This data is important for understanding the analysis of this research because it provides context by providing a correlation with the decline of the transportation industries to the rise of absentee capitalism.

The landscape modifications to Eagles Island demonstrate the community's desire to shape the land to fit their needs. The majority of the changes were caused either directly or indirectly by the desire for increased profit. Understanding the motivations behind these changes, gained by analyzing both who made the changes and to what extent the capitalist was willing to change the environment, provide additional context for comprehending the development of capitalism.

The following chapter focuses on the historical, archaeological, and analytical methods utilized in this research. Comprehending the histories of the industries, modes of transportation, and landscape modifications of Eagles Island creates a baseline of knowledge to comprehend the research process. These histories provide essential context for understanding both the chosen methodologies and the data utilized for analysis.

CHAPTER 5: METHODOLOGY

Introduction

The substantial material remains scattered across the landscape of Eagles Island provides an excellent opportunity to research Eagles Island and place it within its proper historical context to the region. The research area is the contiguous island surrounded by the Cape Fear and Brunswick Rivers, opposite Wilmington, NC (see Figure 1-1). The methodology for this project was comprised of historical research, archaeological fieldwork, and analysis.

The research process began by consulting historical sources pertaining to the region's economic, transportation, biographical, and military histories. Each particular type of history is important because these histories compliment the other and establish a solid baseline to formulate research questions and plan the archaeological fieldwork. The number of sources available pertaining to the Lower Cape Fear is daunting, which provided the luxury of consulting sources that directly referenced Eagles Island or the businesses related to the island. The fieldwork was divided into four Phase One surveys, the first in March 2010, the second in April 2010, the third in May 2011, and the final session occurred in October 2011. These surveys covered the northern half of the island, focusing on locations of known industries. The southern half of the island is inaccessible because it is a dumping ground for dredge spoil for the Army Corps of Engineers. After the historical and archaeological data was gathered, it was analyzed quantitatively in a Microsoft Access Database and geospatially in ArcGIS.

Historical Research

A strong level of regional historic familiarity must be obtained prior to the start of field work so the archaeologist is able to correctly identify and analyze material remains. Therefore, the research began by reading historical secondary sources pertaining to Wilmington, specifically

the establishment, the prominent businesses, wartime happenings, and transshipment patterns of the city.

The historic research began with a broad focus which narrowed as relevant information accrued. A list of businesses was derived from secondary sources; the list was then expanded upon from the data in the thesis *Cape Fear's Forgotten Fleet* (Seeb 2007). Seeb's sources included all relevant Sanborn fire insurance maps and numerous 19th and 20th century newspaper clippings. The next step was to expand upon Seeb's newspaper clipping dataset by sampling nearly 250 years of Wilmington newspapers archived on microfilm and the internet. Numerous archival sources were consulted during this research; the most significant were the Joyner and Ruppe Libraries at East Carolina University, the United States Coast Guard's Historian's Office, the New Hanover and Brunswick Counties Online Register of Deeds, North Carolina's Underwater Archaeology Branch, New Hanover County Public Library Digital Collections, and the Historical Society of the Lower Cape Fear.

Joyner Library

East Carolina's Joyner Library provided the bulk of the primary and secondary sources used for this project. Joyner's stacks had numerous books pertaining to Wilmington's history, industries, economy, and modes of transportation. These books include Howard Dozier's *A History of the Atlantic Coast Line Railroad* (1920), Robert Outland's *Tapping the Pines: The Naval Stores Industry in the American South* (2004), and Richard Saunders' *The Railroad Mergers and the Coming of Conrail* (1978). The North Carolina Collection provided important primary and secondary documents, such as selected deeds, family histories, town ordinances, and newspapers. Specific examples of primary sources include Elizabeth McKoy's *Early Wilmington Block by Block* (1967), The Army Corps of Engineers *Port Series: The Port of Wilmington, N.C.*

(1940), Donald Lennon and Ida Brooks' *The Wilmington Town Book, 1743-1778* (1973), and selected advertisements from Hill Directory Co., Inc.'s *Wilmington N.C. Directory* (1919, 1936, 1942). The most significant of these sources was the vast collection of Wilmington newspapers, spanning from 1760 to present, with substantial overlap among years, but with many years missing as well. The initial plan was to read every newspaper on microfilm in the collection, but this was quickly proven unrealistic and inefficient because of the prodigious amounts of time required to read the 520 applicable reels with frequent repetition of newspaper ads. As an alternative to reading every newspaper, several attempts at sampling patterns were implemented. The first was to reduce the number of newspapers to be read in half by reading every other paper, but this also yielded too little data for the vast amount of time invested. The second effort at sampling was to read two or three reels per decade (depending on availability) to glean business trends and significant events occurring in Wilmington and Eagles Island. This proved the most useful approach because business trends last several years, rather than simply fading over night. Since the point of this thesis focuses on trends and not specific events of businesses, this method of sampling proved useful in demonstrating trends in business management and practices of the area. Table 5-1 lists the reels viewed during the initial research process.

Several newspaper indexes were consulted with minimal success. The first index consulted was East Carolina's index to their microfilm collection, which proved ineffective for two reasons: first, because the index was incomplete, and second, because the index did not list the content of the reels. Online indexes, such as America's Newspapers, Early & Underground Newspaper Collection, and LexisNexis Academic proved insignificant as sources because the North Carolina Collection contained more Wilmington newspapers than these sites.

Years Covered	Newspaper
1760-1800	Cape-Fear Mercury
	Hall's Wilmington Gazette
	North Carolina Gazette
	Wilmington Centinel
	Wilmington Chronicle
1765-1796	Fayetteville Gazette
1801-1816	Wilmington Gazette
May 1816- May 1829	Cape Fear Recorder
Sept 1844- Dec 1853	Wilmington Journal
June 1848- Jan 1857	Weekly Commercial
June 1854- Dec 1854	Daily Herald
Jan 1855- June 1855	Daily Dispatch
Oct 1865- July 1867	Daily Dispatch
Oct 1876- Jan 1877	The Cape Fear
June 1887- Sept 1887	Wilmington Messenger
April 1888- June 1888	Wilmington Messenger
Jan 1890- March 1890	Wilmington Messenger
July 1891- Dec 1891	Wilmington Messenger
Jan 1894- June 1894	Wilmington Messenger
July 1894- Dec 1894	Wilmington Messenger
Jan 1895- June 1895	Wilmington Messenger
1895- 1898	The Evening Dispatch
Jan 1896- June 1896	Wilmington Messenger
July 1897- Dec 1897	Wilmington Messenger
July 1899- Dec 1899	Wilmington Messenger
1901-1902	The Evening Dispatch
Jan 1902- June 1902	Wilmington Messenger
April 1903- June 1903	Wilmington Messenger
1904	The Evening Dispatch
Aug 1908- Dec 1908	The Evening Dispatch
Oct 1909- Dec 1909	The Evening Dispatch
Jan 1910- May 1910	The Evening Dispatch
Oct 1915- Dec 1915	The Evening Dispatch
Sept 1924- Jan 1925	The Carolina Farmer Weekly

Table 5-1 List of viewed microfilm reels, organized chronologically (Table by author).

The North Carolina Collection is also home to New Hanover County's Book of Wills. Learning the lesson from the newspaper research, the Deed Index was utilized to efficiently find persons of interest. The goal of consulting the Book of Wills was to trace land ownership

through inheritance, but this proved successful in only one instance. However, an unforeseen result of this research was noticing a trend of separation of business and personal lives in wills that occurred in the mid-19th century. This trend may correspond to the phases of capitalism as they relate to Eagles Island. This idea merits additional exploration but is not explored any further here because it is presently too subjective and unverified as an adequate indication of transitional capitalism.

Joyner Library's Digital Collections website proved itself a very useful resource, specifically the North Carolina History and Fiction Collection. This collection contains 771 text-searchable books pertaining to North Carolina history with publication dates ranging from 1859 to 1957. The most relied upon books were *Tales and Tales Traditions of the Lower Cape Fear* (1896), and *Chronicles of the Cape Fear River* (1916) by famed Wilmington historian James Sprunt. Additional primary sources that were of great help were J. S. Reilly's *Past, Present and Future of Wilmington, NC* (1884), a 130-page local business brochure published by, and *Smaw's Wilmington Directory* (1865), a similar publication to Reilly's. These books, among others in the History and Fiction Collection, provided a wealth of information regarding prominent businessmen and industries in Wilmington and Eagles Island.

The *Stone Towing Line Records, 1937-1960* (Stone Towing Line Records: Manuscript Collection #679) was an important source found in Joyner Library's Special Collections. The first part of the collection was correspondence between the Stone Towing Company and O.E. DuRant, a Wilmington ship chandler, which had little relevance to the research questions. The next part of the collection was correspondence with Stone clients, which provided detailed insight to the Stone business model, allowing for interpretations to be made based on the phases

of capitalism. The final part of the collection was an array of bills, orders, and receipts that provided no acumen to the research question.

Joyner Library is also home to an expansive collection of a variety of government documents, including copies of the *Annual Report of the Chief of Engineers* ranging from 1940 to 2001. This was a very helpful source because it summarizes the Army Corps of Engineers activities in the region and provides relevant shipping statistics for Wilmington, such as the number of operating wharves, and financial statistics regarding available funds and projected job costs. The reports owned by Joyner were temporally insufficient, so alternative repositories were searched for earlier dates. Google Books was the best internet source for 19th century annual reports, but their selection was limited. Fortunately, Ruppe Library contained the reports that bridged the gap between Google Books' collection and Joyner's Holdings.

Ruppe Library

Ruppe Library, located in East Carolina's Eller House, is a small library dedicated to maritime topics, which house two important resources for this project. The first is Claude V Jackson III's 1996 publication, *The Cape Fear- Northeast Cape Fear Rivers Comprehensive Study* (Jackson 1996). Jackson's book is a detailed amalgamation of maritime history and archaeology of the Lower Cape Fear River, utilizing an array of primary sources, such as newspapers and deeds. Jackson synthesized numerous primary documents to create several original maps and detailed histories of local businesses, on which this research relied. The second essential source from this library were microfilms containing copies of the *Annual Report of the Chief of Engineers* from 1900 to 1972. Other repositories housed this collection reports, but no other place contained reports for the years spanning 1900-1920. Furthermore,

Ruppe is also home to numerous accounts of the Civil War, but the United States Coast Guard's Historians Office proved a more valuable source for that information pertaining to this topic.

United States Coast Guard's Historian's Office

The US Coast Guard's Historian's Office in Washington, DC is a noteworthy repository because it contains original copies of the *Official Records of the Union and Confederate Navies in the War of Rebellion*, and numerous photographs of historic marine railways contemporary to the Stone and Hamme sites. The *Official Records of the Union and Confederate Navies* was a compilation of correspondence between government and military officials, listing vessel movements, supply needs, ships under construction, and chronologies of events occurring during the Civil War. The correspondence provides specific ship construction details and the potential objectives for ships that are important for the context of this research.

New Hanover and Brunswick Counties Online Register of Deeds

Online deed searches on the New Hanover and Brunswick Counties websites has been a great asset to this research. Deeds are the most effective way of tracing land ownership on Eagles Island and provide an insight to how the land is viewed by inhabitants of the region. The Brunswick County Register of Deeds website has the entire registry online but is only searchable by name from the present back to the mid-20th century. Alternatively, directly accessing a page is a more efficient option, but this method requires a modern deed to cite a specific historic deed to the land. The New Hanover County Register of Deeds website is similarly searchable, but the earliest deeds online are from 1923, with the remainder scheduled to be added in January 2012. Other issues with deed searches include vague descriptions of locations, property maps are seldom included, illegible handwriting, deeds do not always reference earlier deeds, and parcel numbers were not assigned to real estate until the 1980s. Additional confusion to deed

interpretation comes from legal matters such as subdivisions and liens, or circumstantial problems like landowners purchasing adjacent or nearby plats, or landowners with same name. Another problem pertaining to the deeds were the descriptions of parcels. There are several instances of land conveyances and purchases that included land on Eagles Island and across the Brunswick and Cape Fear Rivers and the deed did not directly state this situation. The largest problem with deeds, however, exists within the framework of this research. Deeds only convey the dates of the sale of properties, not when a business closed, which is data that is more relevant to this thesis.

North Carolina's Underwater Archaeology Branch

North Carolina's Underwater Archaeology Branch (UAB), located in Kure Beach, is a division of the Office of State Archaeology. The UAB's goals are "to understand and manage the state's submerged cultural resources" and "has documented nearly 1,000 underwater archaeological sites" (Underwater Archaeology Branch 2010). Of these documented sites, at least twenty directly relate to Eagles Island, Wilmington Harbor, or the Brunswick River, thus demonstrating the wealth of information at the UAB pertaining to this research (Underwater Archaeology Branch 2009: 14-21). In addition to site reports, the UAB contains an impressive collection of gray literature and newspaper articles on shipwrecks, and numerous historic maps of Eagles Island and the greater Wilmington area.

In 2003, archaeologists from the UAB, in conjunction with the State Historic Preservation Office, extended the Wilmington Historic District boundary to include a large portion of the eastern bank of Eagles Island based on the region's historic significance. The expansion was based on a "new awareness of the importance of modest neighborhoods... that the original nomination did not fully encompass all of downtown Wilmington's significant historic

resources” (Wyatt and King 2002: 463). The inclusion of parts of Eagles Island in the Wilmington Historic District further demonstrates the importance of the island in the region’s history.

New Hanover County Public Library Digital Collections

The New Hanover County Public Library digitized several historic regional photograph collections which are on the library’s Digital Collections website. The site contains many rare images on Eagles Island important for this research; such as photographs of naval stores, ship construction, cotton trade, and the causeway. The most useful sources were the Dr. Robert M. Fales, Louis T. Moore, Wilmington Harbor, and Star-News Image Archive Collections. Dr. Fales began his collection in the early 1970s, which originally focused on Wilmington physicians then eventually broadened to any historic image of the city, including Eagles Island. The Moore collection contains 976 photographs of New Hanover County taken between 1921 and 1941, the collection’s original purpose was to promote the region via scenic images. The Wilmington Harbor Collection contains assorted images trade, travel, and the general maritime heritage of the Cape Fear waterfront ranging from 1837 to present. Finally, the Star-News Image Archive is an impressive collection of roughly 150,000 photographs of the region from 1975 to 1996 donated by the Star-News, a local newspaper (New Hanover County Public Library 2011).

Historical Society of the Lower Cape Fear

The Historical Society of the Lower Cape Fear is a non-profit group dedicated to preserving the region’s history. The society is home to historic newspaper clippings, books, photographs, and assorted chronologies compiled by a former curator. The files are in a moderate state of disarray due to unorthodox methods of collection and curation, so files must be searched for and pulled by the present historian. Regardless of the irregular nature of the filing system, the

society's information on Eagles Island ranged from timelines, an Eagles family tree, photographs, obscure newspaper clippings, and several unpublished reports. This information was helpful but incomplete in many circumstances, such as the Eagles family tree.

Problems with Primary Source Materials

A frustration unique to this research is the ambiguous references to Eagles Island within the historical record. It is common for books, articles, and documents to include Eagles Island as part of Wilmington. Oftentimes authors referring to Eagles Island use Wilmington in lieu of the island's proper name. A related problem is that there are several instances where Eagles Island is named something entirely different, such as Great Island, Big Island, or Wilmington Island (*The North Carolina Circular and New Bern Weekly Advertiser* 10/05/1804). Another ambiguity is that authors often simply mention parcels or industries as opposite Wilmington. Opposite Wilmington could reference Eagles Island, Point Peter, or locations in Brunswick County.

Archaeological Fieldwork

The archaeological fieldwork was completed over the duration of four trips to Eagles Island, three of which were terrestrial surveys and one a remote sensing survey of the surrounding rivers. The first terrestrial survey was the March 20-21st 2010 field weekend for Dr. Nathan Richards' Spring 2010 HIST6820 (Research Methods in Maritime Archaeology) class. The second was the magnetometer and side-scan sonar survey of select portions of the Cape Fear and Brunswick Rivers on the weekend of April 10, 2010 performed by Dr. Nathan Richards' HIST6835 (Advanced Methods in Maritime Archaeology) class. The third survey, on May 21, 2011, was a coordinated group of volunteer archaeologists operating under the auspices of the author to examine theorized features near the Army Corps of Engineers dikes. The fourth and final survey done on October 22, 2011 utilized canoes to penetrate the canals and rivers in the

northwest quarter of the island. The survey regions were selected based on two factors, the historical record and the need to obtain data from as many locations on the island as possible. The culmination of these surveys produced valuable data demonstrating the historic land use of Eagles Island.

First Survey

The primary goal of the HIST6820 field weekend was to provide students with a real-world site to hone the field methods they learned in class, with the secondary goal being to accumulate relevant data for this research. Dr. Richards assigned the participants contemporary plats to research historically and archaeologically, and assigned each student a partner to serve as their field assistant. Students were given a single day to survey their plat, so cursory documentation was utilized to maximize coverage. The total area of this survey was 357.9 acres of topography varying from tidal zones, to dry land, marsh, and forest. The University provided field equipment was limited to a handheld GPS device, digital camera, a measuring tape, and one machete per team due to budgetary constraints. The participants managed to overcome the problems of time constraints and topographical challenges to reconnoiter the plats, as demonstrated by ECU student Dan Brown in Figure 5-1. The weekend proved to be a success, with students effectively demonstrating their field skills and retrieving pertinent research data. Their efforts culminated in a series of archaeology reports that were utilized for this research (Bera 2010, Bisbee 2010, Bright 2010, Brown 2010, Cooper 2010, Howe 2010, Marano 2010, O'Neill 2010, Schilling 2010).

Second Survey

On the weekend of April 10-11, 2011, the students in HIST6835, under the supervision of instructors Dr. Nathan Richards and Staff Archaeologist Calvin Mires performed a remote

sensing survey of select portions of the Cape Fear and Brunswick rivers surrounding Eagles Island.



Figure 5-1 HIST6820 student Dan Brown surveys remains of Hamme property (Image courtesy of John Bright).

The purpose of the survey was to familiarize the students with remote sensing procedures, equipment, and understand the intricacies of post-processing. Two university-owned boats towed the equipment. The 21 foot “*Seeker*” towed the Marine Sonics 600 khz side-scan sonar and the 25 foot “*Tom Cat*” towed the cesium vapor magnetometer (Figure 5-2).

The first day of the survey, April 10, 2010, focused on a 2.7 mile stretch of the Brunswick River, south of the Route 17/133/76 highway connecting Eagles Island to the town of Leland, NC. The magnetometer functioned properly and detected several massive anomalies.

The side-scan, however, functioned for only thirty minutes due to equipment malfunction. The side-scan survey was aborted in the early afternoon to repair the equipment. The second day of the survey, April 11, 2010, focused on a 2.6 mile swath in the Northwest Cape Fear, from west of the Route 17/74/421/133 Bridge on the northeast corner of Eagles Island to the northwest corner, near Navassa. The side-scan was successfully repaired; both instruments recorded 106 minutes of survey time. The image below, Figure 5-3, displays the surveyed areas of the Northwest Cape Fear and Brunswick Rivers.



Figure 5-2 Image of Tom Cat survey boat (Image courtesy of East Carolina University Office of Diving and Water Safety).

The software used for the post-processing was Hypack for the magnetometer and SonarWiz 4 for the side-scan sonar. Viewing the data in Sonar-Wiz quickly revealed that the side-scan sonar was improperly setup and the data it gathered was not useable. Side-scan sonar sensors need to be parallel to the river bottom to provide an accurate image of the bottom's features. Unfortunately, the side-scan was towed from the top of an A-frame above the stern of the "*Seeker*" causing the instrument to record at an angle. The magnetometer, however, was correctly setup and provided quality data.



Figure 5-3 Comparison of remote sensing data. Image on left shows magnetometer survey area, image on right shows side-scan survey area (Images by author).

Magnetic anomalies are detected by measuring magnetic values of an area and comparing the results to the values predicted by a model of the Earth's core field (United States Geological Survey 1997: 1). Post-processing for the magnetometer was done in Hypack using the single beam editor function. Hypack creates derivative magnetic maps based on the comparison to the survey data and the magnetic field model. Generally, gradients with low slopes are indicative of an anomaly buried deep with the river bottom, while gradients with extreme slopes indicate a shallow anomaly (United States Geological Survey 1997: 2). Erroneous magnetometer measurements were deleted using the single beam editor under the supervision of Dr. Nathan Richards. The remaining data was imported to ArcGIS and analyzed using the natural neighbor method, which interpolates data based on the proximity of samples to create a color gradient that demonstrates the changing values of the data (ESRI 2011). The final step was to mark the locations of the magnetic anomalies in ArcGIS as determined by the natural neighbor analysis. The below image, Figure 5-4, is the completed map of the locations of the magnetic anomalies found in the Northwest Cape Fear and Brunswick Rivers. The anomalies in the Brunswick River correspond with the location of the Mothball Fleet, and the anomalies in the Northwest Cape Fear River correspond with areas strongly associated with the rice and railroad industries and the 1938 dredging of Horseshow Bend.

Third Survey

The purpose of this survey was to look for evidence of the Bleak House and the remains of a historic road that once crossed the southern half of the island. The location of the Bleak plantation came from *Plantations: Smith Creek to Town Creek*, as shown in Figure 5-5 (Jackson 1996: 87). The same map contained the locations of two additional plantations on Eagles Island, Hallett and Osawotomie.

Eagles Island Magnetometer Survey Results

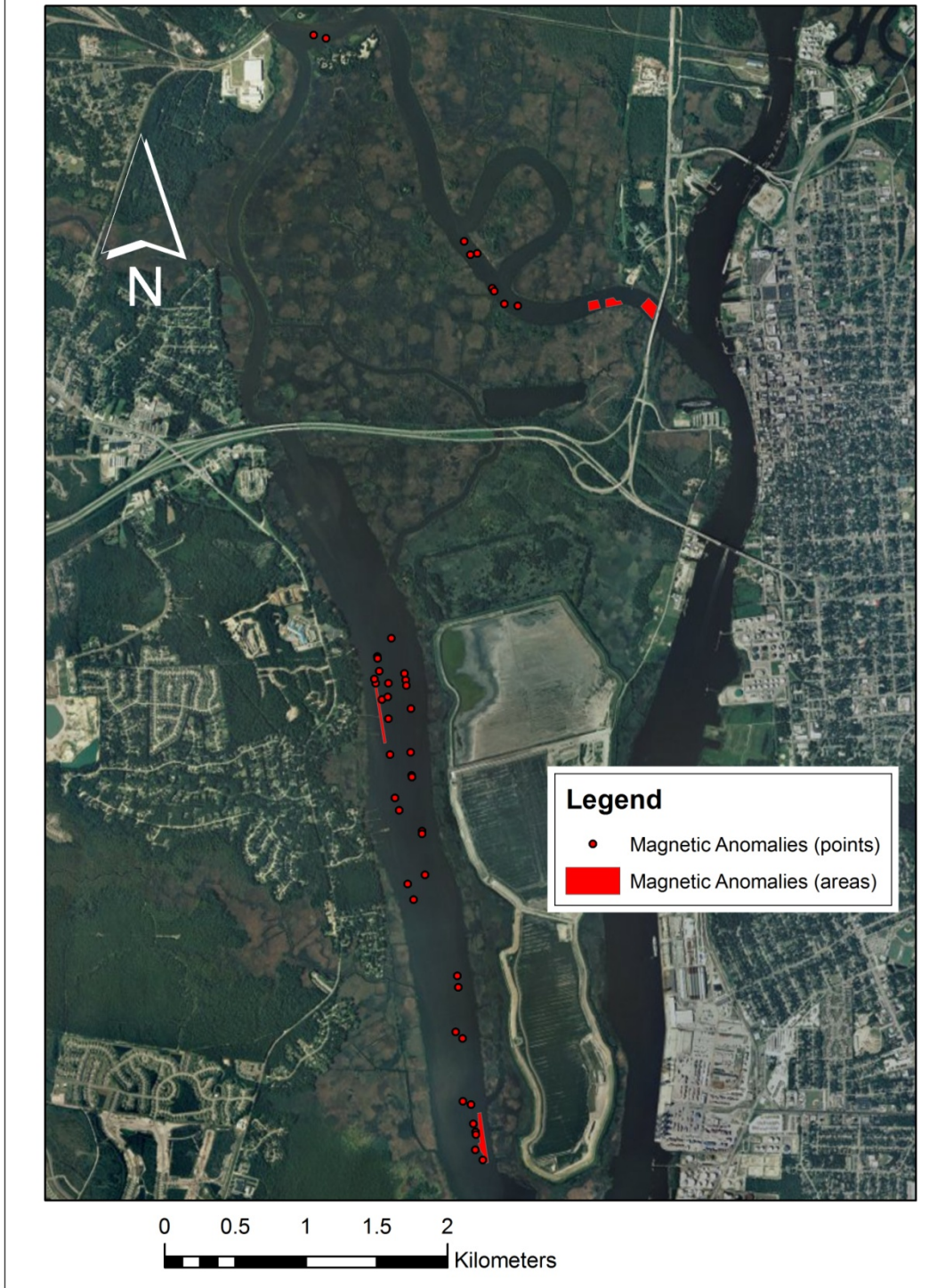


Figure 5-4 Map of magnetic anomalies in the Northwest Cape Fear and Brunswick Rivers (Image by author).

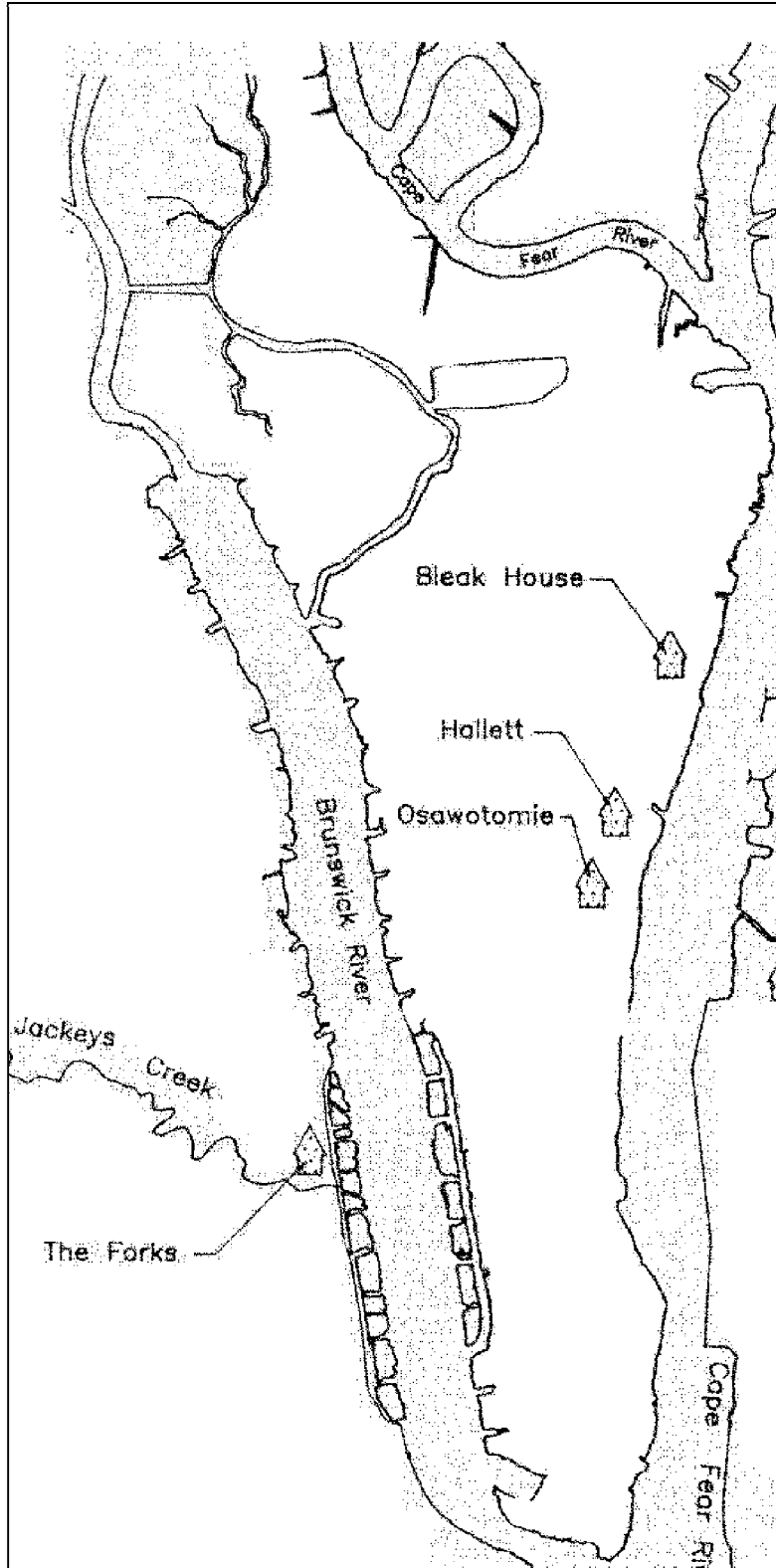


Figure 5-5 Locations of Eagles Island plantations (Jackson 1996: 87)

Unfortunately, John Mayer, the Army Corps of Engineers staff archaeologist based in Wilmington advised that he has visited the areas of interest several times and explained that:

There are absolutely no natural or man-made features existing prior to construction of the disposal facility. Not only have the areas been overlaid with disposal material, but the two areas of water adjacent to the plantation locations represent borrow areas for past dike construction and improvements (Mayer 2011, elec. comm.).

Mayer also provided a photograph of the terrain at the theorized location of the buried plantations which proved his claim (see Figure 5-6). The decision was made to only survey Bleak House based on Mayer's advice.



Figure 5-6 Current landscape of theorized location of Hallett and Osawotomie Plantations (Image Courtesy of John Mayer 2011).

The second goal of the survey was to find the historic road mentioned in the *Plan of ground about Wilmington* map, Figure 5-7 (University of Michigan [1780s]). Finding this road

was thought to be easier than locating Bleak House because aerial photographs of Eagles Island show geographic features resembling the roads found in the University of Michigan map.

The survey team consisted of Maritime Studies graduate student Robert Minford and two recent M.A. graduates from the Department of Anthropology, Aimee Bouzigard, and Joseph Roberts. The team was outfitted with survey and artifact pro formas, digital cameras, walkie-talkies with GPS capability, maps of the survey plan, and machetes (see Figures 5-8 and 5-9). The team started at the alleged location of Bleak plantation and intended to follow the path outlined in Figure 5-10.

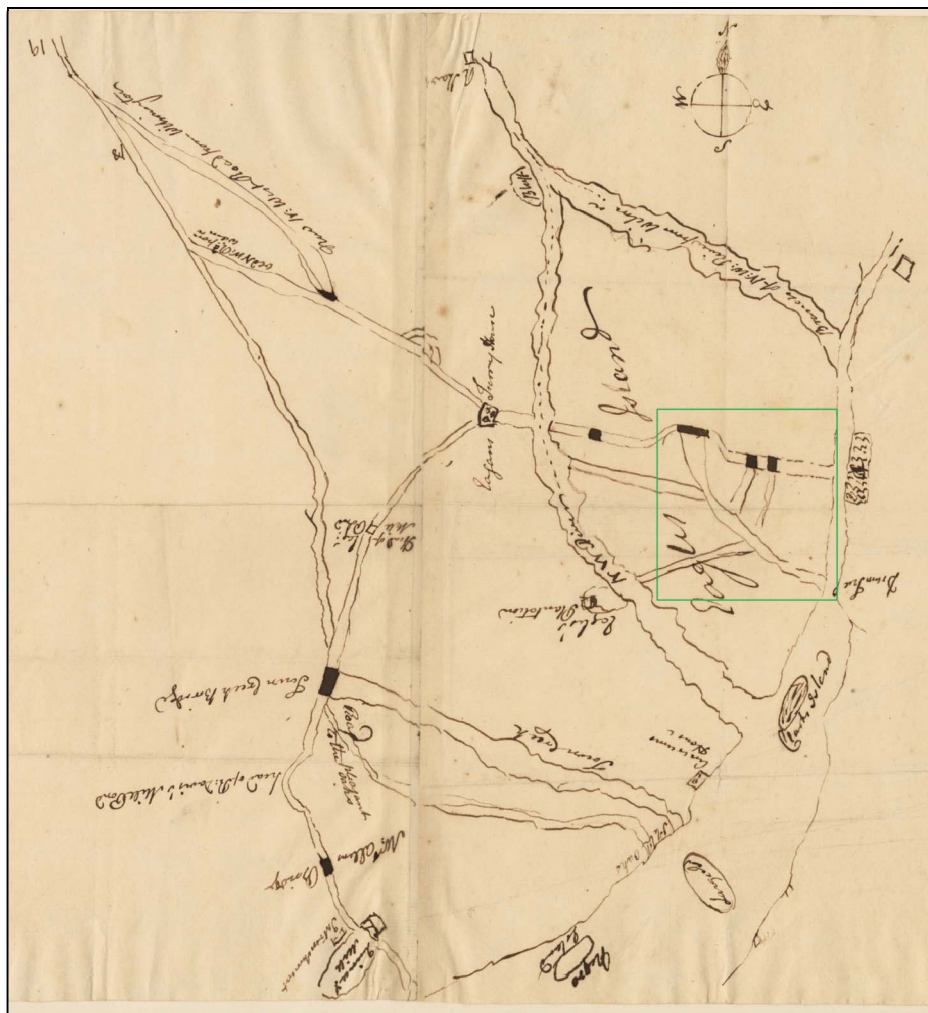


Figure 5-7 18th Century map *Plan of ground about Wilmington* with hypothesized historic road highlighted (University of Michigan circa 1780).

Eagles Island Survey Form			Name(s):					
Site:		Time:		Date:		Form#:		
Features (desc):			Char	Yes	No			
			Wood					
			Iron					
			Steel					
			Concrete					
			Brick					
Surrounding Misc Features (desc):			Aluminum					
			Other (desc):					
			Tide	Low	Med.	High		
			Land Use:	Agricultural	Industrial	Residential	Unknown	
			Terrain:	Tall Grass	Low Grass	Mud	Forrest	Marsh
GPS Points:	Description	Northing		Easting				
1								
2								
3								
4								
Sketch of site			North (draw arrow)					
Photolog			Camera:					
Shot #	Desc./ Orientation							
	Wide- shot of site							

Figure 5-8 Eagles Island Survey Pro Forma (Image by author).

Eagles Island Artifact Form		Names:	
Site:		Date:	Form #:
Name/ Description/ Use:		Elements of Composition:	
		Plastic Brick Wood	
		Metal Iron Concrete	
		Glass Clay Rubber	
		Other (list):	
Condition:		Photolog	Description/ Orientation
Excellent Fair		Shot #	
		Shot #	
		Shot #	
Good Poor		Shot #	
		Shot #	
Sketch of Artifact		North (draw arrow)	
GPS Points:	Description	Northing	Easting
1			
2			

Figure 5-9 Eagles Island Artifact Pro Forma (Image by author).



Figure 5-10 Planned path for 5.21.11 survey (Image by author).

The survey yielded little data due to several factors. First, the survey was non-intrusive, so any buried features went undetected, and in many places the vegetation proved too thick to see the ground. Second, reaching the historic road proved difficult due to the thick vegetation which was only navigable by following deer trails, as shown in Figures 5-11 and 5-12. Indigenous wildlife, such as alligators, were audible while the team traversed the forest adjacent to the swamp. The final limiting factor on the survey was the battery life of the cell phones, GPS units, and walkie-talkies. Extra bottles of water were brought in lieu of spare units because of the intense heat and humidity. For safety reasons, the team decided to abort the survey once the batteries reached fifty percent of their charges. The team aspired to survey about 150 acres but only managed to survey 70 acres, as shown in Figure 5-13. Despite the setbacks, the team

adequately surveyed the traversable terrain, obtaining pertinent data spanning the 19th and 20th centuries.



Figure 5-11 Photograph of Joseph Roberts navigating through reeds (Image by author).



Figure 5-12 Photograph of author navigating through dense reeds (Image courtesy of Aimee Bouzigard).



Figure 5-13 Actual path for 5.21.11 survey (Image by author).

Fourth Survey

The weekend of October 22, 2011 was dedicated to surveying the northwest quarter of Eagles Island. A crew of six archaeologists and one biologist canoed the rice canals and waterways to search for material remains of rice agriculture, building foundations, and a possible wharf. Areas of interest were determined from historical and archaeological research and aerial photography. The crew was divided into 3 teams, a 2 two-person crew and a three-person team. The survey territory was divided into thirds, with each team assigned a specific section. Each team was assigned a color corresponding to the color outlining their survey area. The purple team consisted of Lauren Rotsted, Patrick Herman, and Robert Minford, their target region was the east bank of the Brunswick River and the Northwestern point of Eagles Island, at the confluence of the Brunswick and Northwest Branch of the Cape Fear Rivers. The orange team,

composed of B.J. Howard and Greg Stratton, focused on the rice canals, and the green team, consisting of Dr. Nathan Richards and Priscilla Delano, surveyed the artificial lake in the center of the island (see Figure 5-14).

The goal of this survey was to locate and record any material culture remains within the survey region. An informal sample strategy, defined as “the deliberate choice by the archaeologist based on research criteria, cost, and convenience,” was the chosen research design for this survey (Orton 2000: 2). There are three subtypes of informal sampling, purposive, haphazard, and typical. A purposive sample methodology is a targeted survey based on topography, research, or previous surveys. Haphazard sampling is a hasty and spontaneous collection of data. The synthesis, or middle ground, between purposive and haphazard sampling is called typical sampling. This survey utilized typical sampling because it blends the benefits of pre-fieldwork planning with the adaptability inherent in haphazard sampling (Orton 2000: 27). Each team was provided with a digital camera, a walkie-talkie with GPS capability, a measuring tape, a machete, a two-person kayak, gridded survey maps, and feature and artifact pro formas. Gerrard (1990) and Asten (1995) have demonstrated the importance of standardized pro formas for establishing parameters for the survey team (Orton 2000: 104-106).

This survey successfully located, recorded, and photographed numerous historic wharves, sluice gates, brick foundations, railroad tracks, and dredging equipment. The variety of documented material remains indicates a rich industrial history for Eagles Island. Purple team located and recorded Newber’s Landing (BWR00005), the Wilmington and Manchester Railroad Trestle (BWR00006), a previously unrecorded historic brick foundation at the western mouth of Waddel’s Cut on the southern bank, and several previously unrecorded historic wharves at the confluence of the Brunswick and Northwestern Cape Fear Rivers.

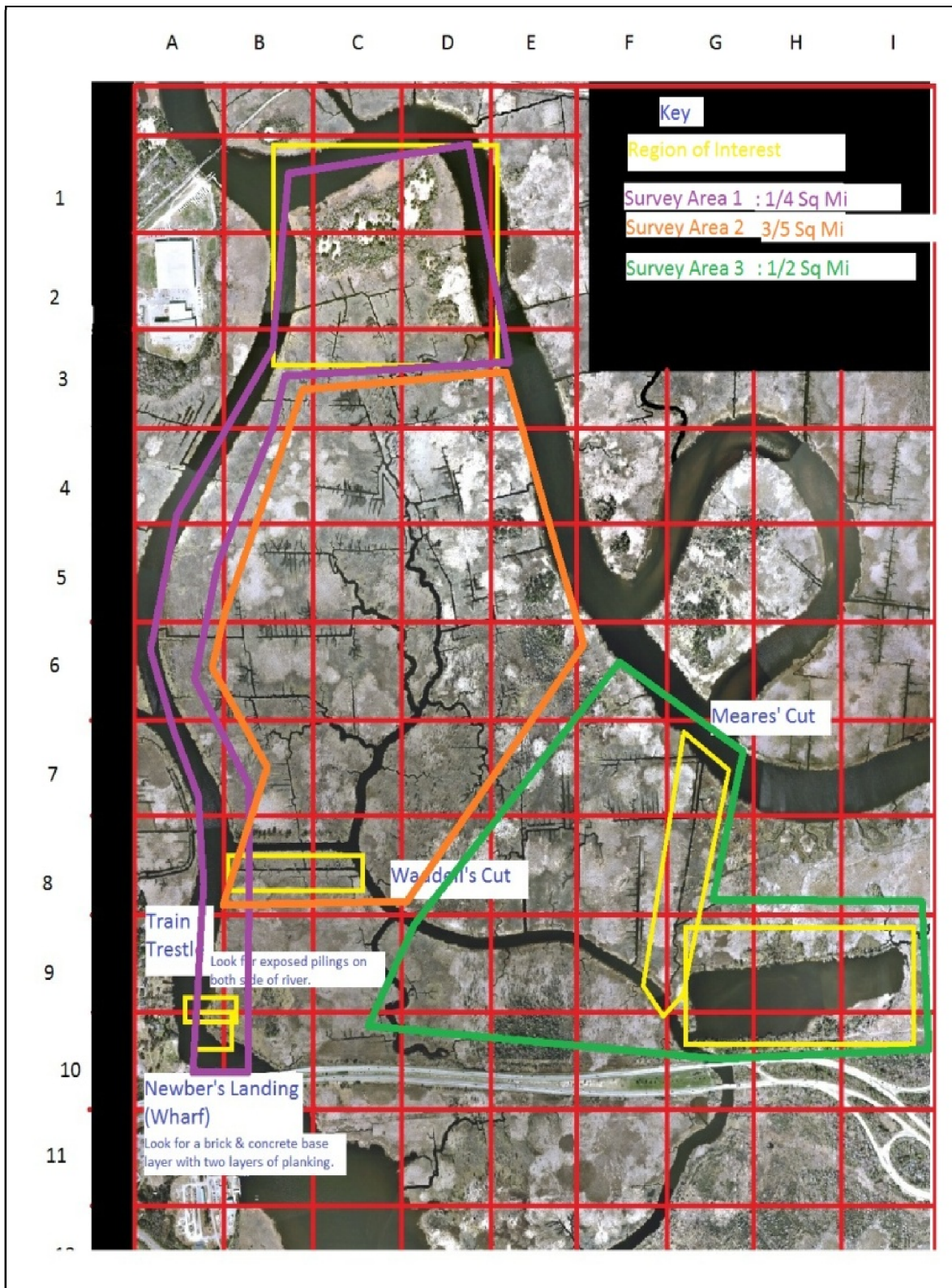


Figure 5-14 Map detailing 10.22.2011 survey areas (Image by author).

The orange team identified numerous sluice gates and a wharf associated with 19th century rice production within the channels of the island, and the remains of a bridge that crossed a rice channel. The green team located the remains of a potential wooden barge, an unidentified ferrous object, remains of a railway bridge crossing Redmond Creek, and numerous pieces of dredging equipment, including a mostly intact barge, related to sand mining.

The next step, following the conclusion of the fourth survey, was to process the data to determine the total extent of the surveys and create a database of the surface remains. Of the 3,301 acres of land on Eagle Island, only 2,419 acres are traversable. The three terrestrial surveys managed to cover 663 acres, which is only 27.4% of the traversable land, represented in Figure 5-15. This percentage is admittedly low, but the surveys covered all the accessible industrially active areas indicated by the historical record, and sampled many regions across the island. Regardless of the seemingly small coverage area, the terrestrial surveys managed to successfully accrue a demonstrative sample of the locations of surface remains related to the historic industries of the island, as shown in Figure 5-16 (for a detailed list of features found during the surveys, please refer to Appendix B). Once the fieldwork was completed, the analytical process began.

Analysis

The analysis section is the synthesis of the historical and archaeological data viewed through a theoretical lens. The purpose of the analysis is to answer the research questions and contribute new data to the archaeological community. The collected data was interpreted through two means of analysis, quantitatively in a Microsoft Access Database and geospatially in ArcGIS.

Eagles Island Survey Results

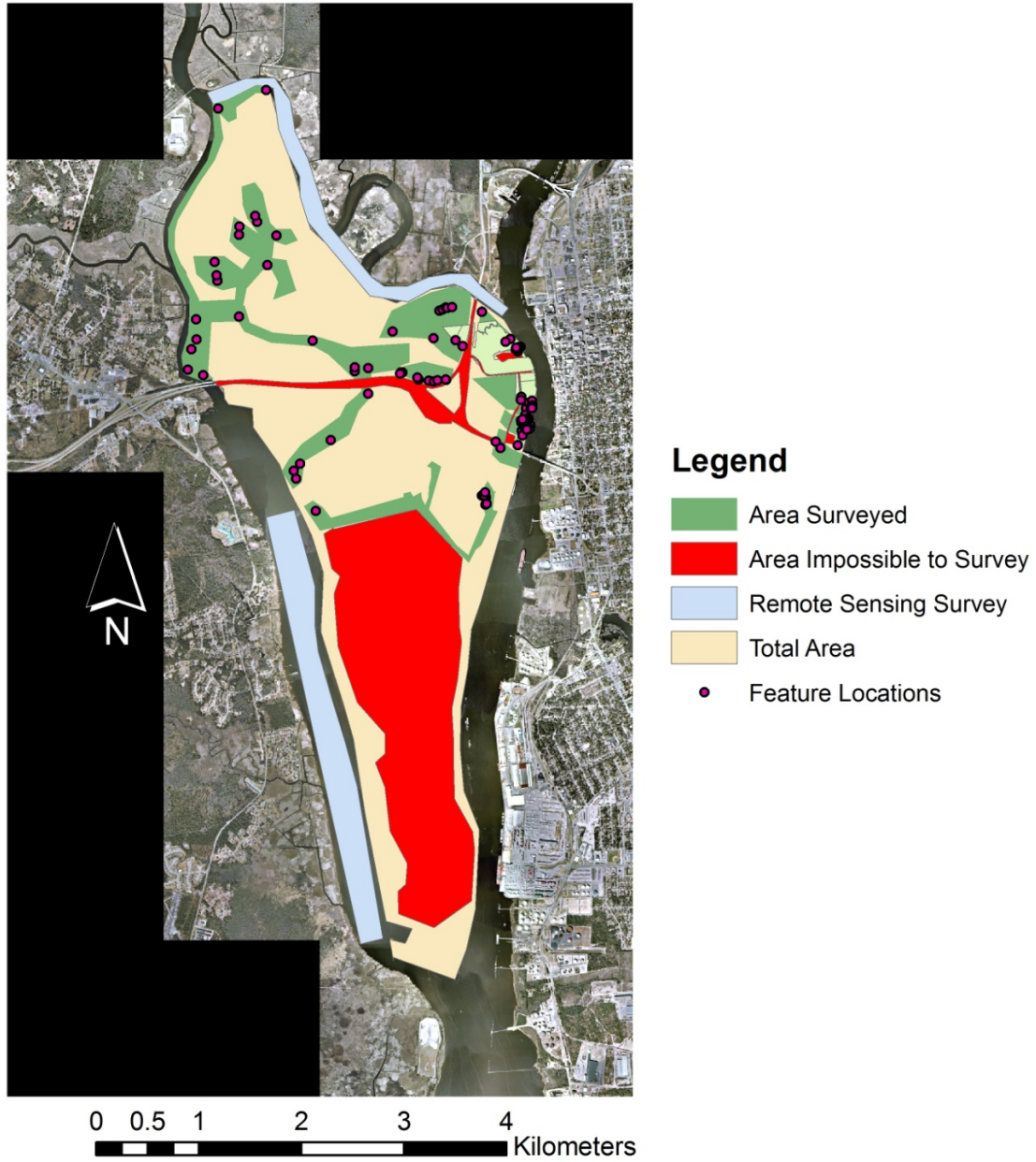


Figure 5-15 Map showing total surveyed land with locations of features (Image by author).

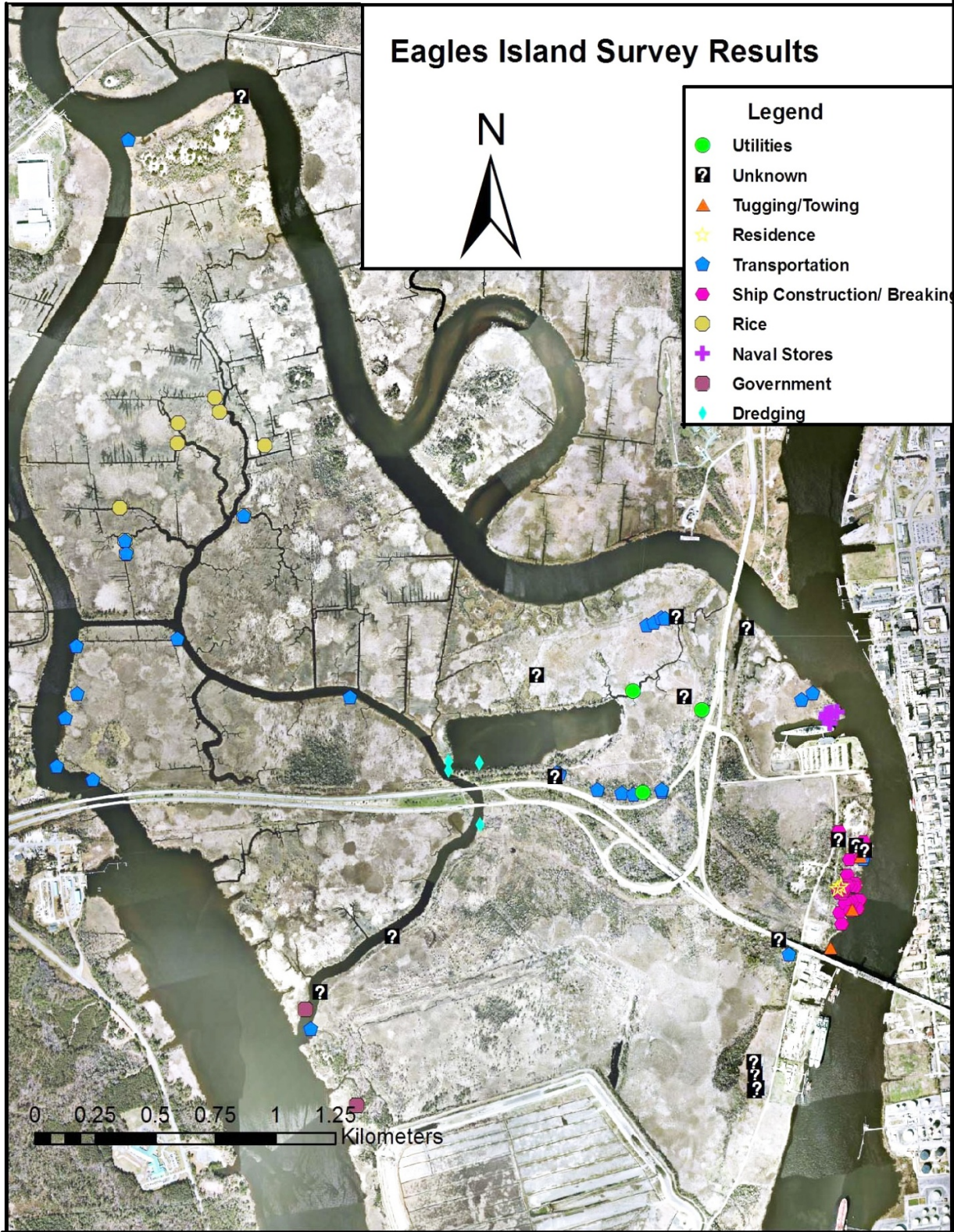


Figure 5-16 Map showing survey results per industry (Image by author).

Quantitative Analysis

As historical data was acquired, it was entered into a customized database in Microsoft Access. The database was customized to temporally display specific attributes of historic and modern industries of Eagles Island to analyze the change from paternalist to absentee capitalism on the island. An entry was created for each historically and archaeologically documented instance of land use, containing codification fields for date range, industry type, current county in which the entry was located, current parcel on which the entry was located, business owner, land owner, previous land owner, and miscellaneous historical notes. This codification was based on two components: the type of material remains, and the location of the remains as they relate to historic maps of the island. Detailed information for all fields could not always be found, so in instances where vague or no information was available, the field was completed with an informed approximation based on related documents and trends among similar industries. Once completed, the database produced quantifiable data eliciting trends among the businesses of Eagles Island.

Geospatial Analysis

The purpose of this research is to track the phase changes of capitalism through the industrial and residential remains on Eagles Island using the historical and archaeological records. The synthesis of the historical and archaeological research is best expressed geospatially, in a geographic systems database which allows researchers to manage, display, explore, and analyze their acquired geospatial data. Geospatial data is defined as geographically referenced data that describes the location and characteristics of spatial features (Chang 2009: 13). For the purpose of this research, spatial features are defined as remains of foundations of buildings and docks, partially enduring resin barrels, contours of historic roads within the

landscape, and miscellaneous surface scatter. When coupled with overlays of historic maps, such as Sanborn fire insurance maps, spatial features may be analyzed and placed in context with the phases of capitalism.

Creating the maps was a multi-step process that required knowledge of researching online GIS data depositories, technical comprehension of georeferencing, file conversions, manipulating symbologies, creating mosaics from rasters, and converting raster files to vector format. The first step was to acquire GIS data from online digital archives. These sources, such as NCOneMap (www.nconemap.com), and New Hanover County's GIS website (<http://www.nhcgov.com/Pages/GIS.aspx>), provide high-resolution aerial photographs of Eagles Island that were georeferenced with historical maps. The University of Michigan's William L. Clements Library is home to an impressive historic map collection containing materials dating back to the fifteenth century. One map that was of particular interest in the Clements collection was the *Plan of Ground about Wilmington* (1780s) map authored by Sir Henry Clinton (Figure 5-7). The focus of the map is Eagles Island and the tributaries for the Cape Fear and Brunswick Rivers, thus making it a promising source for the locations of plantations and businesses on the island. The information on the map fell short of expectations because the map itself proved to be only a sketch, and it only contained information roughly displaying the locations of two no-longer-existent roads. It did, however, prove that the Forks Plantation, home to the Eagles family, was not on Eagles Island, but was instead across the Brunswick River, to the southwest of the island. The Sanborn maps had already been obtained during Sami Seeb's research for her thesis, *Cape Fear's Forgotten Fleet: The Eagles Island Ships' Graveyard, Wilmington, North Carolina* (2007).

Once the collection of map layers was compiled, the next step was to georectify the images. The primary base layer for the georeferencing aerial photographs taken in 2006 of Eagles Island proved to be the most recently georeferenced imagery, so it served as the foundation for all georeference work done for this research. However, the image of Eagles Island was divided into nineteen mosaic tiles that needed merging into a single raster image. Once completed, other aerial photograph mosaics were georeferenced to serve as comparisons to earlier decades.

Several preliminary steps were necessary to prepare the maps for ArcGIS to begin the georectification process. The Sanborn maps needed to be cut from their Portable Document Format (PDF) and saved as Bitmap files (BMP) to function in ArcGIS; this was done with Adobe Photoshop. For each published series of Sanborn maps, there is a table of contents map that demonstrates the arrangement of the individual mosaic sheets. The table of contents maps generally align with the shore of Eagles Island and contain hash marks delineating boundaries for properties. These factors allowed for greater ease and accuracy for georeferencing the mosaic sheets. The 1889 table of contents sheet proved to have the greatest alignment with the contour of Eagles Island, so it served as the primary basis of comparison for georeferencing. Once each series of Sanborn maps were georeferenced to the table of contents, they were then georeferenced a second time to align with the 1889 mosaic sheets. This was done for two reasons; to keep the locations of the buildings on each layer constant, and to simplify the quantitative analysis.

The Root Mean Square (RMS) error of the georeferenced Sanborns varied from 2 to 7 feet. RMS error is defined as the measurement “of the deviation between the actual location and the estimated location of the control points in a geometric transformation” (Chang 209: 119),

meaning the lower the RMS error, the greater the accuracy of the georectification. An RMS error of 7 connotes that the points in a georeferenced image are, on average, 7 feet from their corresponding real-world locations. The businesses located nearest the ferry were rectified with the greatest confidence because the boundaries of the ferry slip is still visible and is also present on all the historic maps, providing easy points of reference to begin the rectification process. Businesses farther from the ferry proved difficult to georeference because the Sanborn scales needed to be consulted to ensure the rectification process did not distort the dimensions of the buildings. Structures near the ferry are within 4 feet of the scale, but buildings located south of Willard's Warehouse are up to 100 feet off the scale.

Difficulties arose because educated guesswork determined the placement of the Sanborn maps in many instances. The first problem stemmed from changes in the shoreline of Eagles Island from when the maps were made to the shore's current condition. Georeferencing could not be based on shore contours because erosion and dredging has changed the shore substantially over the 120 year span. For example, the 1889 Sanborn shows a creek cutting into the island on a straight path in the northeast corner, due north of Matt J. Heyer Naval Stores. Presently, the creek is serpentine in nature and bears little resemblance to the creek on the Sanborn map. A second difficulty is that the island is in a tidal zone making it uncertain where the Sanborn surveyors determined the boundaries. A third source of difficulty came from the inherent error and inaccuracies within the Sanborn maps. For example, common buildings existing in different years would not align appropriately, or more problematic, was that the angle of the landscape was either incorrectly captured or not accurately displayed on the maps. The inaccurate display of angle seems more likely considering that the cartographer had to fit several businesses across a dynamic landscape on a rectangular sheet of paper. The most problematic Sanborn

rectifications were the placements of the 1915 and 1951 maps containing the Wilmington/Stone Marine Railway. Prior to 1915, no buildings were recorded by the Sanborn Fire Insurance Company in the area of the railways; therefore there were no buildings to base the rectifications to, resulting in a heavy reliance on the rectification algorithm to place the location correctly. The location of the Wilmington/ Stone Marine Railway was refined once GPS data from the archaeological surveys provided reliable reference points. The below image, Figure 5-17, demonstrates the Sanborn georeferencing process. Despite the inherent uncertainties endemic to estimated georeferencing, the Sanborn maps were overlaid with accuracy and consistency, which proved invaluable for the fieldwork and analysis phases of this project.

The Clinton map of the *Plan of Ground about Wilmington* (1780s) needed to be inked in Adobe Illustrator and saved as a .tiff file before it could function as a layer in ArcGIS because the coloring on the paper prevented the background from turning transparent. The digitization was simple, but exporting the document proved to be difficult because Illustrator would only save the file as a multiband raster .tiff instead of as a vector, the desired format. After manipulating the raster bands, the image was able to become a semi-transparent overlay, showing the routes of historic roads and bridges that once crossed the landscape of Eagles Island.

The 1934 map of the Stone Towing Company lined up with neither the 1915 Sanborn of the Wilmington Iron Works shipyard, nor the 1951 Sanborn of the Stone Towing Company. The most similar building among the three maps was the Boiler Room/Engine Room, so two diagonally opposite points were used to georeference the 1934 Stone map to the Sanborns. There is a substantial amount of error in this georeferencing, likely due to the imprecise and unscaled measurements in the 1934 Stone map.

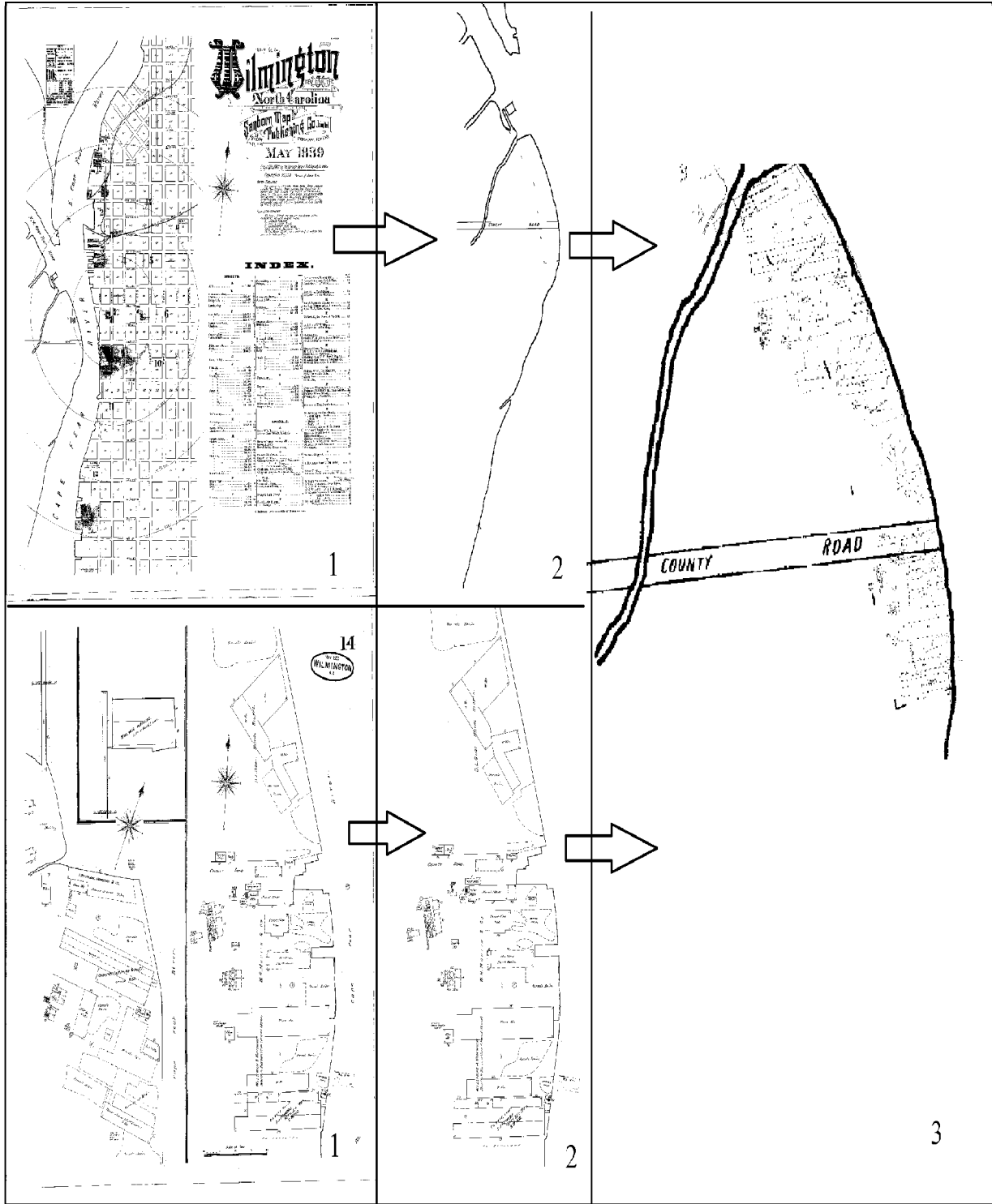


Figure 5-17 Flow chart demonstrating georeferencing process. (Image by Author, 2011; courtesy of Sanborn Map and Publishing Co Limited).

The final image that required georeferencing was the Claude Jackson *Plantations: Smith Creek to Town Creek* (1996) map, which contains the locations of historical plantations that existed on Eagles Island. Once scanned, the image required cropping in Photoshop and conversion to monochrome. The conversion created heavy pixilation throughout the map, resulting in a grainy appearance. This was fixed by reinserting the image into Photoshop and manually deleting the pixels, as shown in Figure 5-18.

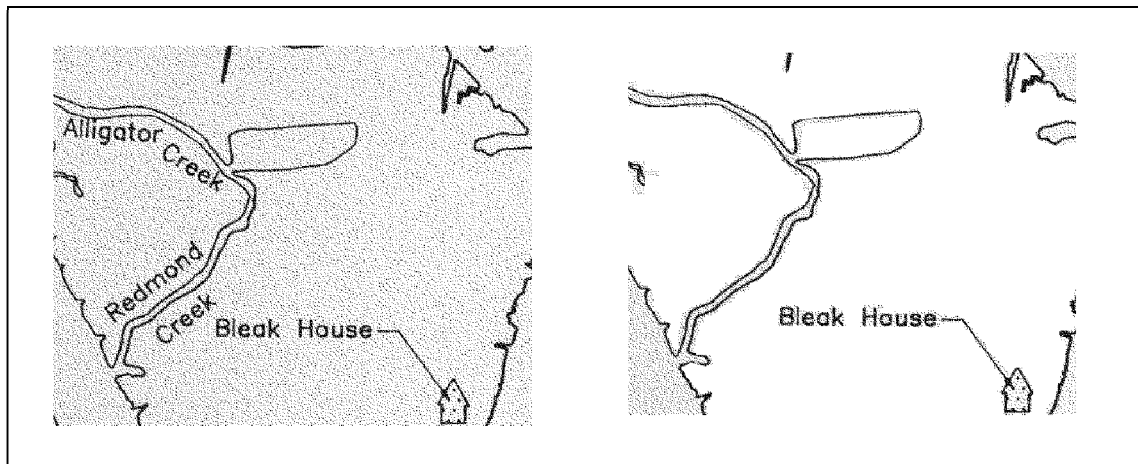


Figure 5-18 Image clean-up process. Left: Pixilated image, Right: Pixilation deleted (Image by author 2011; courtesy of Claude Jackson 1996).

GIS work with historic maps will never be exact due to the inherent inaccuracies of pre-21st century cartography. Error may be attributed to the following causes: inherent instability of the environment, poor measurements, incorrect conversions, and imprecise line placements (Crawford 2011: 14). The use of paper maps in GIS comes with these drawbacks, but error is inherent to the process and is accepted in archaeology. The extent of the error is contingent upon the nature of the project, and for this research, it is acceptable for the location of buildings to be imprecise by 200 feet. Therefore the use of GIS in this project has proven to be a great tool for archaeological fieldwork because of its ability to display several simultaneous layers of historic

maps providing the archaeologist with accurate positions of historic sites and analysis due to the ability of ArcGIS to display qualitative and temporal data graphically in maps and charts.

Conclusion

After concluding the final survey, the next step was to process the data and correlate it to the historical records. This correlation, done quantitatively and geospatially, produced raw data that required theoretical interpretation to glean how the phases of capitalism manifested on Eagles Island. The following chapter is the first half of the analyses, which focuses on the quantitative queries produced in a Microsoft Access Database.

CHAPTER 6: QUANTITATIVE EXPRESSIONS OF PATERNALISM

Introduction

The purpose of this chapter is to determine if the shift from paternalism to absenteeism is evident in statistical trends within the historical record and archaeological remains on Eagles Island. Using the theoretical framework created by Matthew Palus and Paul Shackel's work at Virginius Island, this chapter will restate the symptoms for each phase of capitalism and analyze quantitative data to determine if the conditions on Eagles Island correspond to Virginius Island.

Palus and Shackel determined that paternalism occurred on Virginius Island from 1803-1854 by analyzing several distinct traits found in the historical and archaeological records. The first elements of paternalism examined were building and material culture remains, specifically clustered residential buildings adjacent to mills and factories, and contrasting tableware assemblages (decorative vs. non-decorative) found in the owners and workers residences (Palus and Shackel 2006: 34-35, 52-55). Next, an analysis of the arboreal record showed the landscape created by paternalists demonstrated that industrial concerns were the priority over environmental concerns because "any formal landscaping appears to be an afterthought" (Palus and Shackel 2006: 53). The final form of evidence Palus and Shackel used to determine if paternalism existed on the landscape was based on the remains of foods and parasites recovered from the privies. The macrofloral and faunal analysis of Virginius Island during the paternalist phase indicates a homogenous diet and poor sanitation (Palus and Shackel 2006: 53). Arguably the most important characteristic for paternalism, however, is that the owner is involved in the everyday operations of the mill, but determining this through the archaeological record is often difficult and requires supplementary historical sources (Palus and Shackel 2006: xxii).

The second phase, waning paternalism (1855-1889), is characterized by slight changes in the previously mentioned criteria. The spatial relationship between residential and industrial buildings changed, and in some cases, distinct boundaries arose between the building types. In other cases, the layout remained the same. The tableware assemblages of this period are primarily non-decorative, indicating a larger working-class population and less paternalism. The arboreal record shows a decline in the island's biodiversity with the exception of weed plants. While Palus and Shackel do not mention this outright, this would logically indicate a trend of increased industrialization as flora and fauna must be destroyed to create additional mills and factories. The archaeological data pertaining to dietary patterns reveals a consumption of foods expected in a market economy, primarily domesticated animals like cows, pigs, and chickens, indicating a working class diet. Finally, it is during this phase that owners began to lease their property for commercial purposes- a step towards absentee ownership (Palus and Shackel 2006: 57-73).

Absenteeism lasted from 1890 to 1936, and is demonstrated in the archaeological record by greater changes in the aforementioned traits. The once diverse assortment of mills and factories on Virginius Island seen during the paternalist years transitioned into a single industry. In addition, the workers, once housed in a central factory-sponsored domicile, were forced to find lodging in adjacent towns and communities. Class segregation is another feature of absenteeism, and archaeological evidence shows "a developing geography defined by spatial segregation along class lines" (Palus and Shackel 2006: 78). Tableware assemblages found during this phase are almost all non-decorative, indicating a reinterpretation of dining etiquette among the working class (Shackel and Palus 2006: 93). Evidence also shows that increased amounts of weedy vegetation occurred on Virginius Island during absenteeism, which indicates a

lack of environmental concern on the part of the industrialist. Dietary patterns gleaned from the archaeological record show a continued reliance on market goods and an increased consumption of alcohol (Palus and Shackel 2006:79, 90-91). The ultimate determinant of absenteeism, however, is if the owner resided at the factory.

As previously discussed in Chapter 2, industrial paternalism did not reach the South until the 1890s due to competition among northern industrial towns and the progress of reconstruction in the South (Wood 1986: 22-23). According to Phillip Wood (1986), the dates of the phases of capitalism experienced in the North partially match the southern experience. Although the dates of paternalism vary by several decades, southern absenteeism, 1890-1940, was contemporary with the North's absentee phase, which lasted from 1889 to 1936. If Wood's dates match the historical and archaeological data gathered from Eagles Island then it will show the island's development is consistent with the rise of southern capitalism. The matching absentee phases are not enough to determine if the phases of capitalism occurred on Eagles Island, therefore, only by applying the Virginius Island model to Eagles Island can archaeologists determine the extent to which the phases of capitalism occurred on Eagles Island.

This chapter is composed of two sections. The first section focuses on the methods created by Palus and Shackel, as described above. These include comparisons of industrial variation, industries with residences, skilled vs. unskilled labor, absenteeism, and type of economy. The second section extends beyond the Virginius Island model into analyses regarding elements of transitional capitalism not utilized in Palus and Shackel's research, such as owners with multiple businesses, and production vs. storage.

Eagles Island Compared to the Virginius Island Model

The Virginius Island model of paternalism is based on trends derived from historical and archaeological data. The historical data is a compilation of deeds, maps, written accounts, and oral histories, while the archaeological data is based on analyses of excavated artifact assemblages. Due to the differing methodologies, the comparisons between Eagles and Virginius Islands ignore the assemblage analyses because no excavations were performed on Eagles Island. The majority of the data, however, allows for relevant comparisons between sites that elicit firm conclusions.

Industrial Variation

Increased homogeneity among industries in the region is a common trend in the shift from paternalism to absenteeism. The historical and archaeological data gathered by Palus and Shackel state a variety of industries occupied the landscape during Virginius Island's paternalist phase (1803-1854). These included a chopping mill, a machine shop, a flour mill, a tannery, an oil mill, a blacksmith shop and a saw mill for a total of seven different shops. During the transitional phase (1855-1888), the number of businesses remained at seven, consisting of a railroad depot, grocery store, a machine shop, sawmill, carriage shop, flour mill, and a cotton mill. During the absentee phase (1889-1936), however, only two industries, a pulp mill and a power company, existed on the island. Therefore, the emerging pattern reveals a similar number of industries during the paternal and transitional periods, then a sharp decrease in the number of different industries during the absentee phase (Palus and Shackel 2006: 31-32, 57-58, 75-77).

Figure 6-1 is a graph highlighting the number of different industries present on the island from 1730 to present. During the first period, 1730-1799, Eagles Island was home to 5 different industries. In the following span, 1800-1825, the number decreased to 4, then increased to 6

during 1826-1850. Industrial variety on the island continued to grow, reaching 9 industries, the highest during the 19th century, during 1851-1875, but dropped to 7 during 1876-1900. From 1901-1925, industry rebounded from the previous quarter's decline to reach a total of 10 different industries on the island. The following 25 years, 1926-1950, was the most industrially diverse period in the island's history, reaching 11 different industries as its peak. 1951-1975 is characterized by the largest decline of industrial heterogeneity in Eagles Island's history, where only 8 different industries existed. The final period, 1976-2012, rebounded slightly with 9 different types of industries.

This data does not match Palus and Shackel's trend of decreased heterogeneity among industries, which indicates the previously mentioned pattern did not emerge on Eagles Island. The data from the Virginius Island overlay shows that the dates for the phases of capitalism do not match. This data produces three possible conclusions. One, since the dates do not match then paternalism did not exist on Eagles Island. Two, since northern factories did not come to the South until the 1890s then paternalism did not start on Eagles Island until the dawn of the 20th century. Figures 6-1 rejects these hypotheses because the charts demonstrate an increase of industrial heterogeneity, which goes against Palus and Shackel's model. The third and most likely conclusion is that paternalism existed on Eagles Island prior to the 1890s but manifested itself in different ways than on Virginius Island.

Figure 6- 2 is an industrial timeline displaying the duration each industry existed on Eagles Island. Rice plantations were the dominant industry on the island with 8 occurrences during the first period (1730-1799). During that same time, there were 2 lumber mills, while the transportation, naval stores, and logging industries were only represented by 1 business each, for a total of 13 businesses.

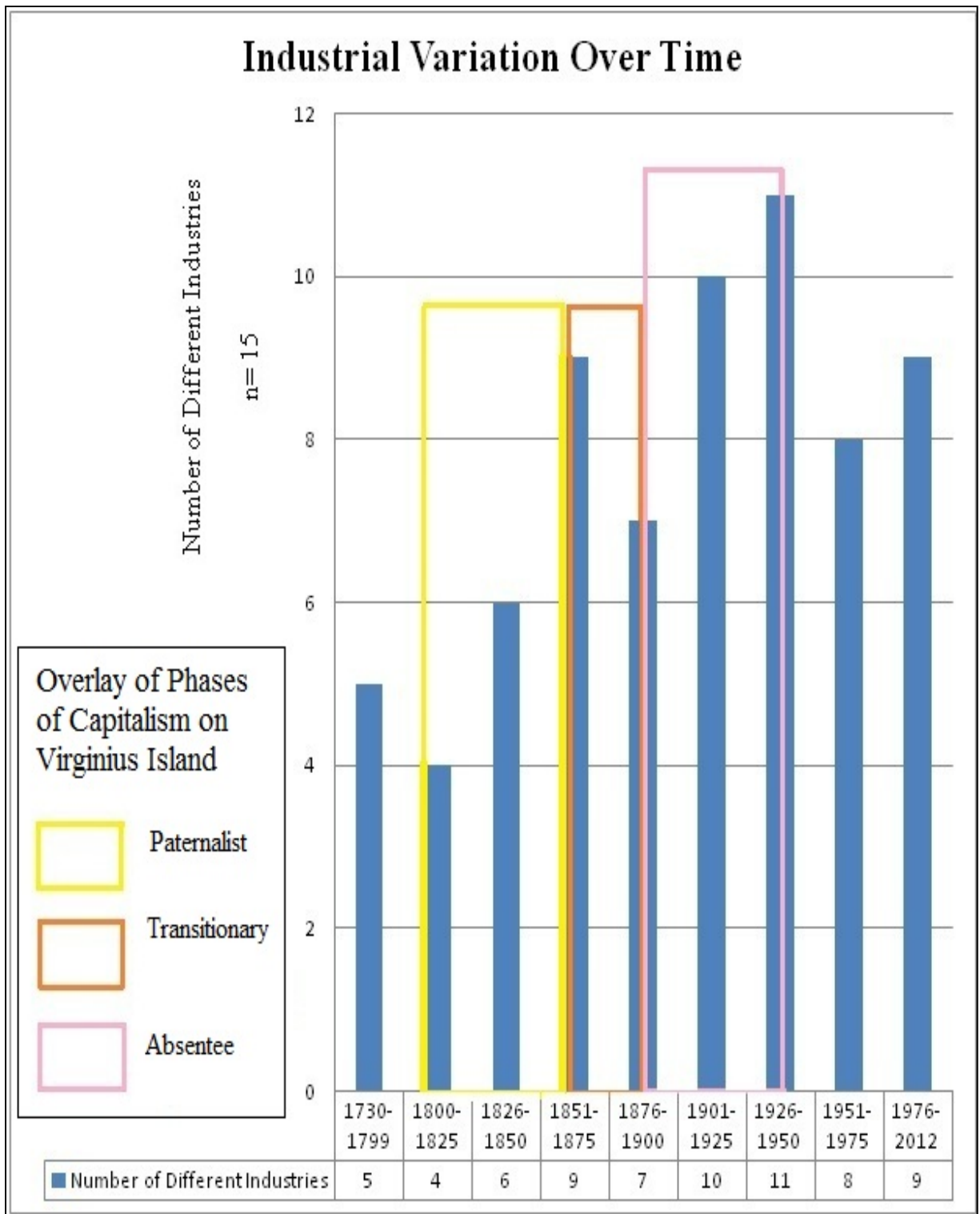


Figure 6-1 Diachronic chart of industrial variety on Eagles Island (Image by author).

Rice plantations declined to five during 1800-1825, but the number of lumber mills and logging businesses increased by one each. The transportation industry remained static while the number of naval stores businesses decreased to zero. The total number of businesses on Eagles Island during this time was 11, which was 2 less than the previous span. 1826-1850 is characterized by a general growth of businesses on the island to 18. Rice plantations rose from 5 to 7, logging businesses increased to 3, and the transportation industry grew from 1 business to 2. Furthermore, ship construction appeared on the island for the first time with 1 business and naval stores returned to the island with 2 businesses. Lumber was the only industry to show no growth, with the number of mills remaining at 3.

1851-1875 is one of the largest periods of industrial growth in the island's history with the addition of the 3 new industries to the landscape for a total of 24 businesses on the island. These industries were warehouses (with 4 businesses), fertilizer (1 business) and a cotton mill (1 business). Transportation, ship construction, lumber mills, and rice plantations remained static while the number of naval stores businesses increased by 1. Logging was the only industry to decline during this period, falling from 3 businesses to 2.

1876-1900 is an interesting period in the industrial history of Eagles Island because it contains the largest number of businesses (36) but is the fourth most industrially homogenous with only 7 different industries. The number of naval stores and rice plantation businesses each reached 11, warehouse businesses grew to 6, transportation businesses reached 3, and the fertilizer industry was represented by 2 businesses. Ship construction was the only stable industry, which remained at 1, while logging and cotton mill businesses vanished from the landscape.

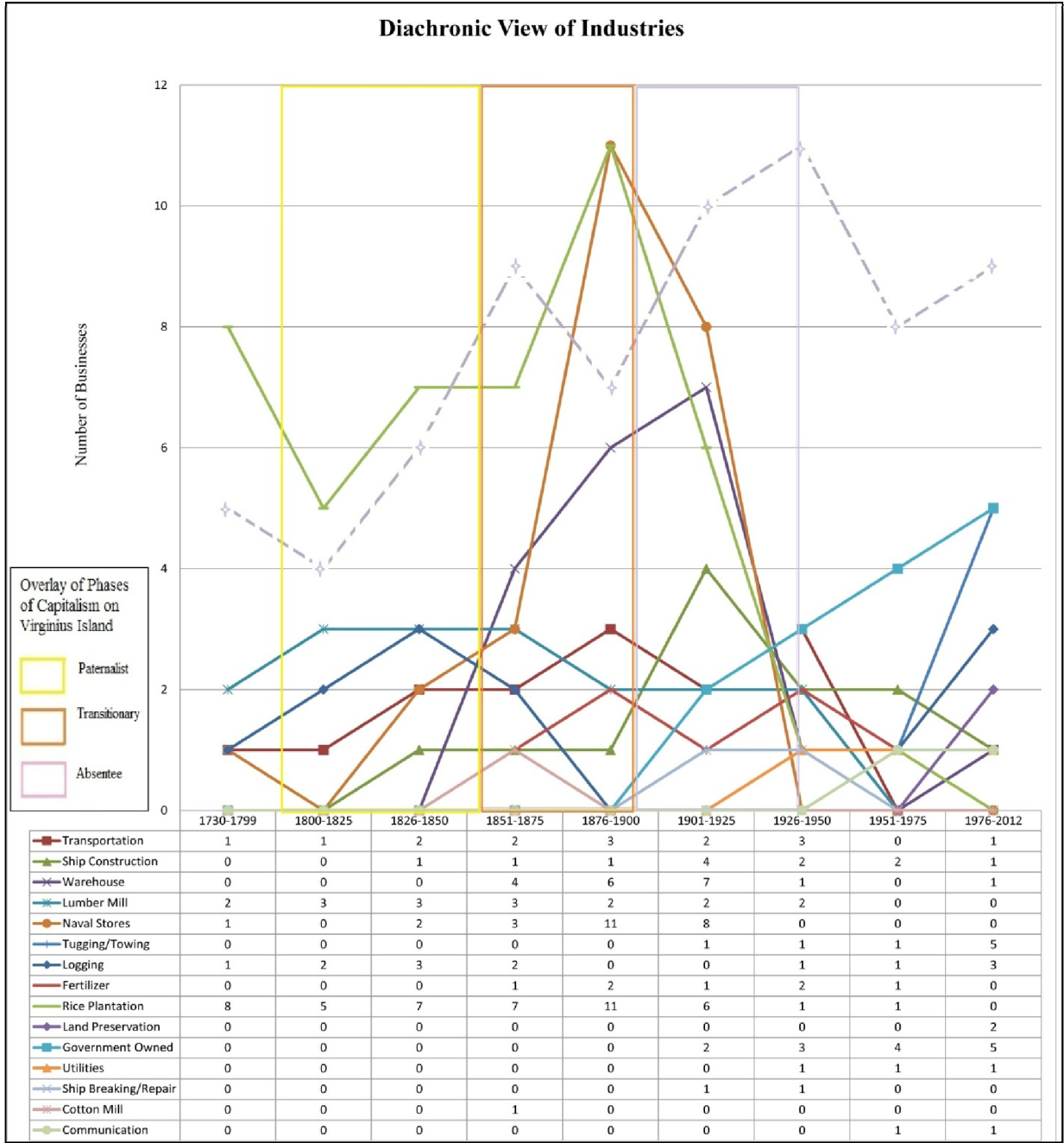


Figure 6-2 Occurrence of industry types on Eagles Island over time. Dotted line represents industrial diversity (Image by author).

1901-1925 marks an increase in industrial heterogeneity and a small decline in the total number of businesses on the island to 34. The growth industries of this period were ship construction (4), warehouses (7), government operated (2), tugging and towing (1), and ship

breaking (1). The only static industry was lumber, while transportation decreased to 2 businesses, naval stores fell to 8, and rice plantations experienced a 55% decline from 11 to 6.

The following period, 1926-1950, is the most industrially heterogeneous period in the history of the island with only 18 businesses. The number of transportation businesses rose to 3, fertilizer businesses grew from 1 to 2, a logging businesses returned to the island for the first time in 50 years, government enterprises reached 3, and a single utilities business appeared on the island. Three industries remained static during this period: lumber mills, tugging and towing, and ship breaking. Ship construction, warehouses, rice plantations, and naval stores fell to 2, 1, 1, and 0, respectively.

1951-1975 marks the sharpest decline in the number of different industries on the island from 11 falling to 8, while the total number of businesses dipped to 12. During this time, transportation, warehouses, and lumber mills vanished. The only industries to prosper during these 25 years were government enterprises and communications businesses, which each increased by 1, for totals of 4 and 1 respectively. Instances of ship construction, tugging and towing, logging, rice plantations, and utilities remained static.

The final period on Figure 6-2, 1976-2012, shows an overall increase of industrial heterogeneity by one and the number of businesses by eight. The transportation and warehouse industries returned to the landscape with one business apiece, tugging and towing increased to five, logging rose to three, land preservation debuted with two, and government facilities continued its steady growth, ending with five. The number of ship construction businesses decreased to one, while fertilizer and rice plantations disappeared from the island. The only industries to remain unchanged were utilities and communications.

Figures 6-1 and 6-2 show that the agricultural industries, prominent in the 19th century, waned in the early 20th century while other industries grew. This indicates Eagles Island experienced a gradual transition away from agriculture towards a technology-based maritime economy, then progressing to its present condition as a tourist economy. This is important because Virginius Island never experienced an agricultural economy, meaning fewer similarities exist between the islands than a cursory comparison elicits. Furthermore, it is safe to infer since Virginius Island had a factory-based economy and Eagles Island a maritime economy, that each island would undergo different transformations at different times. Therefore, the dates of paternalism on Eagles Island should not be based on the Virginius Island model because too many economic variables exist between the sites.

Figure 6-2 also indicates agricultural businesses dominated Eagles Island from 1730-1900, and maintained a strong presence during the first quarter of the 20th century. The chart also shows that only one factory, the Champion Compress Warehouse Company, existed on Eagles Island. These facts are further evidence that the islands are less similar than initially thought. The years between 1851 and 1925 are shown to be the height of agricultural industries. As agriculture waned in the first quarter of the 20th century, a rise in technical, ship-related industries occurred which indicates a period of gradual economic transition. During this transitional period, it was increasingly difficult to find free laborers willing to work the rice fields of Eagles Island. Meanwhile, metal-hulled ships replaced wooden ships, resulting in a decreased demand for naval stores. The industries most prevalent during the 19th century were fading from the landscape due to labor and market demand issues resulting in increased industrial homogeneity.

In the case of Virginius Island, industrial homogeneity was beset by wartime occupations and environmental catastrophes. Harpers Ferry, and by proxy Virginius Island, was occupied several times during the Civil War by both Union and Confederate armies. During the occupations, mills were sacked for machinery or razed to punish citizens. Once the war ended, only half the residents returned and many of the former mills and factories remained inoperable for several years. As the buildings were repaired, the economy of Virginius Island began to recover until 1872 when a massive flood destroyed several mills and factories. The flood proved to be the coup de grace for industrial heterogeneity on Virginius Island, and the period that followed is classified as the absentee period (Palus and Shackel 2006: 59-65). This contrast in the causes for absenteeism in the two different locales demonstrates that there are few historical parallels between the two islands.

As previously discussed, the total number of businesses on Eagles Island steadily declined throughout the 20th century but industrial heterogeneity remained high compared to the historic average. The period 1901-1925 was the height of industry on Eagles Island during the 20th century because it was home to 34 different businesses. The following period, 1926-1950, experienced a 53% decrease in the number of businesses, falling from 34 to 18. The slide continued during 1951-1976 when the number of businesses on the island was only at 12. The final period in Figure 6-2, 1976-2012, is characterized as an industrial resurgence because the number of businesses on the island rebounded to 20, a 66% growth from the previous quarter. A possible reason for the decline in the number of businesses may stem from Eagles Island's inability to recover from the Great Depression. The infamous Black Tuesday stock market crash occurred on October 29, 1929, which resulted in rampant unemployment and widespread

bankruptcies. If Eagles Island was affected by the stock market crash and never fully recovered then data should indicate that more businesses existed from 1900-1929 than 1930-1954.

Figure 6-3 shows the number of businesses on Eagles Island plummeted during the 1920s, which indicates a correlation between the number of businesses on the island during this time and the Great Depression. A 25-year span surrounding the event shows the state of the island’s businesses before and after the Great Depression and provides sufficient time for the economy to rebound to its former significance. The 19 businesses on Eagles Island during 1900-1910 grew to 22 over the next decade. However, the 1920s are characterized as a decade of economic decline for the island, because the number of businesses plummeted from 22 amassed in 1910-1919 to 10. The economic decline continued into the 1930s, where only 8 businesses were on the island from 1930-1935, then to 6 during the remaining 5 years, 1936-1940. 1941-1954 proved to be a relatively economically stable period for Eagles Island, as 1941-1945 saw an increase of 1 business from the previous decade, but the count returned to 6 for the years 1946-1954.

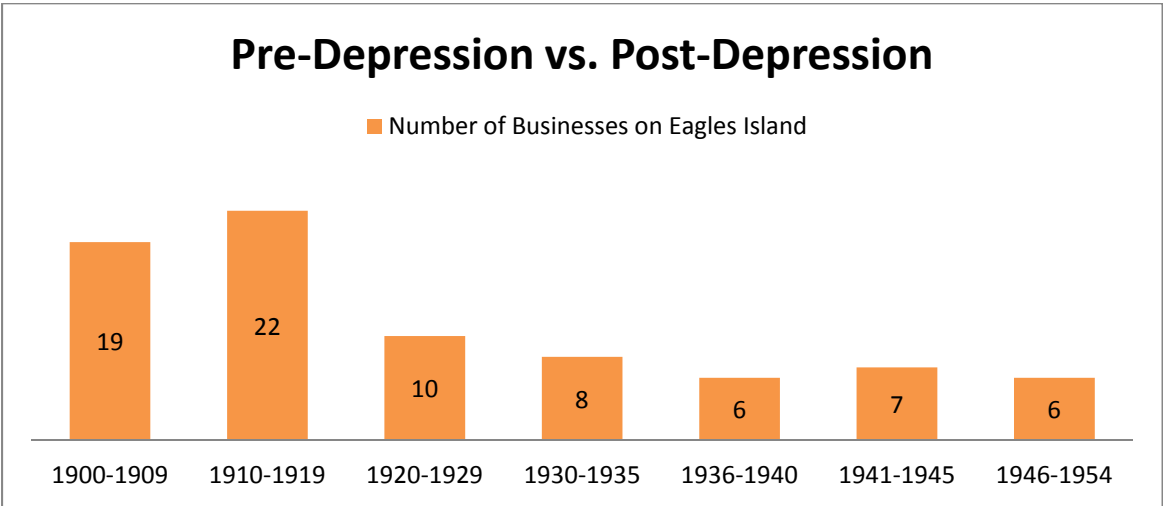


Figure 6-3 Number of businesses on Eagles Island before and after the Great Depression (Image by author).

The island's economy did not recover from the Great Depression. The data from Figure 6-3 provides an alternative explanation for the decreased industrial variation experienced on Eagles Island as opposed to Palus and Shackel's theory that industrial homogeneity is a natural result of the transition to absenteeism.

The Eagles Island data does not coincide with the trend of industrial homogenization on Virginius Island. However, the charts show the number of businesses on Eagles Island steadily declined during the 20th century. This leads to two possible conclusions; first, Eagles Island did not experience the same transition from paternalism to absenteeism that occurred on Virginius Island, as suggested by the "Southern Model". Second, the Virginius Island model is incorrect and industrial homogeneity is not an accurate measurement for absenteeism, instead, a decline in the number of businesses is perhaps a better indicator. However, once events such as the Great Depression factor into the analysis, too many variations exist within the data. Making any conclusions based on this query alone would prove to be difficult. The only possible conclusion that may be elicited, based upon the conflicting data between the Virginius Island model and the Eagles Island data, is that the phases of capitalism manifested differently between the two islands.

Industries with Residences

One of the most important features of paternalism is factory-provided housing for workers located adjacent to the mill or factory. This analysis seeks to examine this feature of paternalism within the island's various historical industries. Two important criteria were considered in defining factory-provided housing. First, if an historical source mentions a business with on-site housing then it is assumed that workers lived there. Second, slave

plantations provided housing for workers but this is not considered paternalism because a fundamental principle of capitalism is the use of free market labor (Wood 1986: 5).

There are 18 recorded instances of worker provided housing on Eagles Island and 13 are directly related to rice plantations. Of these 13 plantations, only four are within the research scope because they existed after emancipation. Two lumber mills and one logging company provided worker housing as well, but they also occurred before emancipation and are outside the research parameters. Another documented business with on-site housing was the Hamme Marine Railway. In the early 1920s R.F. Hamme built the first modern house on Eagles Island, opposite the foot of Church Street, adjacent to his railway (Jackson 1996: 238). Finally, another documented dwelling existed on Eagles Island as part of the naval stores industry but data is unclear as to which business it belonged to (SMPC 1889: 14).

Figure 6-4 indicates that besides the exceptions above, worker provided housing was utilized by employers only four times. The image shows that of all the postbellum industries, residency was provided in one instance apiece for both the naval stores and ship construction industries, while rice plantations had only two occurrences of worker provided housing. The data, however, is misleading for two reasons. First, no records pertaining to housing exist for three of the postbellum rice plantations: Bleak, Osawatomie, and Hallett. While it is likely that housing was provided for those employed at these plantations, Bleak, Osawatomie, and Hallett were excluded from the dataset. Second, documents indicate businesses on Eagles Island utilized a form of paternalism unmentioned by Palus and Shackel. According to the Supreme Court of North Carolina in the case of John A. Taylor v. The Wilmington and Manchester Railroad Company, businesses on Eagles Island provided their employees with free transportation across the Cape Fear from Wilmington (Supreme Court of North Carolina, Raleigh 1857). Therefore,

the synthesis of historical and archaeological data concludes that employers on Eagles Island expressed paternalism differently than employers on Virginius Island. A Neo-Marxist interpretation of this data suggests the employers projected their desire for long workdays upon their employees by providing them with transportation across the Cape Fear. This form of paternalism forced workers to arrive and depart the job at the employers' convenience, a form of controlling the workers, analogous to the panoptic architecture researched by Leone (1995).

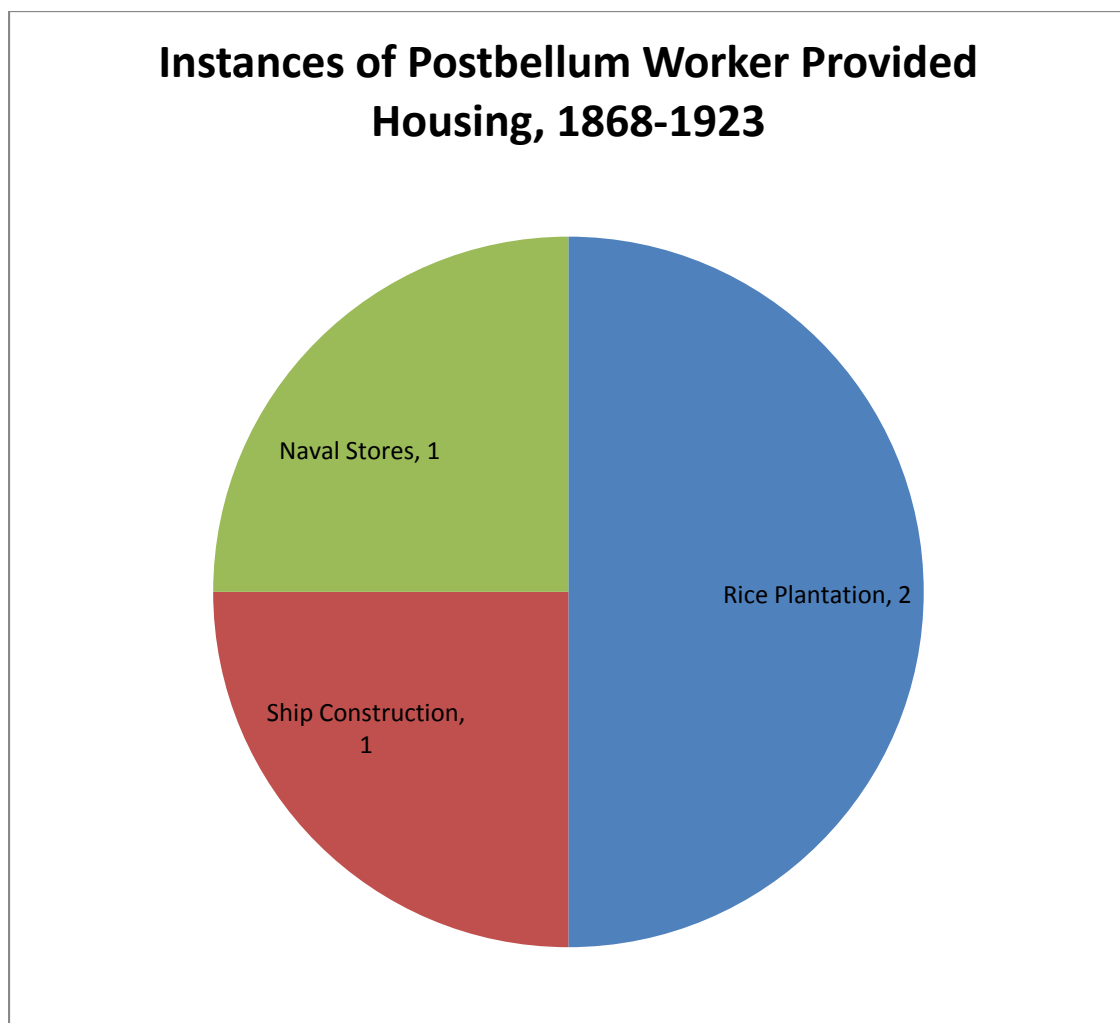


Figure 6-4 Instances of industries providing housing (Image by author).

Skilled vs. Unskilled Labor

As previously mentioned in Chapter Two, one noticeable trend in the shift from paternalism to absenteeism is the transition from skilled to unskilled labor. According to the U.S. Department of State, skilled labor is defined as a position that requires a minimum of two years of training or experience. Unskilled labor refers to jobs that require less than two years of training or experience (United States Department of State 2012). These two types of labor categorize the historic and modern industries of Eagles Island. Industries such as transportation, ship construction, tugging & towing, ship breaking, communications, and utilities are qualified as skilled labor due to the degree of specialization each industry requires. Industries requiring a low degree of specialization, unskilled labor, include warehouses, lumber mills, naval stores, logging, fertilizer, cotton mills, and rice plantations. The land preservation and government-operated industries have been excluded from this analysis because they manifest on Eagles Island in a variety of ways that are too broad to classify in this circumstance.

These classifications are based upon the author's assumptions to the extent each industry was dominated and dependent upon skilled or unskilled workers. There are many difficulties with generalizing labor classifications. First, an industry may employ both skilled and unskilled laborers. For example, the shipwrights of the Beery, Hamme, and Stone yards were clearly skilled workers, but those businesses most likely employed unskilled laborers as apprentices or secretaries as well. It is for this reason that the importance of the "dominated and dependent" clause becomes clear, that the generalizations are based on the author's assumptions of which type of worker was the most essential to the industry. In the case of the ship construction, the shipwrights dominated the industry because the businesses were dependent upon their skills. The second difficulty in generalizing is that the type of labor used in some industries may change

over time. For example, cultivating rice has historically been an unskilled job, but modern rice farming requires a vast knowledge of the growing process, business acumen, and the ability to operate heavy machinery. Generalizations are an unfortunate necessity for this query because detailed employment statistics for the duration of the island's industrial occupation are unavailable. Furthermore, Palus and Shackel provide no elaboration on their qualifications of skilled and unskilled labor; they assume a positive correlation between the mechanization of Virginius Island's industries and increased use of unskilled labor.

Figure 6-5 is a graph comparing the historic industries of Eagles Island that utilized the two types of labor. The image shows that skilled labor slowly became more prominent as time progressed. From 1730-1900, instances of skilled labor were very low, fluctuating between 1 and 3. However, the number jumps to 8 during the span of 1901-1950, which is a large increase considering the historical trend. 1951-1975 marks a decline in skilled labor to 4 businesses, but the remaining years, 1976-2012, shows a return to 8. From 1730-1900, unskilled labor grew from 12 businesses to 32. However, once Eagles Island entered the 20th century, unskilled labor dropped to 24, and continued to decline to its present value of 5 businesses.

According to Palus and Shackel, the historical pattern should indicate that skilled workers were replaced by unskilled workers, however, the data displayed in Figure 6-5 shows the opposite occurred on Eagles Island; that unskilled labor industries developed into skilled labor industries. Therefore it must be concluded that in this circumstance, the data from Eagles Island is not in accordance with the Virginius Island model.

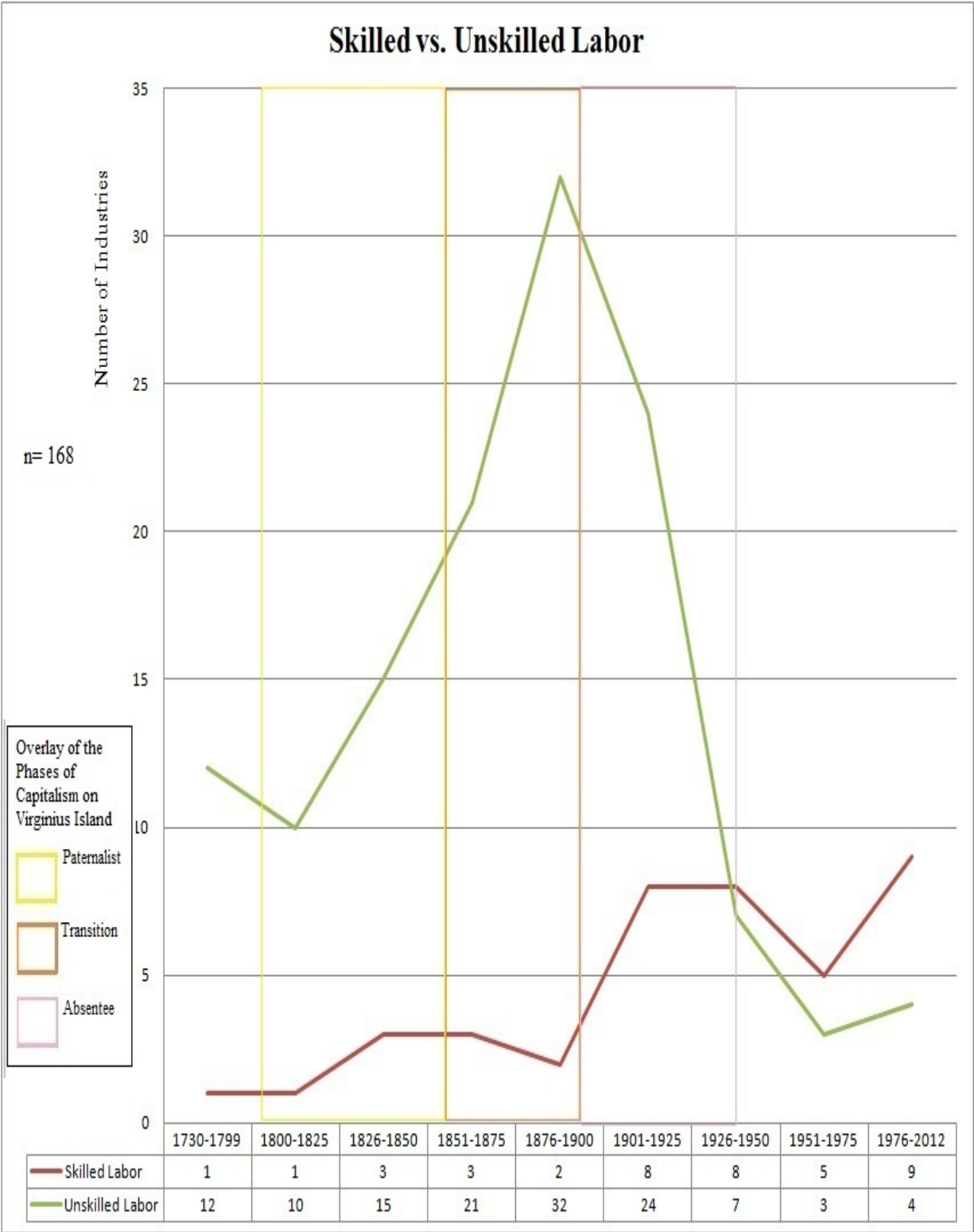


Figure 6-5 Diachronic comparison of skilled and unskilled industries (Image by author).

Absenteeism

As previously stated, a key indication of the transition from paternalism to absenteeism is the indirect involvement of the business owner. Indications of indirect involvement from the archaeological record manifest themselves by a lack of evidence, such as not finding a residence adjacent to a mill or factory that can be traced to the owner in the historical record. Indirect involvement is gleaned from the historical record by deeds or travel documents. Absenteeism is determined by deeds that provide the company's address. For example, Blue Sky Timber Properties LLC, a business that previously owned land on Eagles Island, is based in Delaware, but the company's main office is in Memphis, Tennessee. Similarly, the Virginia Carolina Chemical Corporation owned land on Eagles Island until September 10, 1958, but it was based in Virginia. The Comings and Goings section of the *Wilmington Messenger* lists the travel plans for prominent citizens of the city. In many cases, the paper lists business trips for Eagles Island landowners, such as the Worth, Northrop, and Meares families. These business trips to cities like New York and Philadelphia indicate an element of absenteeism is present in the industries of Wilmington and Eagles Island (*The Wilmington Messenger* 1888: 5). Based upon the large sample of deeds and Wilmington newspapers, it is clear that absentee ownership of Eagles Island properties became increasingly common, making this aspect of the economy in tune with the Virginius Island model. The earliest evidence of this trend began in the 1880s and instances of this were rare, but by the middle of the 20th century, absenteeism emerged as a standard form of land ownership on Eagles Island. This is significant because, in conjunction with the trade dynamics narrated in Chapters 3 and 4, it shows Eagles Island as being part of a world system. The island's semi-peripheral businesses interacted with local and foreign core economies, such as New York, Baltimore, Philadelphia, Norway, England, and Germany, and peripheral

economies like Wilmington. It is important to identify Eagle Island's connective links to the world system because maritime entrepôts were important contributors to the "origins of the modern world system" (Delgado 2009: 16).

Beyond the Virginius Island Model

The Virginius Island model is limited by the conditions and events that occurred on Virginius Island. In order to fully understand the development of capitalism, any application of the Virginius Island model to other economies must also include that areas distinct conditions and events as well. This section explores those conditions beyond the research of Virginius Island done by Palus and Shackel to incorporate the distinct historical circumstances of Eagles Island to better understand the development of capitalism within the region. In the following analyses regarding type of economy, owners with multiple businesses are rooted in the Virginius Island model and are implied by Palus and Shackel but not explicitly stated. The remaining analysis pertaining to the transition from production to storage is an original interpretation of elements of paternalism and absenteeism applied to the conditions of Eagles Island. These forms of analysis are necessary because, as demonstrated throughout this chapter, the phases of capitalism do not apply universally to each environment; therefore, an analysis of Eagles Island must be done within the island's own context. The following analyses are based on data unavailable to Palus and Shackel, which deserves analysis because it may shed further light upon the role and nature of capitalist enterprise on Eagles Island.

Type of Economy

As stated in Chapter 2, the economy of Virginius Island was composed of a variety of crafts and factories. Despite several geographical and logistical similarities, the maritime environment of Eagles Island dictated a different economic path than Virginius Island. As Figure 6-7 demonstrates, 53% of Eagles Island's industries were either directly or indirectly related to a

maritime economy. The fundamental differences between the economies of Eagles and Virginius Islands prove that further analysis of the phases of capitalism on Eagles Island must extend beyond the limits of the Virginius Island model and be tailored to the environment of Eagles Island.

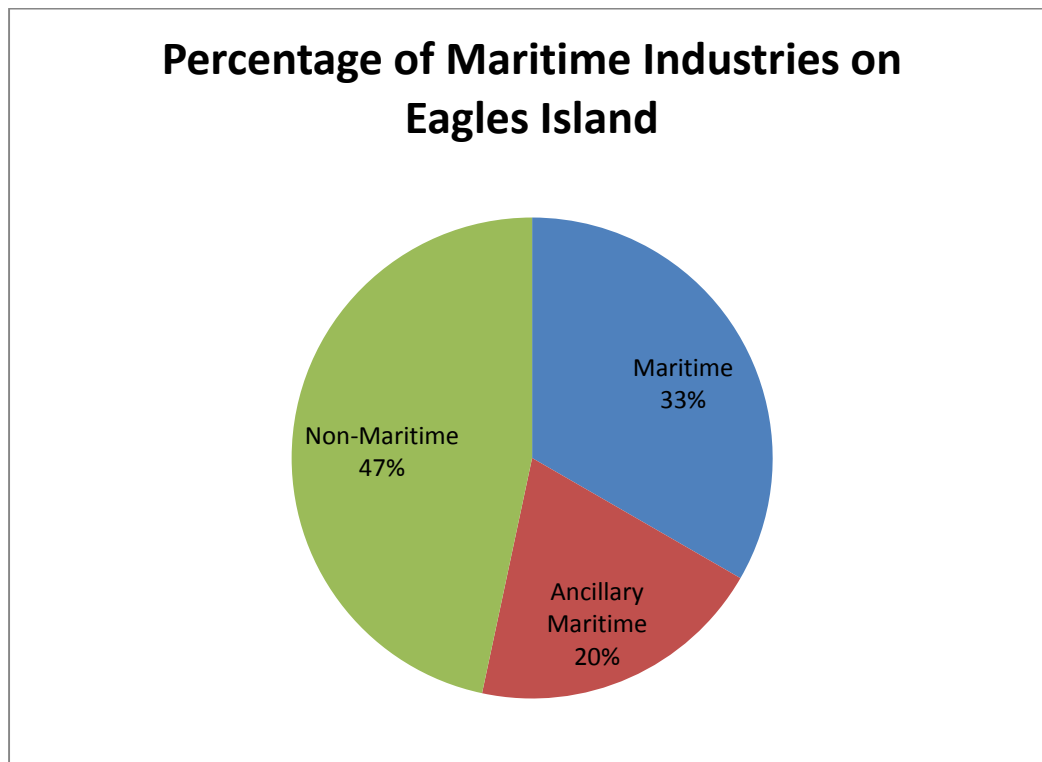


Figure 6-6 Percentage maritime industries vs. non-maritime industries on Eagles Island (Image by author).

Owners and Multiple Businesses

During the first and second phases of capitalism on Virginius Island, mill owners were frequently involved in a singular industry, and if the owner decided to branch into other industries, the businesses were generally related. For example, Lewis Wernwag, the most prominent paternalist on the island operated a sawmill, machine shop, and two smith shops (Palus and Shackel 2006: 34).

These shops overlapped in use and served complementary purposes. As the shift to absenteeism occurred, the overlap became more ambiguous. From 1884 to 1924, Thomas Savory, the

prominent absentee industrialist on Virginius Island, owned the Shenandoah Pulp Mill Company and the Harpers Ferry Electric Light and Power Company. Savory would use, when necessary, the turbines from his pulp mill to generate electricity for his power company, demonstrating an adaptive form of capitalism (Shackel and Palus 2006: 80).

This trend can be seen on Eagles Island during the latter half of the 20th century as well. For example, John Taylor was a member of the Board of Directors of the Wilmington and Manchester Railroad and was the owner of the Cape Fear River (Market Street) Ferry. E.I. Taylor, a likely heir of John Taylor, was a co-owner of the Navassa Guano Company, a fertilizer industry partly based on Eagles Island (Smaw 1865: 118; Reilly 1884: 91-9; Sprunt 1896: XXVII-XXVIII). Another entrepreneur involved in several industries on Eagles Island was D.L. Gore, who owned a naval stores company, the E.J. Powers Fertilizer Manufacturers & Warehouses, and was a business associate of the Brunswick Bridge and Ferry Company (Reilly 1884: 39, 111; SMPC 1889: 14; Jackson 1996: 184-185). Similarly, Matt J. Heyer owned a naval stores company on Eagles Island and was also a partner in the Tidewater Power Company (*Daily Messenger* 1887b: 2; SMPC 1898: 31; Hall 1975: 86, 204-206). The Worth family is another example of capitalists branching to different industries; they sold naval stores from a wharf on Eagles Island and were longtime agents for the Cape Fear Steamboat Company (*The Daily Herald* 1854a: 1; *The Cape Fear* 1876a: 3, 1877: 1; Reilly 1884: 54). Based on the matching patterns of capitalists owning or associating with several businesses between Eagles Island and Virginius Island, there is a clear fit with Palus and Shackel's indication of absentee ownership.

Production to Storage

An expected trend on Eagles Island that should indicate the transition from paternalism to absenteeism is the shift from production of goods to storage of goods, meaning the utilization of the warehouses on Eagles Island as a transshipment depot. Figure 6-8 is a comparison between

the businesses on Eagles Island that produced goods and those that were dedicated to storage. From 1730-1850, production industries fluctuated from as low as 10 businesses to 17, while storage industries had not yet manifested on the island. 1851-1875 marked the first appearance of the storage industry at 4, which coincides with a small growth in the number of production businesses to 17. The following period, 1876-1900, is characterized by continued growth of both industries, as production reached an all-time high of 27 businesses while number of storage businesses reached 6. Interestingly, 1901-1925 is a period of decline for production businesses, as the number dropped to 21, while storage businesses continued their growth to reach its zenith at 7. The following period, 1926-1950, was one of decline for both industries as production and storage dropped to 8 and 1 respectively. The decline continued for the industries during the following 25-year period; the number of production businesses fell to 5 while storage disappeared from the island. The remaining years, 1976-2012, shows another decline in production to 4, but the return of a single storage business to Eagles Island. In most cases, the chart shows matching trends between the datasets, that instances of production and storage mirror the other. This chart shows that the transition from production to storage did not occur on the island because storage never replaced production.

A more conclusive way to determine if this trend is true is through the use of stacked column charts comparing the data for each time period. Stacked column charts graphically compare values, which visually demonstrates how large or small a number is in relation to another number. Figure 6-9 shows a static relationship between the industries at 19% for storage and 81% for production during the years 1851-1875 and 1876-1900, respectively. 1901-1925 shows an increased percentage in storage industries on the island to 25% of the businesses, but

the following 25-year span indicates over a 50% decline in storage industries to 12%. 1976-2012 shows that a storage business returned to the island while four production businesses existed.

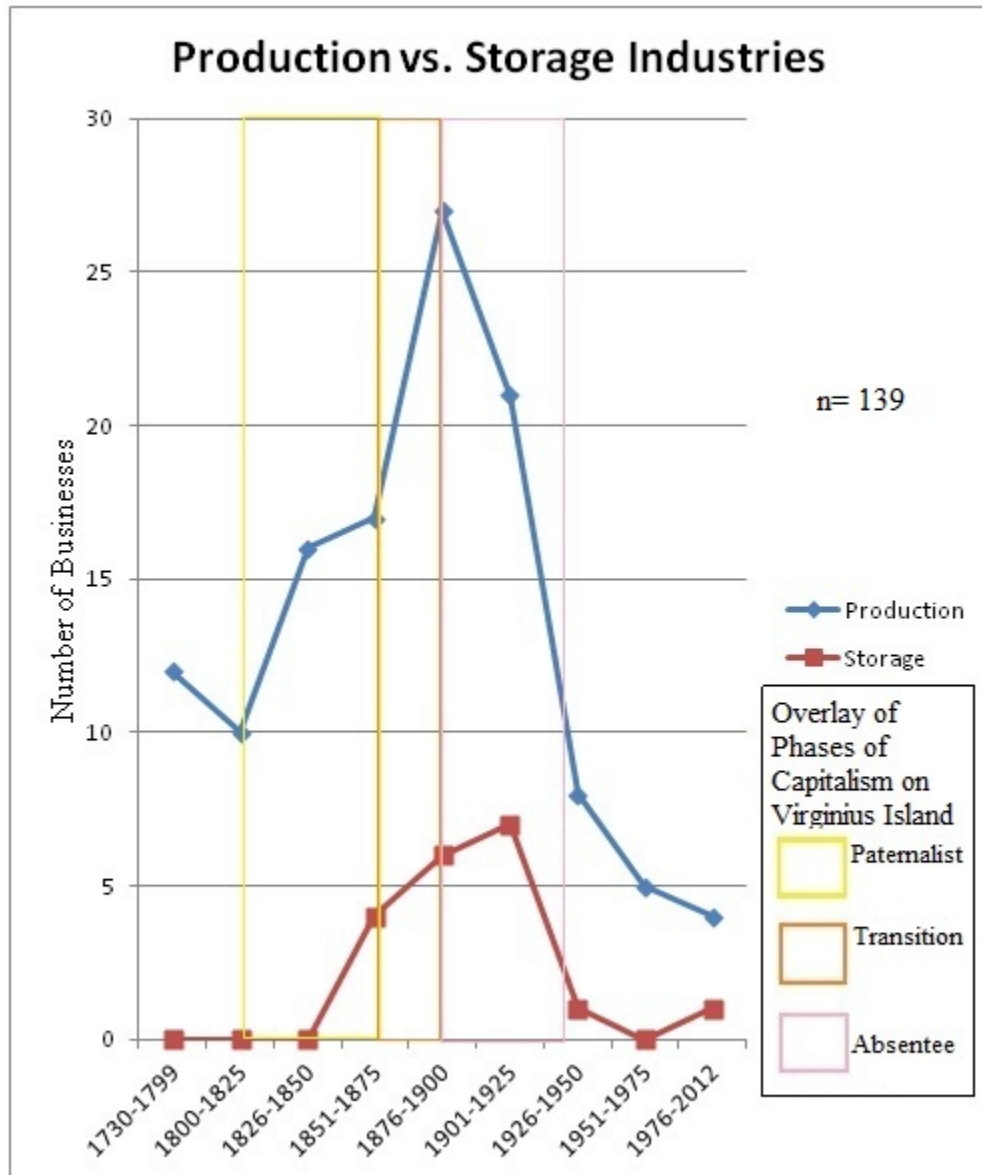


Figure 6-7 Diachronic comparison of production and storage industries on Eagles Island (Image by author).

A storage-based economy is indicative of absenteeism because little managerial oversight is required. As previously mentioned, a key characteristic of absenteeism is the lack of supervision from the owner. Therefore, the shift from paternalism to absenteeism likely occurred

on Eagles Island during 1901-1925 because of the 7% growth of the storage industry during that span.

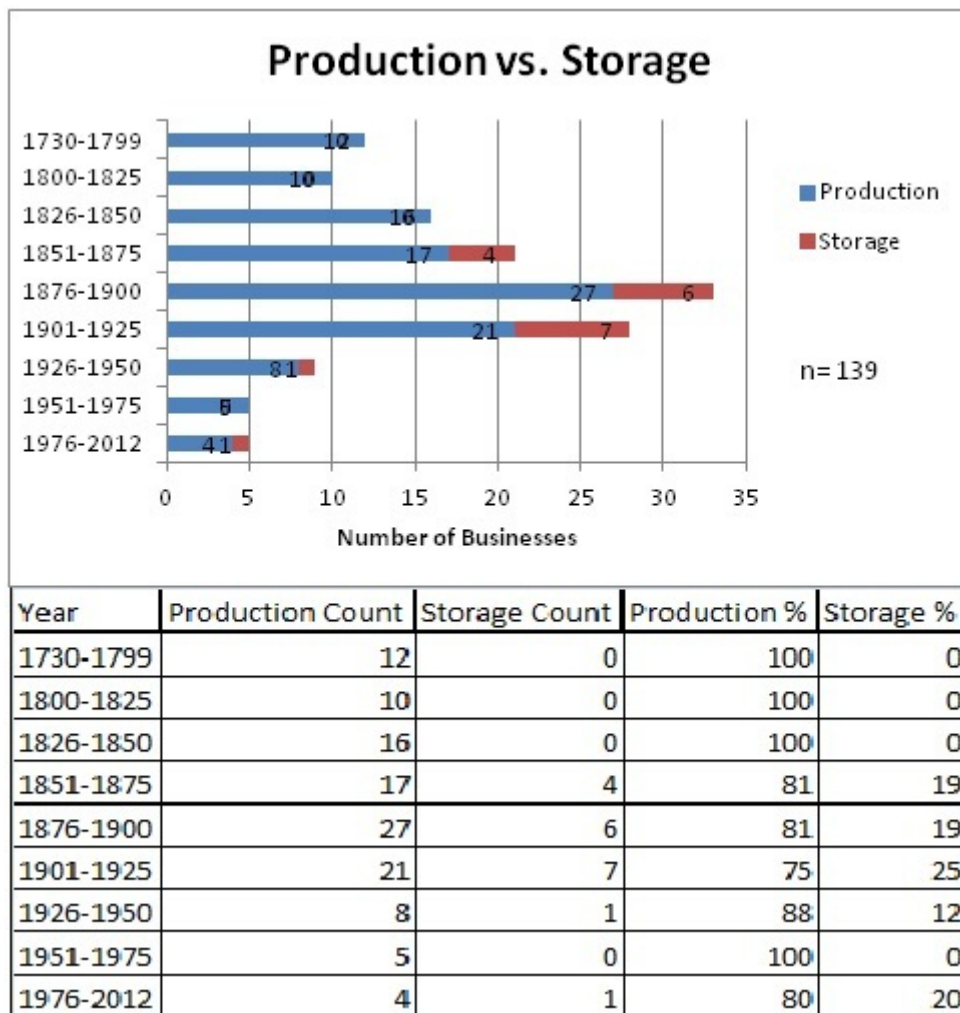


Figure 6-8 Comparison of Production and Storage industries (Image by author).

Conclusion

The results of the quantitative analysis show that the phases of capitalism on Eagles Island manifested in both similar and different ways than the Virginius Island model (see Table 6-1). The patterns of capitalists owning multiple businesses and absenteeism were in accordance with Palus and Shackel’s data. Industrial variation and skilled labor trends on Eagles Island were found to not correspond with the Virginius Island model but the data depicts that paternalism

may have been expressed differently. Similarly, trends involving industries with residences and the shift from production to storage firmly indicate that paternalism existed on Eagles Island but manifested itself differently than on Virginius Island.

Phase	Hallmark	Virginius Island	Eagles Island
Paternalism	Industry most heterogeneous	YES	NO
	Capitalist provided housing	YES	NO
	Prevalence of skilled labor	YES	NO
	Production of Goods	YES	YES
Absenteeism	Industry most homogenous	YES	NO
	Capitalists provided housing	NO	NO
	Prevalence of unskilled labor	YES	NO
	Absentee Ownership	YES	YES
	Owners have multiple businesses	YES	YES
	Storage of Goods	N/A	YES

Table 6-1 Compilation of quantitative analysis results (Table by author).

Based upon the results of the analyses, it can be concluded that the industries on Eagles Island do not correlate with the three phases of industrial management as manifested on Virginius Island. The evidence, however, hints that the phases manifested differently on Eagles Island. Furthermore, the quantitative analyses produce two axioms regarding the phases of capitalism. First, maritime economies differ from non-maritime economies, creating comparative difficulties. Second, paternalism is demonstrated in different ways, often depending on the region's landscape. This analysis, however, is limited to trends derived from quantifiable data. The following chapter expresses these queries geospatially to analyze the locations of industries and residences to discern if patterns exist among the physical landscape of Eagles Island.

CHAPTER 7: BEYOND THE WRITTEN RECORD- GEOSPATIAL ANALYSES OF THE INDUSTRIES OF EAGLES ISLAND

Introduction

Geospatial analysis is essential to demonstrate the changing industrial layouts of Eagles Island as they relate to the phases of capitalism. This is important because it can determine which parcels are historically profitable and display possible interactions among the maritime, agricultural, and transportation industries. Using the theoretical framework created by Matthew Palus and Paul Shackel's work at Virginius Island, and in conjunction with original analysis based upon the historical and archaeological records, this chapter will graphically analyze the industrial and residential patterns of land use to establish if Eagles Island experienced the phases of capitalism in a similar manner to the previously outlined Virginius Island model (Palus and Shackel 2006: 78). The significance of a geospatial analysis is that it provides an alternative method for analyzing the Virginius Island Model and provides a more direct analysis of capitalist enterprises on Eagles Island.

This chapter is composed of two sections; the first applies the queries created by Palus and Shackel to Eagles Island. The second extends beyond the Virginius Island model into original queries regarding potential transitional elements of capitalism derived from economic trends specific to Eagles Island.

Eagles Island Compared to the Virginius Island Model

As mentioned in Chapter 6, Palus and Shackel utilized a variety of written and oral histories in conjunction with excavated artifact assemblages to perform their analyses of transitional capitalism on Virginius Island. Due to the differing methodologies discussed in Chapter 5, the comparisons between the islands ignore the Virginius Island artifact assemblages

because excavations were not performed on Eagles Island. Extensive use of maps, deeds, and written sources compose the majority of the geospatial data for the analysis. The archaeological data gathered from Eagles Island supplements the historical evidence and serves as a check to ensure the accuracy of the written record. The result is a comprehensive geospatial database capable of accurately assessing the known land uses of Eagles Island from 1730 to the present.

Industrial Layout

As mentioned in Chapters 2 and 6, the shift from paternalism to absenteeism is characterized in part by the corresponding trend of industrial heterogeneity to homogeneity. The results of the quantitative analysis from the previous chapter demonstrated that this trend did not occur in accordance with Palus and Shackel's model but that the trend may have expressed itself differently on Eagles Island. According to the Virginius Island model, the layout of industrial and residential buildings was scattered during the absentee phase and eventually transitioned into an organized layout with discernible boundaries based upon land use and class (Palus and Shackel 2006:35, 78). If land use on Eagles Island correlates geospatially to Virginius Island, then the parcels should appear arbitrary and disorganized in the early years and transition to a more organized layout with discernible boundaries among industries. The key to identifying boundaries that are characterized as arbitrary and disorganized is by examining the temporal movement of industries. If businesses tend to migrate across the landscape then they were initially established in a less ideal location resulting in an eventual move, indicating an initial arbitrary location of the business. Conversely, if businesses were always clustered in one area then that location is likely the best place for the businesses, indicating logic and forethought in establishing a business in that location. The following maps show the locations of the historic

and current businesses of Eagles Island divided into periods accurately reflecting the economic trends of the times.

Figure 7-1 represents the years 1730 to 1799, when only five industries existed on Eagles Island. Rice was the largest industry followed by a tie for second between logging and lumber mills, while only one recorded naval stores business existed during this time. Finally, the transportation industry is represented by the Cape Fear River and Brunswick River Ferries, and William Dry's Causeway. Figure 7-2, representing 1800 to 1849, is characterized by the addition of ship construction to Eagles Island. Rice remained the dominant industry across the landscape, while the transportation industry experienced the largest growth. This period marks the beginning of the trend of the concentration of businesses in the northeast of the island, directly across from Wilmington. Naval stores, lumber, and logging all migrated to new areas, hinting that their previous locations were arbitrary and disorganized. These 50 years are characterized as a time of industrial growth for the island because a railroad and a ship construction business were established north and south respectively of the ferry landing.

The industrial landscape on Eagles Island from 1850-1899 grew to include four additional industries: warehouses, residences, fertilizers, and a cotton mill (see Figure 7-3). The businesses continued to cluster in the area across from Wilmington, however, increased agricultural activity is seen on the northwest of the island. The most notable change, however, is the absence of the rice industry in the southern half of the island. The next period of industrial occupation of Eagles Island, 1900-1949, was the most dynamic in the island's history (see Figure 7-4). The additions to the island's economy were utilities, tugging and towing, ship breaking, and government-owned land. Absent from the landscape is the cotton mill that was instrumental to Wilmington's economy during the Civil War.

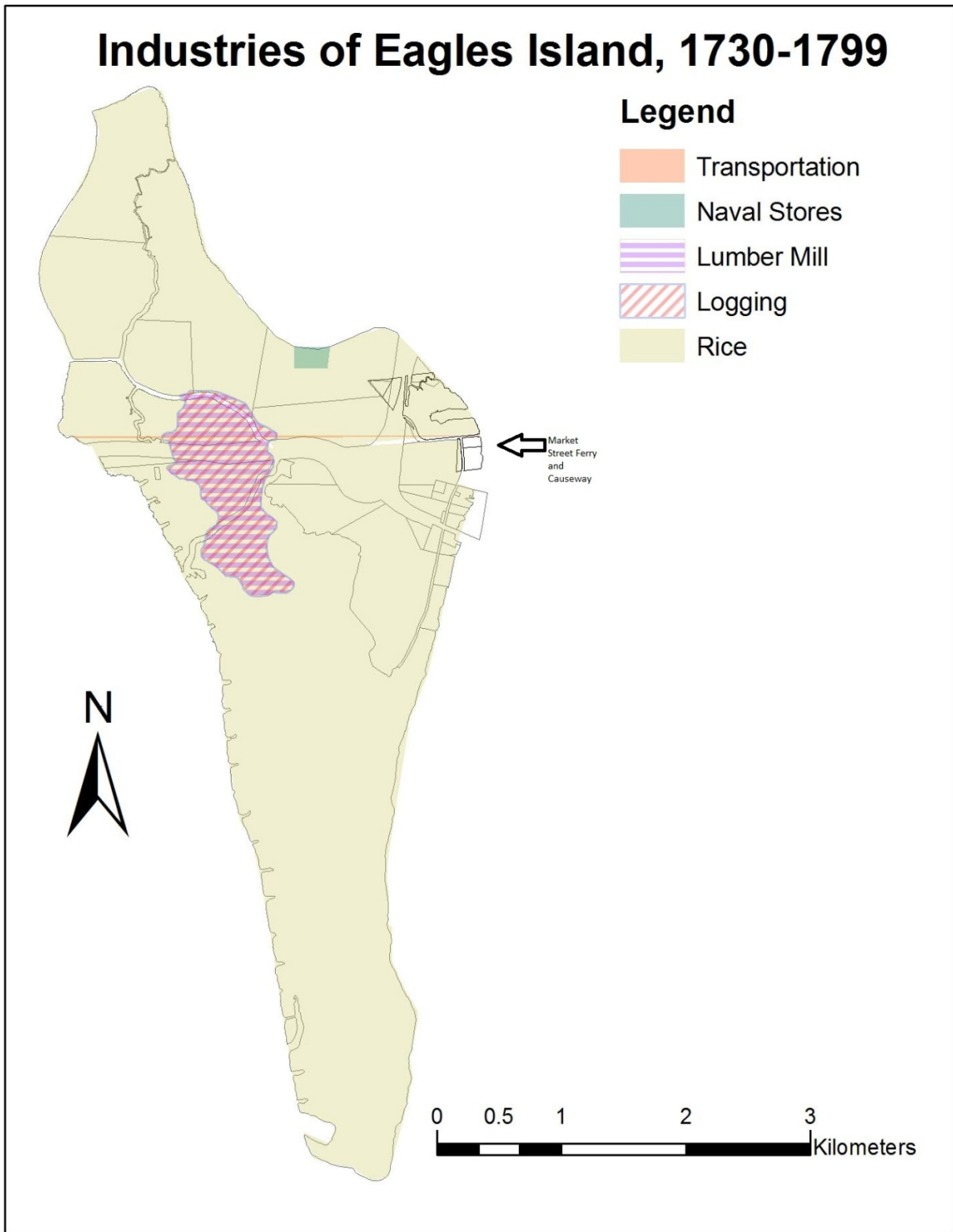


Figure 7-1 Map of industries on Eagles Island from 1730-1799 (Image by author).

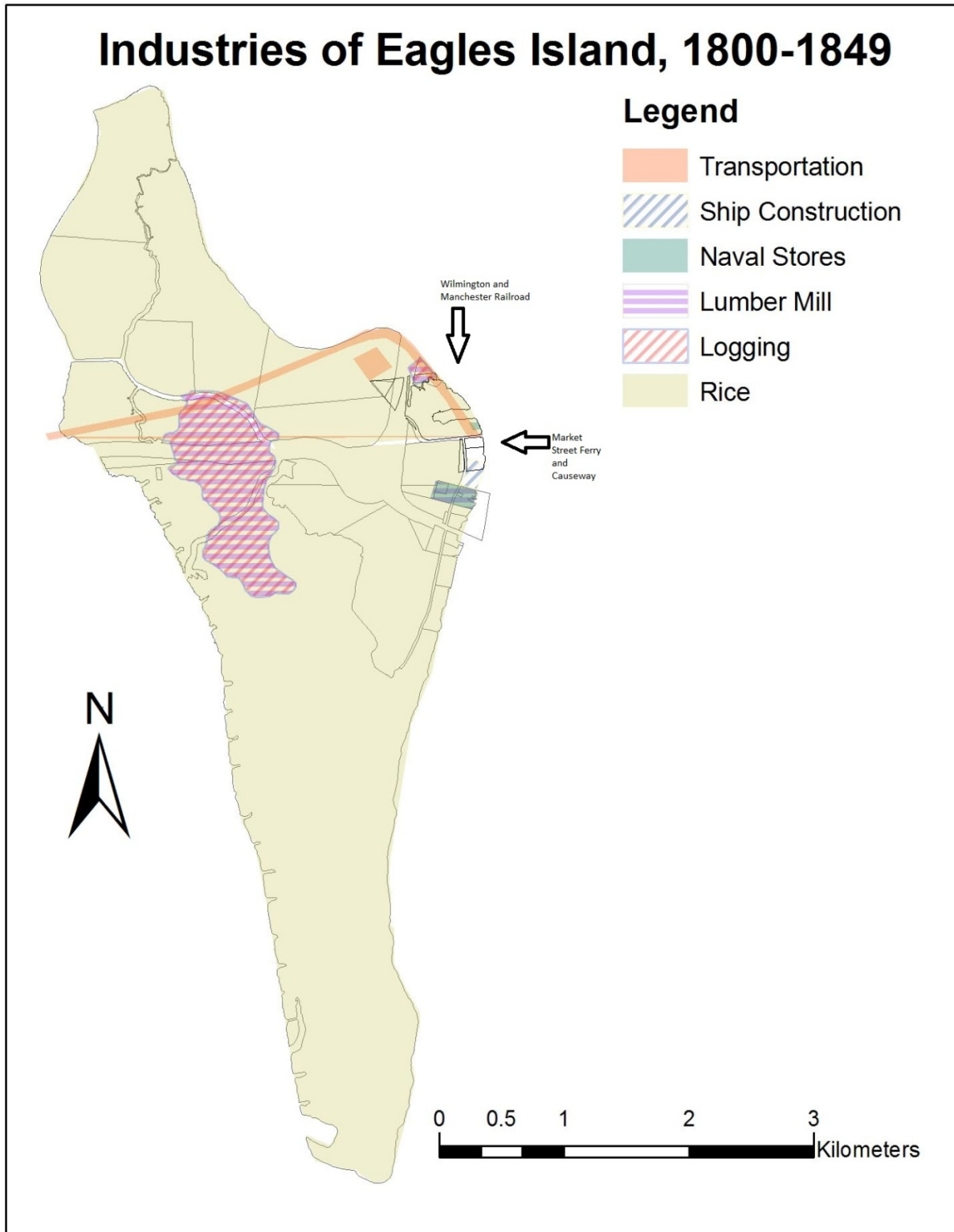


Figure 7-2 Map of industries on Eagles Island from 1800-1849 (Image by author).

The industrial clustering on the northeast of the island reached its zenith in both number of businesses and industrial diversity during this period. It was during this time that various government agencies began purchasing land on the southern half of the island for the Army Corps of Engineers and the Wilmington “Mothball” Fleet anchorage.

The years from 1950 to 1999 mark a period of industrial decline on the island (see Figure 7-5). Notably absent for the first time is the Market Street Ferry, naval stores, rice, and lumber mill industries. Land preservation makes its first appearance as an enterprise, appearing in areas that were once associated with rice and fertilizer. The clustering that was once prevalent among the various industries of Eagles Island disappeared; the land transitioned into the home for the Battleship *North Carolina* museum and an anchorage for the Stone Towing Company tugboats.

Presently, Eagles Island’s industrial occupation is characterized primarily by government-run enterprises and land preservation endeavors (Figure 7-6). The United States Maritime Commission and land preservation groups own the preponderance of the landscape. The only for-profit industries remaining are the utilities, tugging and towing, communications, and logging industries. Interestingly, none of these industries, with the exception of logging, was part of the island’s original industrial landscape in the 18th century.

The preceding maps, Figures 7-1 through 7-6, demonstrate a correlation with the Virginius Island model. The early periods of the industrial occupation of Eagles Island, 1730-1849, began haphazardly but eventually demonstrate a growing realization of the importance of the northeast corner of the island, the area directly opposite Wilmington. The earliest period of land use, 1730-1799, is predominantly characterized by agricultural industries with little regard for industrial layout. However, as time progressed and industries were added to the landscape, they became increasingly concentrated on the northeast shore, directly adjacent to Wilmington.

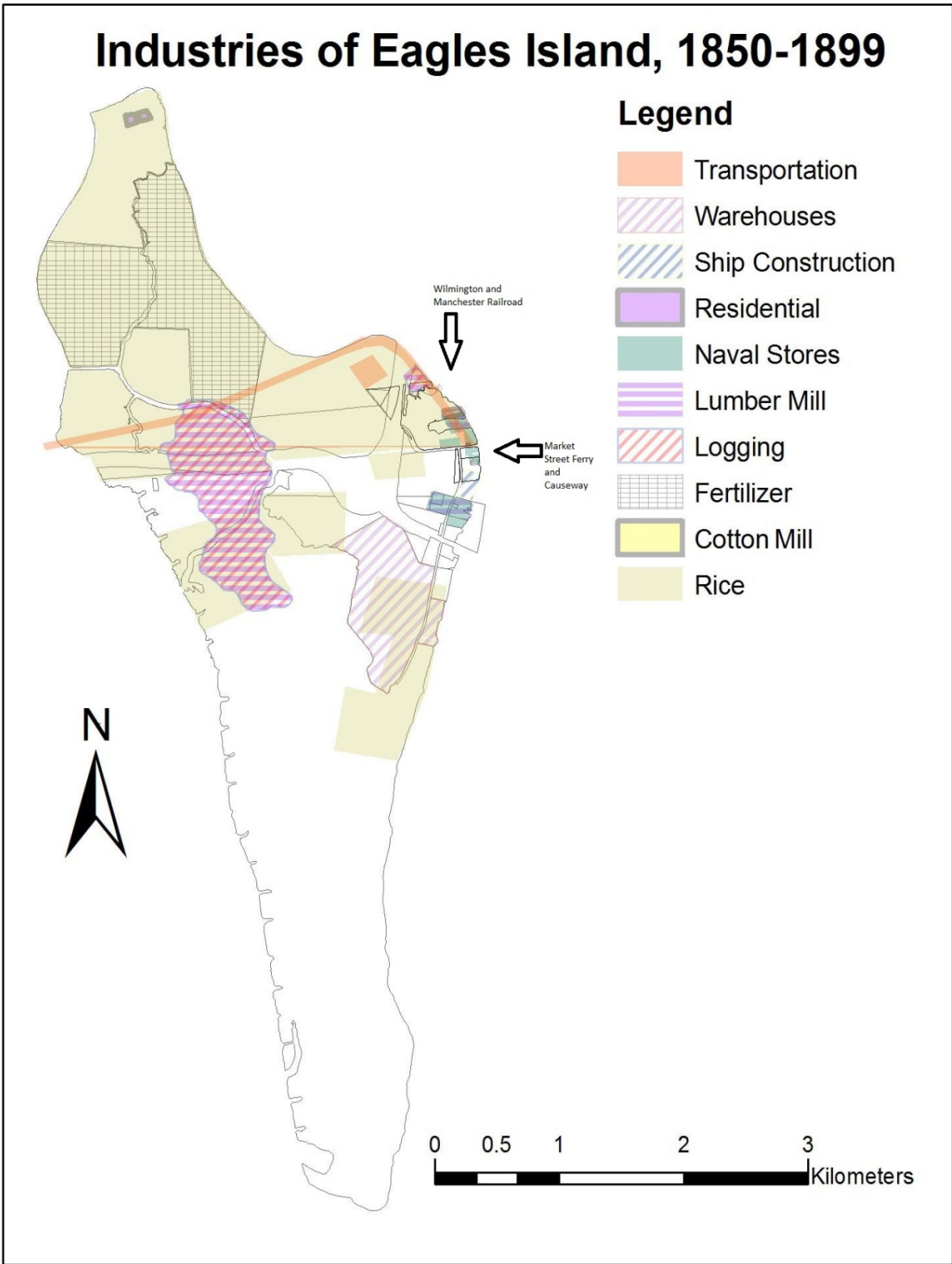


Figure 7-3 Map of industries on Eagles Island from 1850-1899 (Image by author).

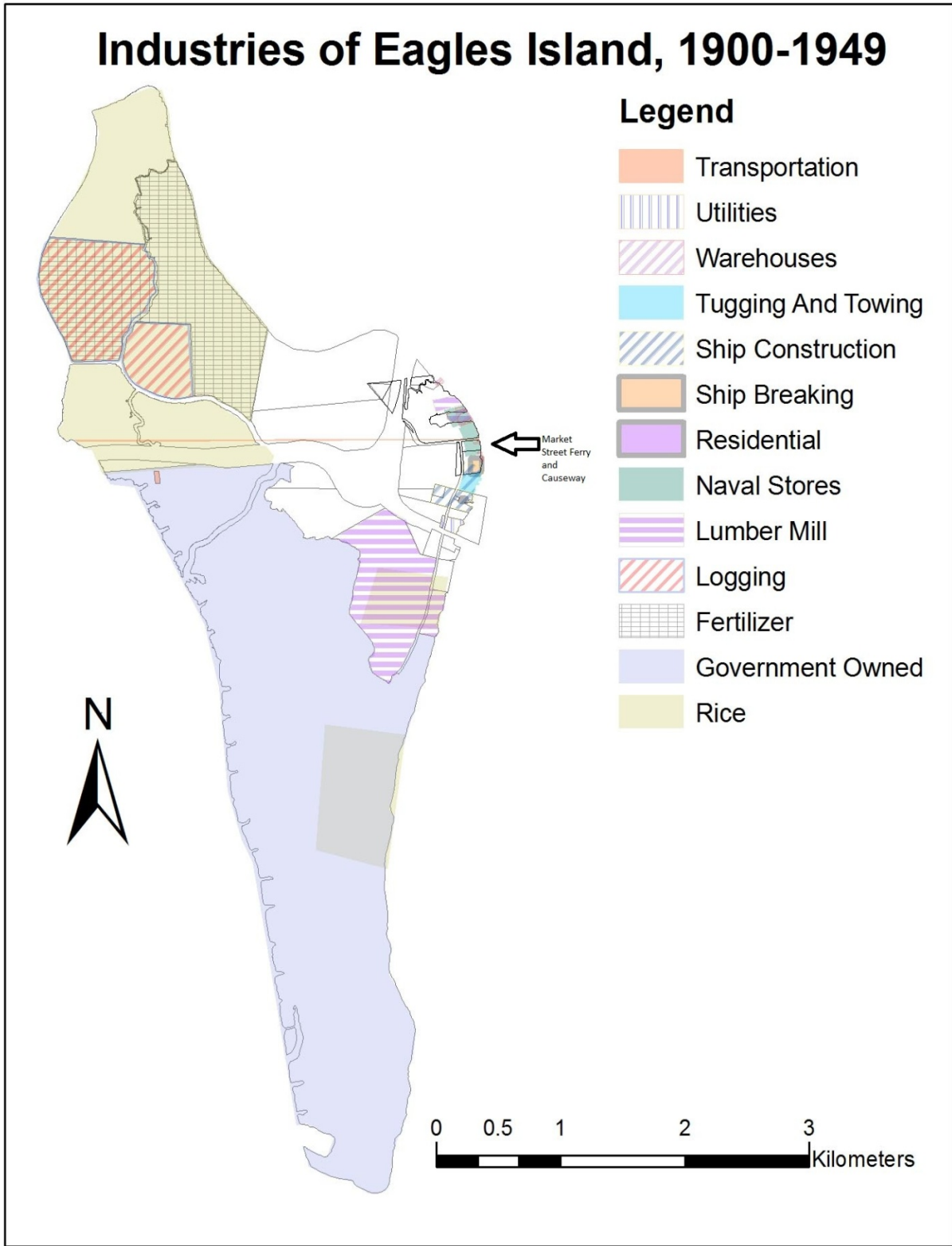


Figure 7-4 Map of industries on Eagles Island from 1900-1949 (Image by author).

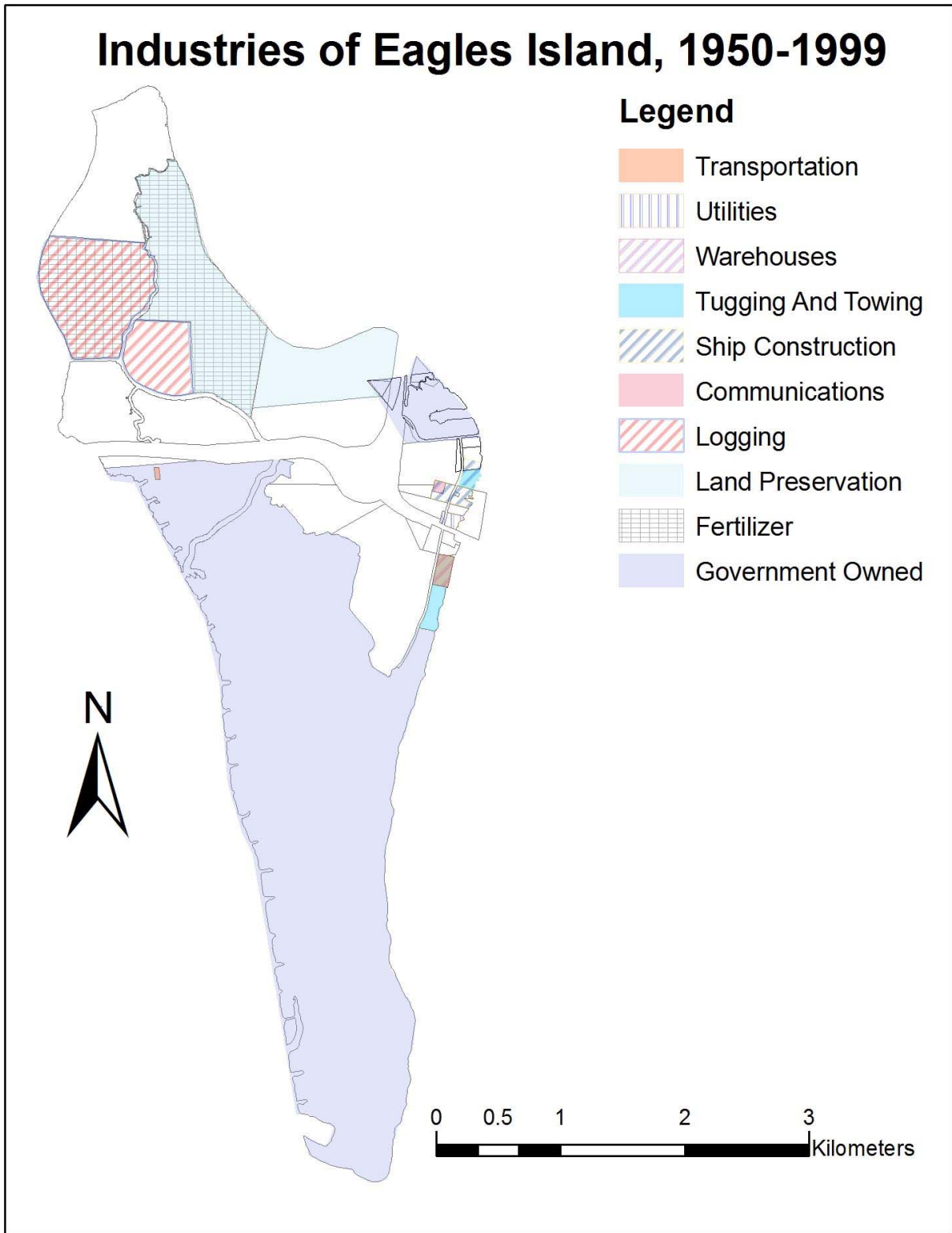


Figure 7-5 Map of industries on Eagles Island from 1950-1999 (Image by author).

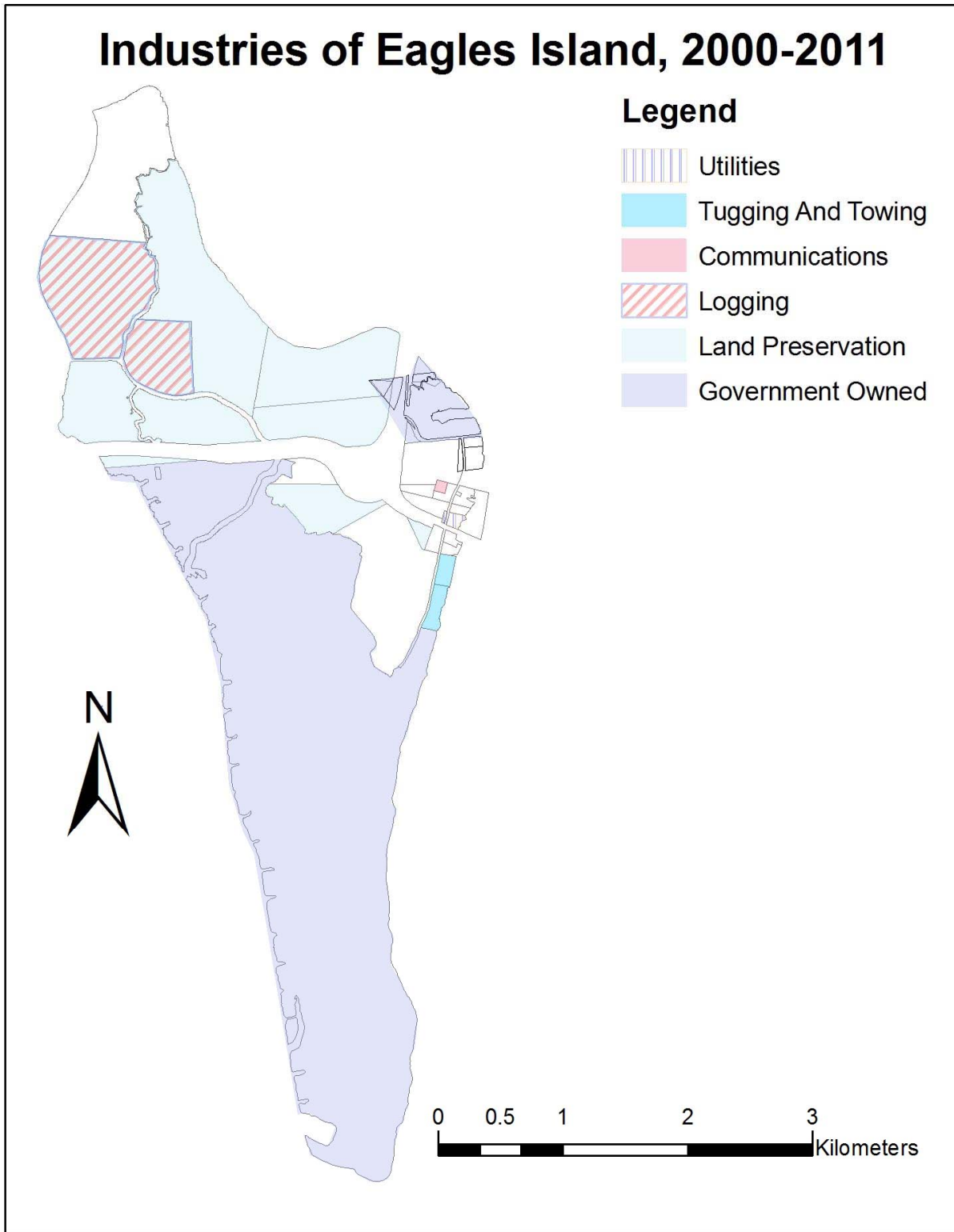


Figure 7-6 Map of industries on Eagles Island from 2000-2011 (Image by author).

This demonstrates a symbiotic relationship between the economies of Wilmington and Eagles Island. The 1856 map from Chapter 1, Figure 1-2, further demonstrates this realization because of the creation of named roads and parcels by city planners. As the industrial occupation progressed from paternalism through the transitional and absentee phases, the industrial landscape began to take on discernible boundaries based upon land use.

Naval stores tended to cluster around the Market Street Ferry landing, with possible reasons ranging from ease of transport of goods to quick access for customers. The Wilmington and Manchester Railroad depot was north of the ferry landing, opposite the naval stores. The location of this depot demonstrates rational planning because the Wilmington and Manchester was known as a naval stores line (see Chapter 4), and placing the depot adjacent to a naval stores hub reduced transportation costs, which maximized profits. Similarly, it made economic sense for ship construction industries to populate the landscape south of the ferry landing because of the proximity to naval stores. Shipwrights would have been able to obtain essential items from nearby merchants instead of inefficiently crossing the river to purchase goods in the city. It is during the period of 1850-1899 where these industrial boundaries become noticeable; therefore, the historical land use on Eagles Island corresponds to the geospatial data of the Virginius Island model in two ways. First, the Eagles Island data demonstrates the shift from industrial heterogeneity, which peaked from 1900-1949, to the island's current industrially homogenous state. Second, the landscape of Eagles Island clearly transitioned from amorphous industrial boundaries to discernible, segregated zones of distinct land use.

Industries with Residences

Chapters 2 and 6 established the importance of worker provided housing as a characteristic of paternalist capitalism. Chapter 6 concludes that employers expressed

paternalism differently, by employers providing transportation across the Cape Fear from Wilmington to their employees (Supreme Court of North Carolina, Raleigh 1857). This is supplemented by a lack of archaeological evidence of large residential buildings on the island. In only one instance was physical evidence for a residence found, the foundation for a building at the theorized location of the Hamme house, Edgewater. Figure 7-7 displays the known and theorized locations of the only documented accounts of habitation on Eagles Island post-emancipation. The map shows only four small residences existed, two on the northwest tip of the island, and two directly opposite Wilmington on the eastern shore.

The geospatial data from Figure 7-7 confirms the hypothesis postulated in the previous chapter that paternalism expressed itself differently on Eagles Island than on Virginius Island regarding worker-provided housing. There are very few documented accounts of residences in the historical record, and further archaeological evidence requires excavation. This may be because habitation on Eagles Island was a rare occurrence due to the difficult living conditions on the island stemming from the marshy landscape and aggressive wildlife, such as snakes, alligators, and mosquitoes. Alternatively, evidence of habitation on the island could be sparse for two reasons. First, poor rice farmers and mill workers would have been likely absent from the historical record due to a variety of social and economic factors, such as illiteracy or the possibility of seasonal employment on the island. Illiterate workers would not have been able to contribute to the written record, and seasonal employees may not have been in the area long enough to be included in historical documents. Furthermore, temporary housing is difficult to find in the archaeological record due to its weak structural integrity and absent physical infrastructure. Second, the marshy nature of the landscape makes surface surveys difficult so data may have been unintentionally omitted, and building remains could have been obscured by

mud, hiding features from view. The collected data, however, still indicates that the most likely reason for the absence of historical and archaeological data is that incidents of habitation were uncommon and paternalism was expressed via provided transportation across the Cape Fear River from Wilmington.

Skilled vs. Unskilled Labor

As previously discussed in Chapters 2 and 6, the transition from skilled labor to unskilled labor is a characteristic of the transition from paternalist capitalism to absenteeism. The shift occurred on Virginus Island, evidenced by the metamorphosis from blacksmiths and other skilled craft shops in the early-19th to unskilled mechanized pulp mills towards the end of the 19th century. The quantitative data concluded that the opposite trend occurred on Eagles Island, where unskilled labor transitioned to skilled labor, which postulates the notion that the Virginus Island model does not apply to Eagles Island. Figures 7-8 through 7-13 are geospatial comparisons between the instances of skilled and unskilled labor that occurred on the island.

The first map in the series, Figure 7-8, displays only one skilled labor industry, transportation. The Market Street Ferry was classified as a skilled labor industry because piloting a large, burdened ferry requires a high degree of training, especially when compensating for tide, current, and vessel draft. As shown in Figure 7-1, this period was dominated by agriculture, thus making this period of industrial occupation characterized by the preponderance of unskilled labor. Figure 7-9 shows the following period, 1800 to 1849, which reflects an increase in the frequency of instances of skilled labor on the island. Skilled labor is concentrated on the northeast corner of the island, while the rest of the island remained dominated by unskilled agriculture laborers. Areas of unskilled labor remained unchanged from the previous period, with the exception of the establishment of one business on the eastern shore of the island.

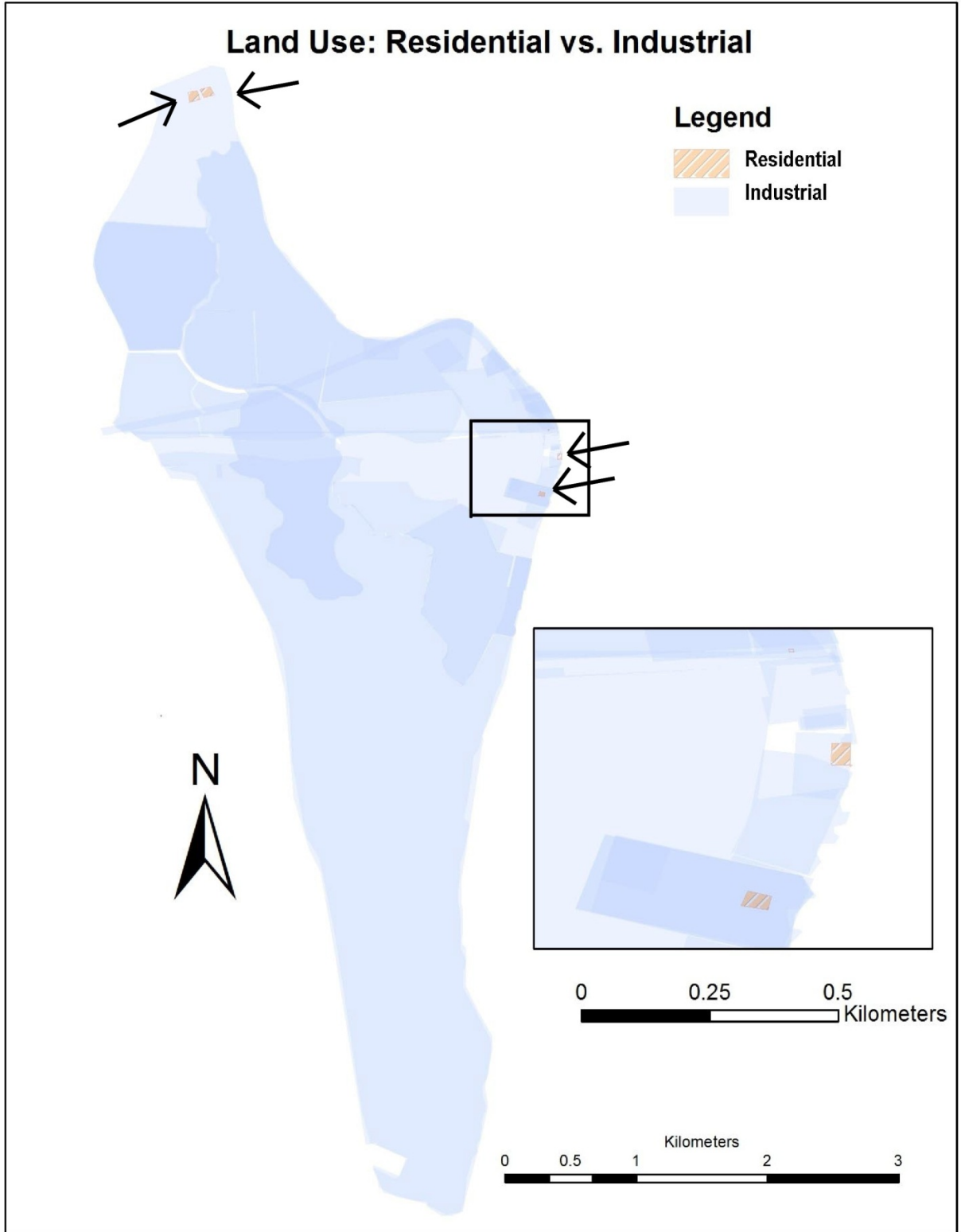


Figure 7-7 Diachronic map of Eagles Island displaying residential areas juxtaposed against industrial areas. Color darkness indicates greater density of industries (Image by author).

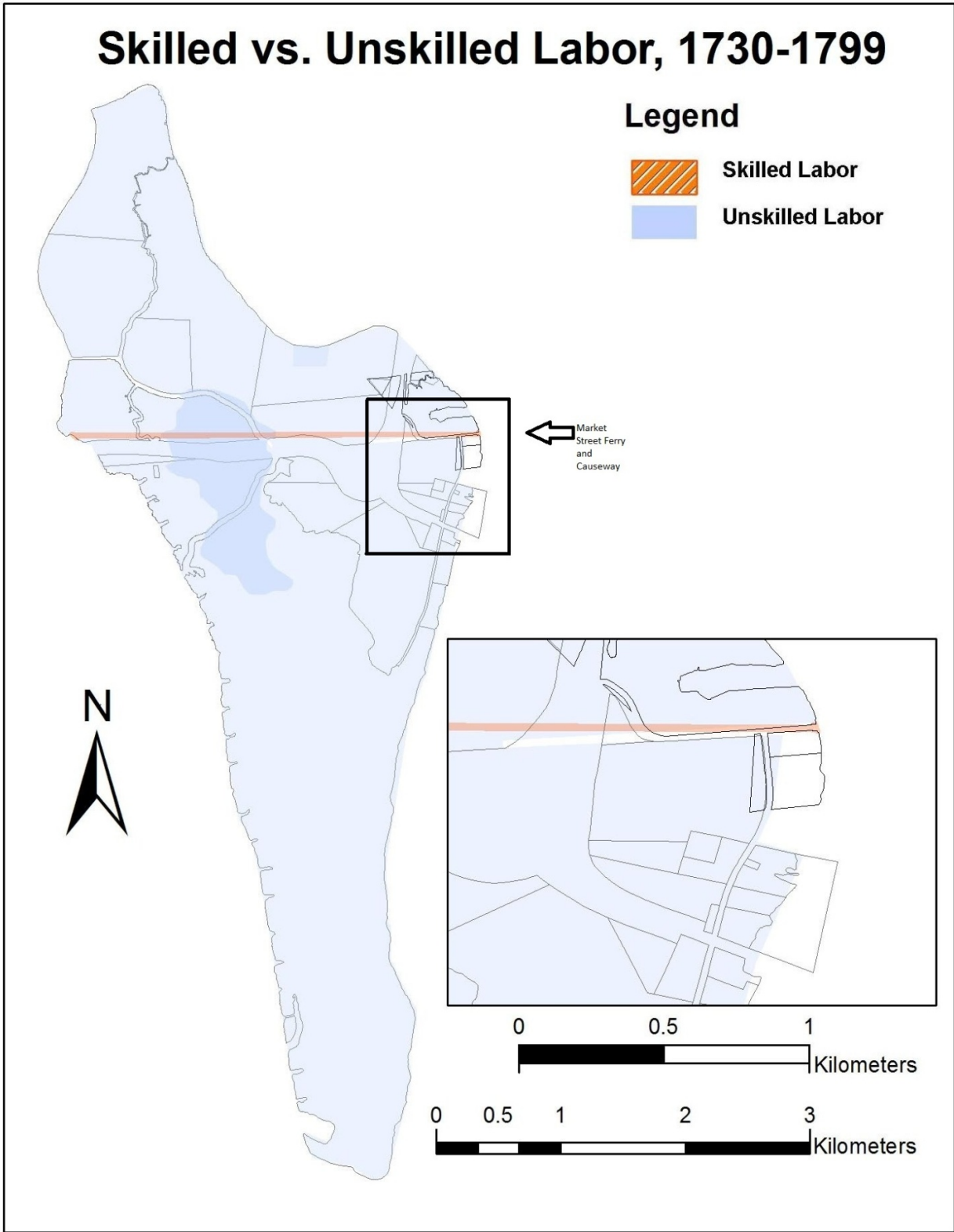


Figure 7-8 Map of locations of skilled and unskilled industries, 1730-1799 (Image by author).

The growth of businesses adjacent to Wilmington on the northeast corner of the island suggests possible efforts of entrepreneurs attempting to lure free market laborers from Wilmington to Eagles Island to fill both skilled and unskilled positions.

The instances of skilled labor remained geospatially static during the following period, 1850 to 1899 (Figure 7-10). The large decrease of unskilled labor is notable due to the disappearance of rice industries on the southern half of the island. This map features several parcels on the northeast corner that are industrially vacant, hinting at a possible decline of the region's importance, but this may be attributed to lack of data in the historical and archaeological records. Businesses were likely operating in the vacant areas during this span.

The years between 1900 and 1949 (Figure 7-11) continue along the same patterns of land use seen in the previous two maps. The steady and noticeable decline of agricultural and other unskilled labor industries, the increase of skilled labor businesses, and the clustering of businesses on the northeast of the island characterize these years. In terms of skilled labor, the loss of the Wilmington and Manchester railroad was replaced by several ship-related industries south of the Market Street Ferry landing. At this point, a clear geospatial pattern emerges, that as land associated with skilled labor increased, land associated with unskilled labor decreased.

The final 60 years, expressed in Figures 7-12 and 7-13, span from 1950 to 1999 and 2000 to 2011 respectively. Both maps feature a clear and progressive decline of unskilled labor, as exhibited in Figures 7-10 and 7-11. However, they also show the stagnation of skilled industries on Eagles Island and the decreased land use on the northeast corner. While the map correctly conveys that skilled labor had no growth, the map is misleading when it shows that industries are not occupying the northeast corner. The Battleship *North Carolina* museum is located there, but is a non-profit industry, which does not pertain to the phases of capitalism.

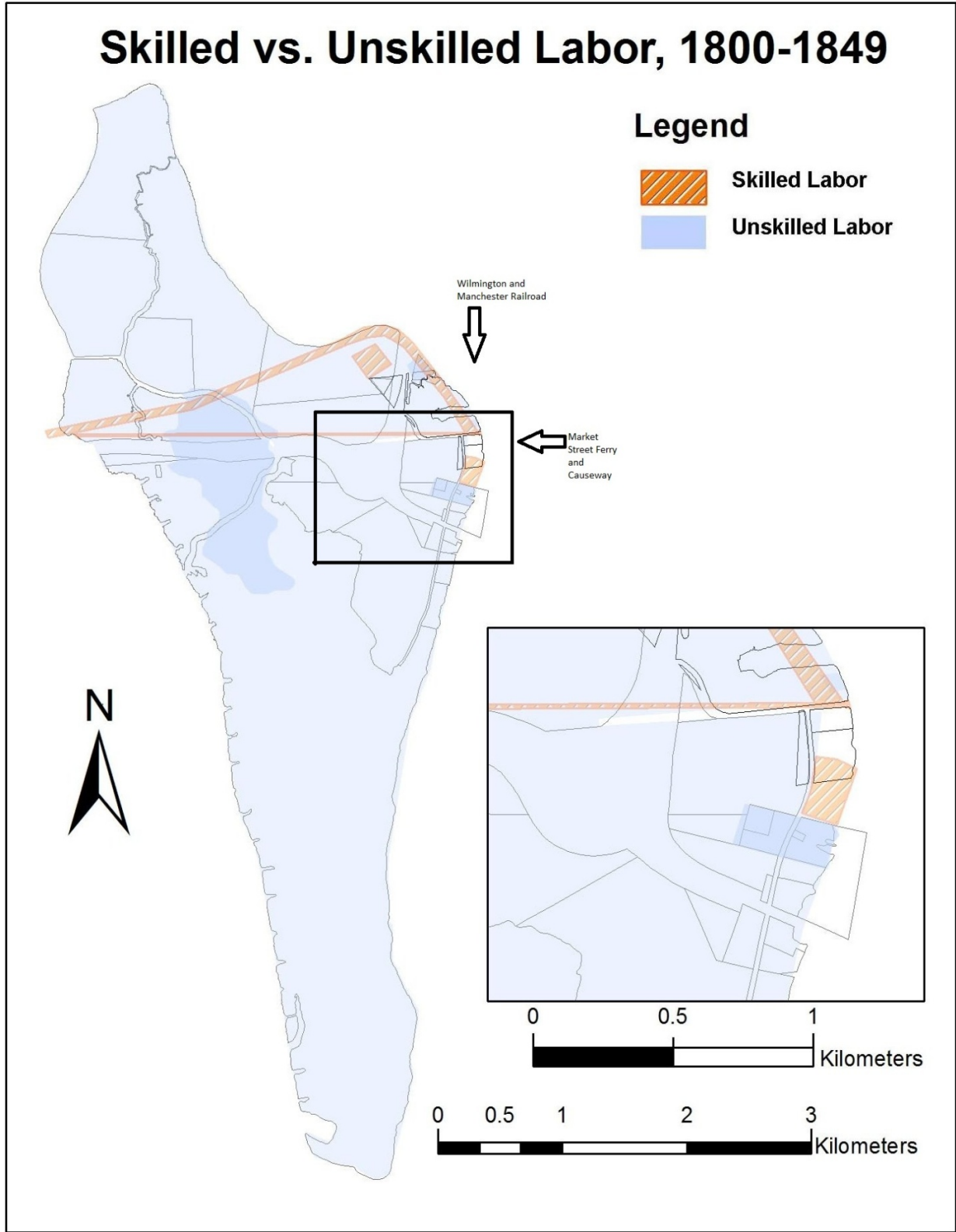


Figure 7-9 Map of locations of skilled and unskilled industries, 1800-1849 (Image by author).

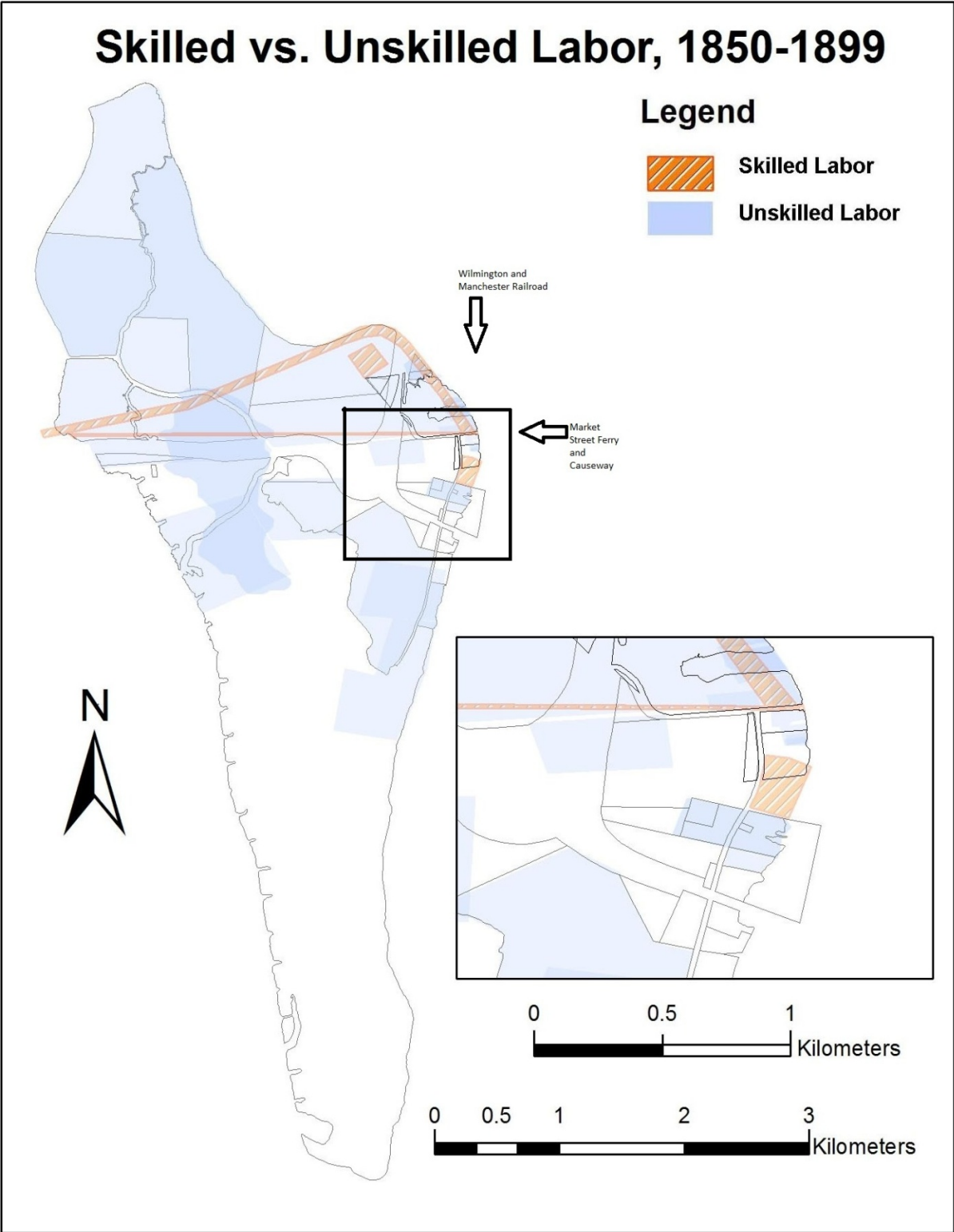


Figure 7-10 Map of locations of skilled and unskilled industries, 1850-1899 (Image by author).

The data shows that instances of skilled labor increased throughout most of the island's history, and were clustered in the northeast. Skilled labor, however, was not exclusive to this area. In fact, a wide variety of unskilled industries occupied the landscape, ranging from factories, mills, wharves, rice fields, and machine shops, making this region very interesting in relation to the economic history of Wilmington. However, based upon the results of the geospatial analysis, Eagles Island did not experience the transition from skilled to unskilled labor that is characteristic of the Virginius Island model.

A possible reason for the incongruity is that Palus and Shackel are incorrect, that this query is not indicative of the transition to absenteeism. Conversely, it is possible Palus and Shackel's query is indicative of the phases of capitalism, meaning that paternalism or absenteeism never occurred on Eagles Island. The third option is that the phases of capitalism manifested differently on Eagles Island because of the island's distinct history and landscape. Based upon the cumulative results of the other analyses, the first and second possibilities are unlikely because historic conditions of Eagles Island contain several elements of paternalism and absenteeism, meaning the third option is most likely correct.

Maritime Economy

The previous chapter established that a large disparity exists between the historic economies of Virginius and Eagles Islands. Adjacent to Harper's Ferry, West Virginia, Virginius Island was home to a munitions industry, supporting it with various small craft "and service facilities" (Palus and Shackel 2006: xiii). The economy of Eagles Island exploited the proximity to the Cape Fear and Brunswick Rivers and the Atlantic Ocean, resulting in the island's historic industries being part of a maritime entrepôt. The industries of Eagles Island can be classified into three types: maritime, ancillary maritime, and non-maritime.

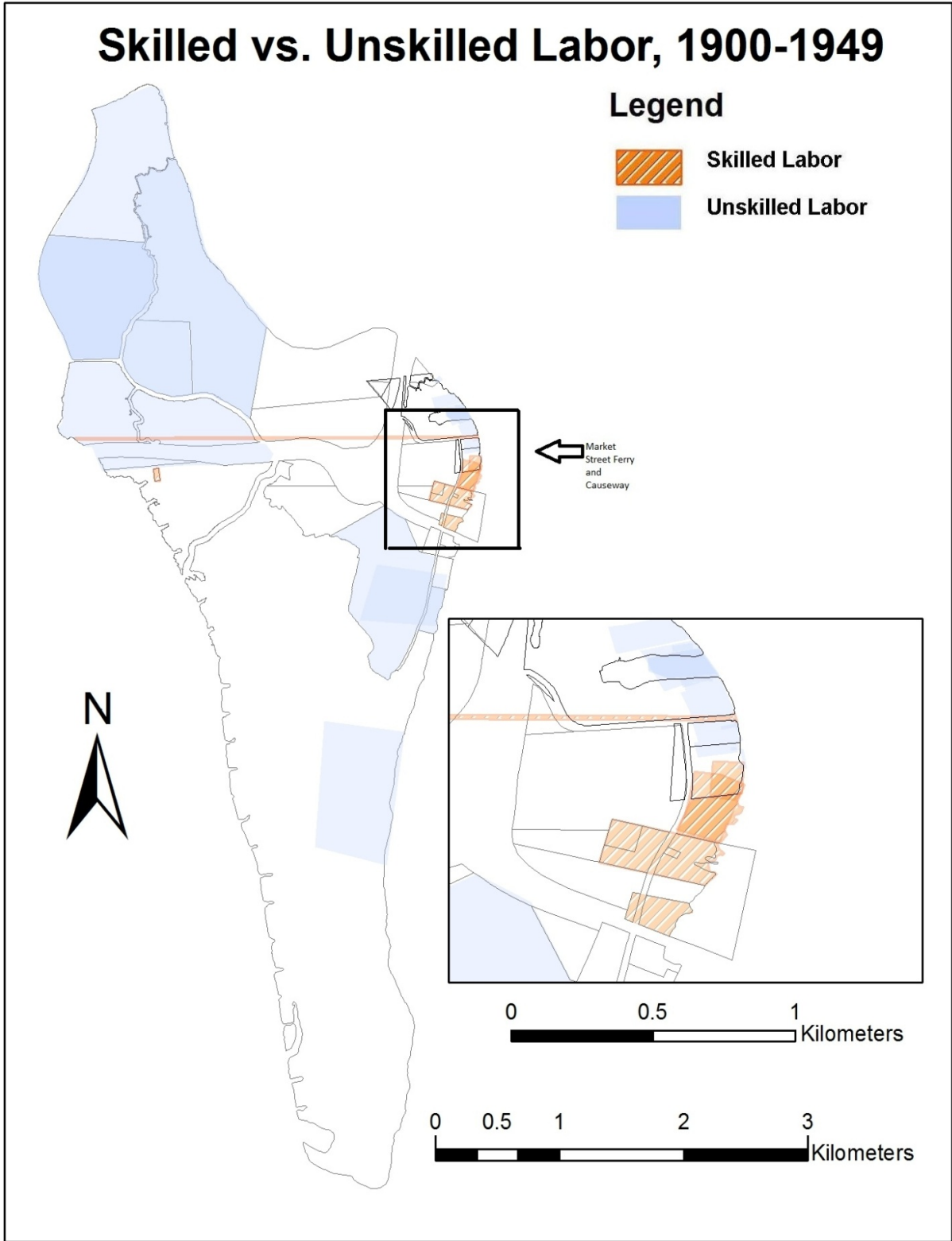


Figure 7-11 Map of locations of skilled and unskilled industries, 1900-1949 (Image by author).

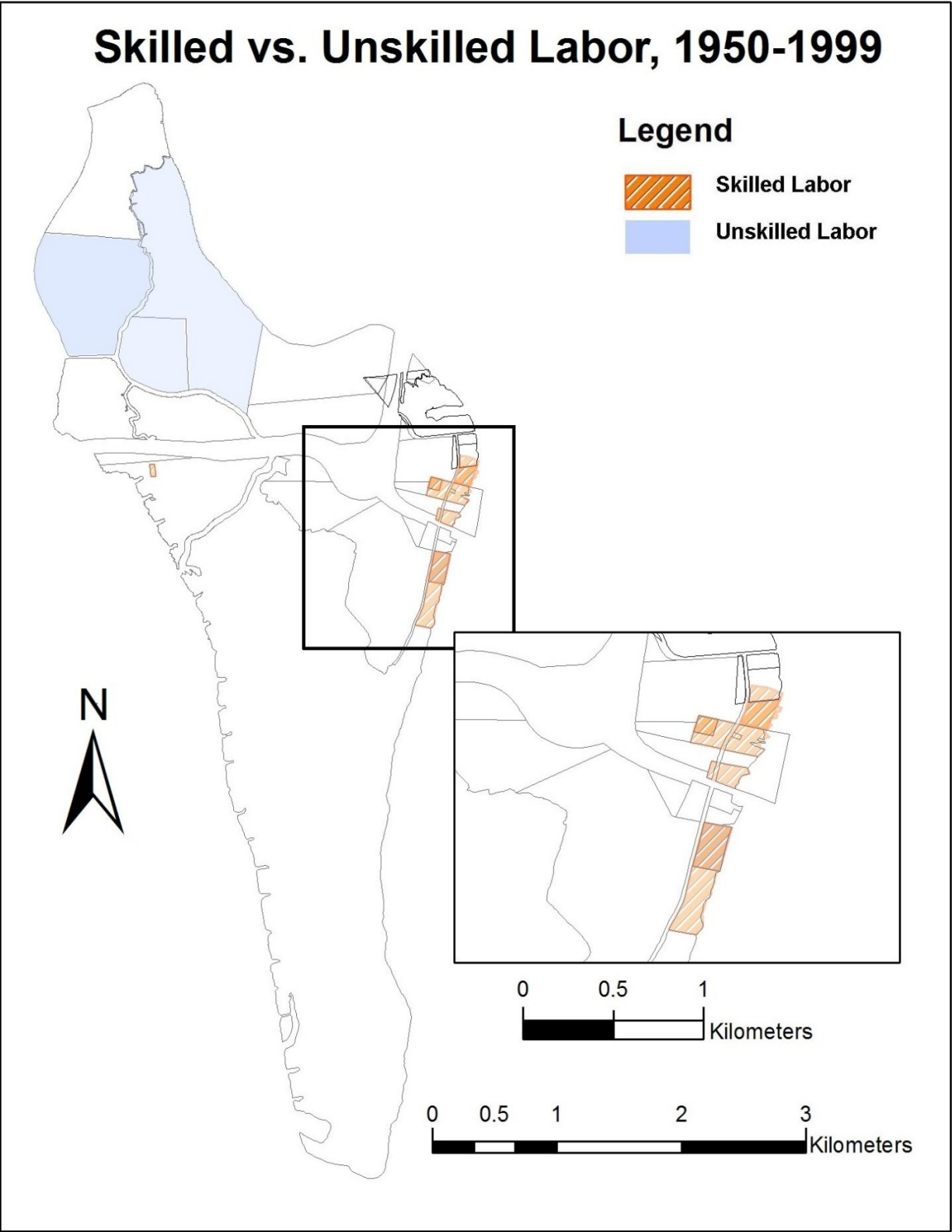


Figure 7-12 Map of locations of skilled and unskilled industries, 1950-1999 (Image by author).

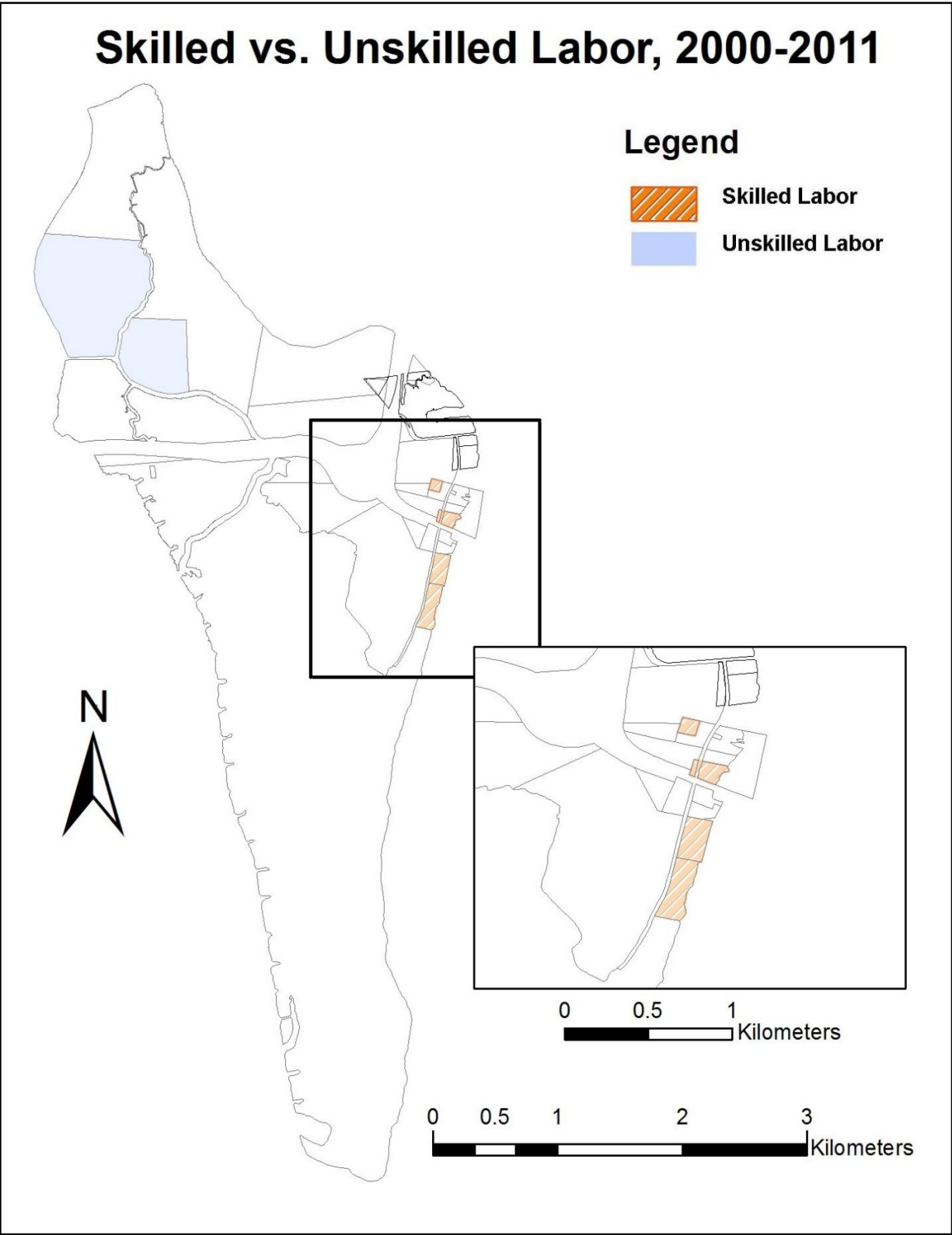


Figure 7-13 Map of locations of skilled and unskilled industries, 2000-2011 (Image by author).

As discussed in the previous chapter, 53% of the historic industries were either directly or indirectly associated with a maritime economy. A geospatial representation of the island's economic types as percentages is difficult because of many industries overlap during the 50-year analysis periods, however, Figure 7-14 shows that 100% of the island has been utilized for either direct or indirect maritime purposes at some point in time. The image shows that maritime industries comprise the minority of the island's landscape, but indirect maritime industries utilize the majority of the land. Not surprisingly, this map shows that the maritime related industries existed on the periphery of the island adjacent to water, while the non-maritime industries existed in the landlocked areas. This figure highlights the economic differences between Virginius and Eagles Island, expounding the need for further analysis tailored to the unique environment of Eagles Island.

Beyond the Virginius Island Model

As demonstrated throughout this and the previous chapter, the Virginius Island model is not universal and frequently does not apply to the maritime economy of Eagles Island. Thorough research demands that original queries, interpretations, and analysis be applied to every academic endeavor. Therefore, the following section is a geospatial analysis of the phases of capitalism within the distinct context of Eagles Island.

Production to Storage

The previous chapter quantitatively verified the hypothesis that a transition from production of goods to storage occurred on Eagles Island between 1901-1925 (see Figure 6-11), indicating a possible correlation between the shift from paternalist capitalism to absenteeism. The link is based on the theory that a paternalist would oversee the production of goods, while an absentee capitalist would use the land as a transshipment point because direct supervision would

be unnecessary. If this were expressed geospatially, the expected trend would be a steady increase of instances of storage while production decreases. Figures 7-15 and 7-16 represent the only years that warehouses were a part of the island's economic landscape. The maps demonstrate that while the transition presents itself quantitatively, it is less apparent geospatially. Figure 7-15 shows several instances of warehouses on the northeast region of the island interspersed with production-based businesses. If the trend were geospatially true, then the next map, Figure 7-16, would show more instances of warehouses on the island. This, however, is not the case.

The years 1900-1949 show an overall decline in the number of businesses on Eagles Island. Figure 7-16 does not correspond with the numbers from Figure 6-9 (storage comprised of 25% of the industries versus production from 1901-1925, then fell to 12% during 1926-1950), but that is because businesses within the storage industry reused the same land as other storage businesses, making geospatial analysis of this query difficult. Therefore, based upon this synthesis of geospatial and quantitative data, a clear trend from production to storage exhibited itself on the island, further expounding the hypothesis that the phases of capitalism indeed manifested itself in some manner on Eagles Island.

Conclusion

In only one instance does the Virginius Island model correspond with the Eagles Island data. Geospatial evidence regarding industrial layouts show that Eagles Island followed the Virginius Island model, and that early industries had arbitrary and haphazard boundaries which later transitioned into concise boundaries between industries as absenteeism replaced paternalism. The remaining geospatial queries proved that paternalism was expressed differently on each island.

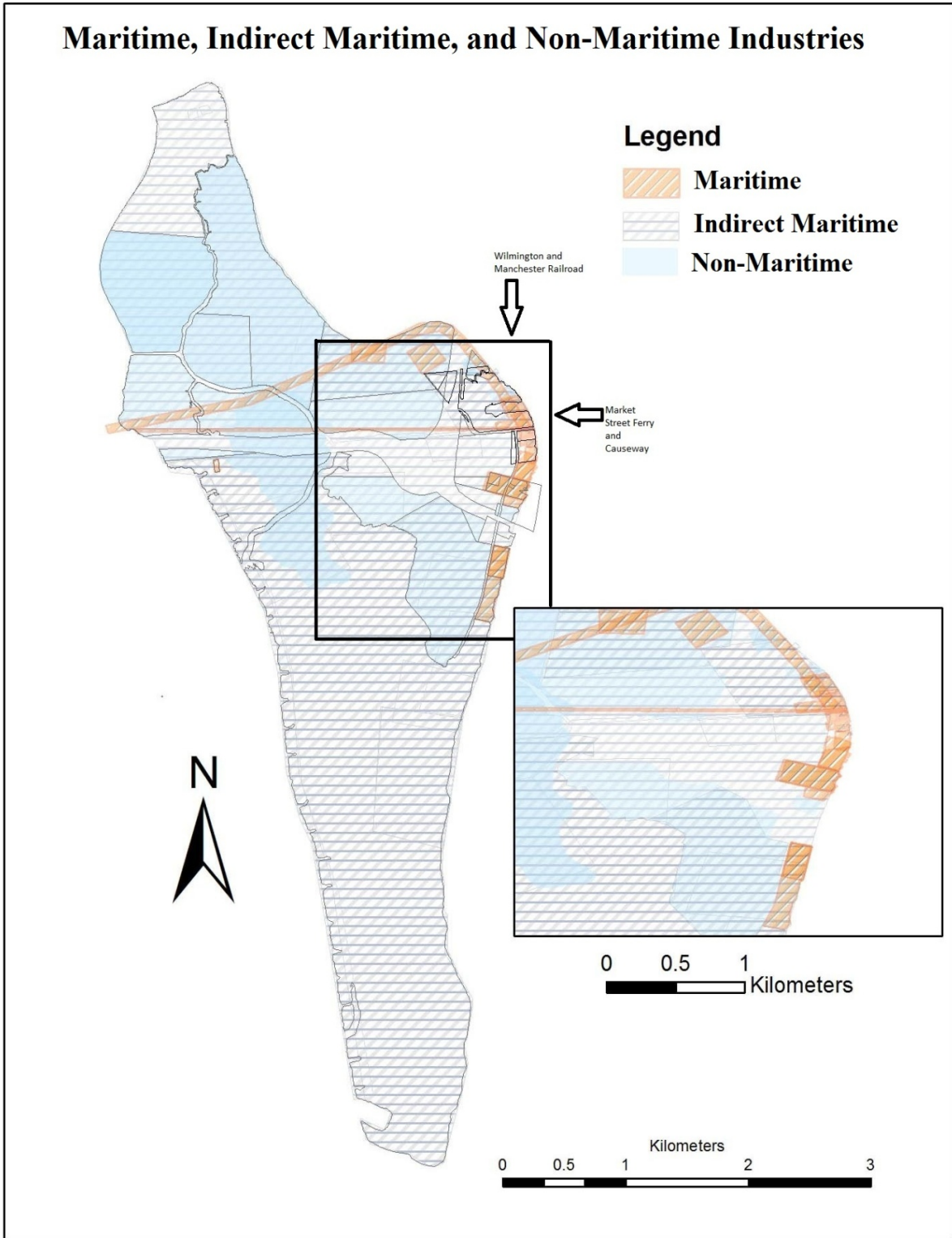


Figure 7-14 Map expressing the temporal economic landscape of Eagles Island as classified by maritime, indirect maritime, and non-maritime industries (Image by author).

According to Palus and Shackel, a paternalist capitalist would provide housing for his workers at a property directly adjacent to the mill or factory at which the workers were employed. There is very little historical or archaeological evidence indicating that this occurred on Eagles Island. The lack of residential geospatial data leads to one of two possible conclusions. First, that there is insufficient information to conclude that paternalism on Eagles Island acted in accordance to the Virginius Island model. Second and more likely than the first, is that paternalism was expressed differently on Eagles Island and not in accordance with the Virginius Island model. The next analyses displayed geospatially the instances of skilled and unskilled labor on Eagles Island.

According to Palus and Shackel, the geospatial data should show a clear transition from skilled to unskilled labor. However, the evidence indicates the opposite occurred, that instances of skilled labor eventually outnumbered instances of unskilled labor.

Phase	Hallmark	Virginius Island	Eagles Island
Paternalism	Arbitrary Industrial Layout	YES	YES
	Capitalist provided housing	YES	NO
	Prevalence of skilled labor	YES	NO
Absenteeism	Production of Goods	YES	YES
	Organized Industrial Layout	YES	YES
	Capitalists provided housing	NO	NO
	Prevalence of unskilled labor	YES	NO
	Storage of Goods	N/A	YES

Table 7-1 Compilation of geospatial analysis results (Table by author).

The remaining query transcended the Virginius Island model and was created within the context of Eagles Island’s distinct maritime landscape. The author hypothesized a transition from production of goods to storage would occur as absenteeism replaced paternalism because of the lack of managerial supervision required for warehousing goods.

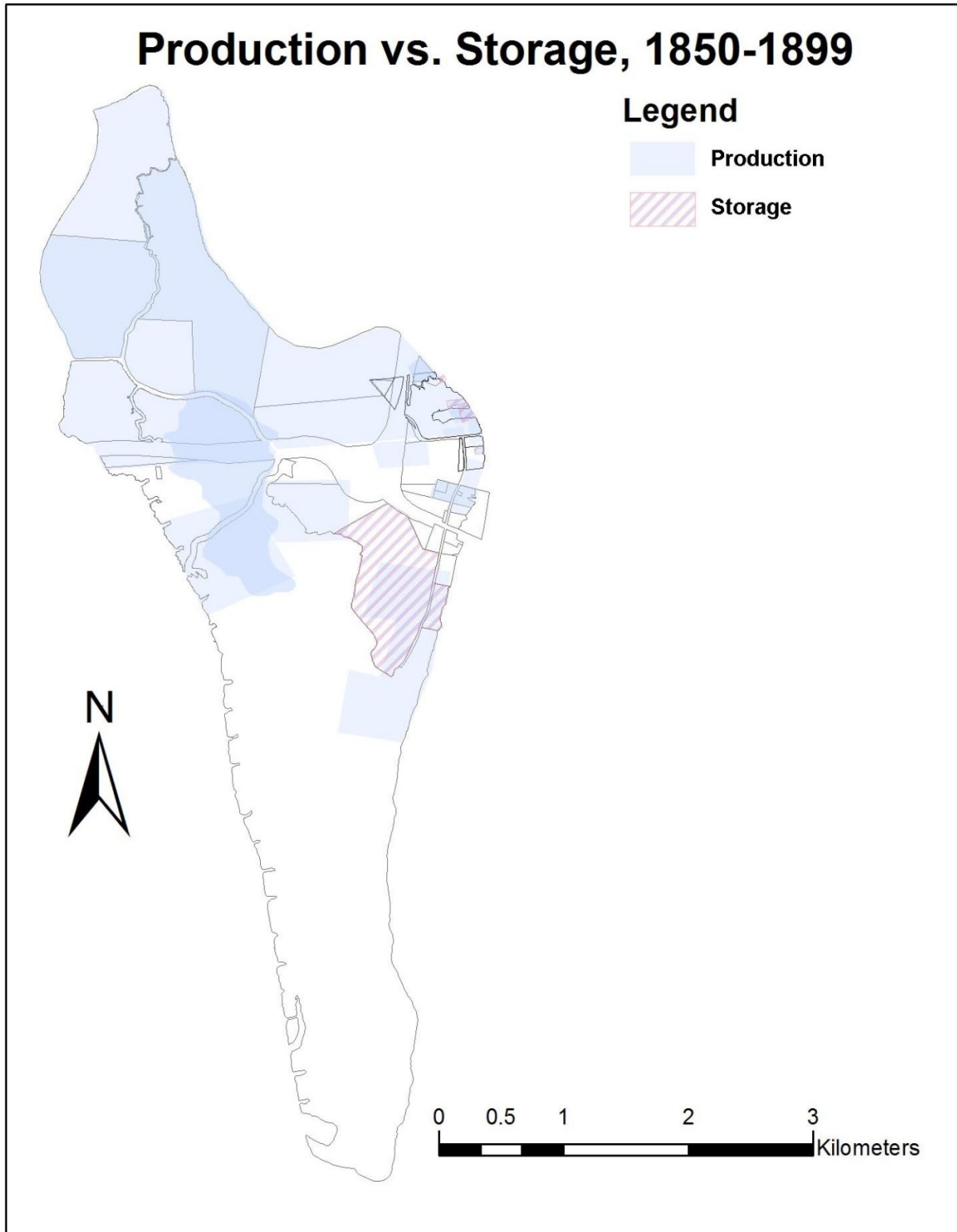


Figure 7-15 Instances of production and storage on Eagles Island between 1850-1899 (Image by author).



Figure 7-16 Instances of production and storage on Eagles Island from 1900-1949 (Image by author).

This trend exhibited itself on Eagles Island from 1850-1949, the height of the island's economic contributions to the region, further suggesting that the phases of capitalism manifested on Eagles Island.

The results of the geospatial data, in conjunction with the quantitative data, produced numerous insights to the economic trends of Eagles Island. Based upon the two forms of analysis, the phases of capitalism, though distinct to Eagles Island, manifested in ways similar to the Virginius Island model. The following chapter restates the theory, methodology, and interprets the quantitative and geospatial data to answer the research questions postulated in the first chapter.

CHAPTER 8: CONCLUSION

Introduction

A reporter once said of Eagles Island that it “is full of dismal swampland with little value and less usefulness” (*Sunday Star-News* 1968: D-1). A stroll across the island in its present condition would likely affirm this opinion, but the historical and archaeological records tell a different story. Eagles Island was home to numerous industries that were important to local, regional, national, and international economies. From the industrially homogenous agricultural economy in the 18th century grew a complex network of businesses exhibiting patterns of skilled and unskilled labor dynamics, the transition from production of goods to storage, and industrial variation, all of which are indicative of phases of capitalism specific to Eagles Island.

The synthesis of historical and archaeological investigations proved that Eagles Island was home to a robust economy that transitioned from paternalist capitalism to absenteeism. The analysis was divided into two components, quantitative and geospatial, each of which complimented the other in revealing patterns of land use that corresponded with the phases of capitalism. The quantitative analysis was able to show correlations exhibited within the historic industrial trends of the island to the phases of capitalism. The geospatial analysis was able to determine the economic histories of each parcel, which exhibited the transitions of land use and labor type across the island. Once the data was compiled, the next step was to apply it to the Virginius Island model.

The theoretical framework for the analysis, highlighted in Chapter 2, came from Matthew Palus and Paul Shackel’s research on Virginius Island. The purpose of their research was to “show the relationship between changing management techniques in a small nineteenth-century industrial community and the changes experienced in daily life by workers and their community”

by highlighting the changes from paternalism to absenteeism (Palus and Shackel 2006: xiii). The analysis was contingent upon applying the characteristics of each phase of capitalism established by Palus and Shackel to Eagles Island and by creating criteria specific to the distinct maritime characteristics of the region. This two-pronged analytical approach successfully identified the phases of capitalism as they apply to Eagles Island. Chapters 3 and 4 discussed the histories of Wilmington and Eagles Island as they pertained to the notable industries and modes of transportation. The research methods, as outlined in Chapter 5, consisted of historical and archaeological components. Several archival sources were consulted, containing either primary or secondary documents, as well as the online registries of deeds for New Hanover and Brunswick Counties. The archaeological component consisted of three terrestrial and one maritime remote sensing Phase One surveys. The analyses, described in Chapters 6 and 7, applied the theoretical framework derived from the Virginius Island model to the historical and archaeological data as quantitative and geospatial queries.

Results

The primary purpose of this research was to determine if the shift from paternalist capitalism to neglect of workers needs is apparent in the historical and archaeological records of Eagles Island. Secondary questions were created to further analyze the development of capitalism on Eagles Island and glean possible insights regarding the phases of industrial management. The first question was to determine if the economic trends correlate with the three phases of industrial management that manifested on Virginius Island. Second, when and how did the industrialists control of space change as Eagles Island experienced each phase of capitalist management? Third, do domestic layouts demonstrate the power of the capitalist over his

workers? Finally, what do the transitions in development of Eagles Island tell us about the phases of capitalism?

The ability to answer each question was contingent upon the accrued historical and archaeological data and their results from the quantitative and geospatial queries, as discussed in Chapters 6 and 7. The results of each analyses were tracked in a spreadsheet that catalogued the phase of capitalism, the hallmarks of that phase, and if the characteristic manifested on Virginius Island and Eagles Island. The mixed results show that paternalism existed on Eagles Island but likely manifested differently than on Virginius Island (see tables 6-1 and 7-1). In 18 queries, the results showed that the phases did not follow the Virginius Island model in 8 circumstances. In 8 other cases, aspects of the Virginius Island model coincided with the historic conditions of Eagles Island. The remaining 2 hallmarks, the quantitative and geospatial analyses regarding the transition of production to storage of goods during the absentee phase, are incomparable to the Virginius Island model because Palus and Shackel provide no data regarding this hallmark.

The primary characteristic of paternalism, according to Palus and Shackel, is a capitalist providing housing for factory and mill workers. Instances of this in the historical and archaeological records on Eagles Island are limited to antebellum rice plantations, meaning the plantations were most likely operated by slaves. Slavery does not qualify as part of the free labor market because slaves were impressed into service, while the principle behind free labor is the worker's ability to freely sell his time to an employer. Therefore, the majority of instances of housing provided for workers on Eagles Island do not qualify as paternalism. However, as previously mentioned in Chapter 4, the summary judgment of *John A. Taylor v. The Wilmington and Manchester Rail Road Company* explains how the owners of the mills, warehouses, and wharves “kept their own boats, and carried over the river from Wilmington to their places of

business, their servants, employees, and all persons who desired to visit their places” (Supreme Court of North Carolina 1857: 2). This demonstrates that paternalism existed in the form of owners providing transportation to their employees.

The results of other queries predominantly support the idea that the phases of capitalism manifested differently on Eagles Island. The transition from industrial heterogeneity to homogeneity does not quantitatively support the Palus and Shackel model, but geospatial analysis supports the model. The discrepancy between the queries hint that elements of the phases manifested on the island, but Eagles Island experienced them in a different manner than Virginius Island. Chapters 6 and 7 demonstrate that the transition from skilled to unskilled labor did not happen, further concluding that either Eagles Island did not follow the Virginius Island model or that Eagles Island had a different experience with the development of capitalism.

Nearly half of the analyses, 8 of the 18, stated that Virginius and Eagles Islands experienced the same transitional elements of capitalism. As previously mentioned, the change from an arbitrary to an organized industrial layout was found to have occurred in the geospatial query, which coincides with the Virginius Island model. Furthermore, quantitative queries pertaining to absenteeism and owners with multiple businesses support a shared experience with the islands. Despite these few commonalities, it must be concluded that the islands each experienced the phases of capitalism, but in different ways.

The phases of capitalism that occurred at Eagles Island can be seen independently of observations on Virginius Island. Based upon the historical records and archaeological data, several hallmarks have been identified which determine when the phases of capitalism manifested on Eagles Island. The characteristics of paternalist capitalism on Eagles Island are industrial homogeneity, employer-provided transportation for workers, and the use of the island

as a place of production. The transitional period on Eagles Island is identified by increasing industrial diversity, business owners involved with several businesses, and the rising significance of the storage industry. Finally, the absentee period is characterized by industrial heterogeneity, the use of Eagles Island as a transshipment depot by the established significance of the storage industry, and absentee ownership.

Since establishing the shift from paternalism to absenteeism is apparent in the historical and archaeological record, the next step is to determine if the industries on Eagles Island correlate with phases of industrial management on Virginius Island. According to Palus and Shackel, the dates of paternalism were 1803-1854, the transitional years were 1855-1889, and the absentee years lasted from 1890-1936. Determining the years for Eagles Island is difficult because the number of free whites and slaves that worked on Eagles Island during the 19th century is unknown. The issue of slavery is important because it is not considered part of free market labor, making it difficult to determine if the phases of capitalism manifested prior to emancipation. However, one key fact allows this determination to be made. The Wilmington and Manchester Railroad, and along with many other companies on Eagles Island, provided transportation across the Cape Fear as early as the 1840s. This is based on the fact that employers provided transportation for employees is the Eagles Island equivalent of employers providing housing for workers on Virginius Island. Therefore, 1840 may be considered the start of paternalist capitalism on Eagles Island.

Determining the dates of the transitional phase is more accurate because more data is available. Figure 6-1 shows that as early as 1876 the industrial heterogeneity on Eagles Island took a sharp dive before steadily increasing for 50 years. The beginnings of the transitional phase are best displayed in Figures 6-8, 6-9, and 6-10; these images show the rise of the storage

industry on Eagles Island, which began as early as 1876. The change from production of goods to storage is indicative of the transitional phase, which marks 1876 as the beginning of a transitional period of capitalism on Eagles Island.

Based on the previously mentioned figures, the height of storage industries and skilled labor occurred in 1900 (see Figure 6-11), indicating the start of absenteeism. Unfortunately, the data from Chapters 6 and 7 do not provide a clear end date for absenteeism. However, since non-profit groups like the government and land conservation coalitions currently own the majority of the historically industrially active parcels, the end date for absenteeism should coincide with the rise of these industries, making the bookend 1976. Therefore, the years of paternalism on Eagles Island lasted from 1840-1875, the transitional years occurred during 1876-1900, and absenteeism spanned from 1901-1976. The dates assigned to these years are meant to be utilized as a general guideline to understanding the phases of capitalism as they apply to Eagles Island because there are exceptions to this rule. For example, while absenteeism is most prevalent on Eagles Island from 1901-1976, especially on the western part of the island, there were a minority of ship construction industries that were directly operated by the owner on site.

Years	Phase	Hallmarks
1840-1875	Paternalist	Industrial homogeneity
		Employer provides transportation for workers
		Production of goods
1876-1900	Transitional	Increasing industrial diversity
		Capitalists involved with several businesses
		Rising significance of storage industry
1901-1976	Absentee	Industrial heterogeneity
		Established significance of storage industry/ using land as a transshipment depot
		Absentee ownership

Table 8-1 Characteristics of the Eagles Island model (Table by author).

The industrialists' control of space changed throughout the phases of capitalist management as they recognized the significance of the northeast corner of the island, the land

directly opposite Wilmington. As businesses increasingly populated the landscape, they tended to cluster in this region. Interestingly, the businesses tended to be complimentary; naval stores were adjacent to lumber mills, which were adjacent to shipyards. This occurred towards the middle of the 19th century and happened because capitalists attempted to maximize profits by lowering their overhead costs of essential goods.

Traditional paternalists, as mentioned in Chapter 2, demonstrated their power over workers through panoptic architecture, the layout of buildings, and the establishment of a strict moral code for workers to follow. Unfortunately, the methods of control utilized by industrialists on Eagles Island are absent from the historical and archaeological records. The inability to answer this question stems largely from the methodological limitations mentioned in Chapter 5. Phase Two surveys of Eagles Island are required to determine the methods of worker control and should be considered for future research.

The transitions in the development of Eagles Island provide several insights about the phases of capitalism. Most importantly, this research proves that the phases of capitalism is something that the South experienced, but in a different manner than northern states. Furthermore, this research shows that northern and southern paternalists placed different values on their employees. Northern paternalists attempted to oversee all aspects of workers lives, from their consumption of goods to their moral integrity. The capitalists of Eagles Island demonstrated a less involved form of paternalism. Instead of providing housing for their workers and overseeing their lives, Eagles Island paternalists controlled worker access by providing their employees with transportation to and from the job, hinting at a *laissez-faire* approach to industrial management. Additional insights regarding the phases of capitalism either were in the form of theoretical limitations or unable to be determined because of methodological impediments.

Theoretical and Methodological Limitations

Several constraints of the Virginius Island model became apparent at the onset of the research. First, the characteristics of the phases of capitalism are not universal. Based on the results of the comparison to Eagles Island, the Virginius Island model cannot be directly transposed to dissimilar landscapes; there must be room to incorporate variables distinct to the comparative landscape. Evidence suggests that economies from varying regions may differ greatly and models created to explain them should be used cautiously when applied to different landscapes. Secondly, paternalism may come in different forms. In the traditional sense, the primary characteristic of paternalism is the industrialist providing housing for the workers. Instances of this are largely absent in the historical and archaeological records of Eagles Island, but instead paternalism was expressed by employers ferrying workers across the Cape Fear River from Wilmington to their places of occupation. Finally, economic patterns of the phases of capitalism are difficult to analyze when they occur in conjunction with significant events (événements), such as the Great Depression. It is impossible to distinguish between the effects of economic trends and événements, making any interpretation incorporate elements of uncertainty.

There were several methodological factors that limited the results of the thesis. The main limitation, as previously mentioned, was the lack of historical and archaeological data pertaining to residences on Eagles Island. If such evidence were available then the conclusions may be altered in a manner that has a stronger correlation to the Virginius Island model. Additionally, the inability to analyze artifact assemblages associated with residences prevented any analysis of the control industrialists exhibited over workers through consumer goods and morality. Furthermore, the methodological limitations prevented an analysis between landscape and consumer choice. Little data exists in the historical record regarding the moral considerations of

workers and consumer choice on Eagles Island; a Phase II survey could produce data to analyze these relationships.

Further Research

The phases of capitalism have been primarily used as an analytical tool in the northern United States, specifically at Lowell, MA and Virginius Island, VA. This theoretical approach served as inspiration to incorporate Palus and Shackel's research to this thesis. However, the application of their model to this research elicited several incongruities between Eagles and Virginius Islands, despite the fact that both landscapes show evidence of phases of industrial management. The phases of capitalism need to be analyzed in a variety of environments and landscapes to determine what characteristics apply to each region. This would establish if there any universal applications to the phases of capitalism and limit regional characteristics. Conversely, Virginius Island should be reexamined using the original queries created in this thesis to determine if the unique queries relating to the maritime landscape of Eagles Island relate to Virginius Island. Additional research should include questions seeking to determine the extent the moral character of Southern workers was considered by paternalist capitalists. This aspect of worker life was heavily monitored in the North, but no documents pertaining to Eagles Island mentioned concern for the workers moral welfare. Ultimately, analyzing the development of capitalism in the United States would add considerable understanding to comprehending the nation's acceptance of rationality and the reconciliation between the desire for profit and creating a better life for fellow citizens.

Conclusion

This research established that Eagles Island is a unique environment and economic models made for other regions only conditionally apply. The phases of capitalism did not

correspond with the Virginius Island model but the data proves that Eagles Island experienced its own shift from paternalist capitalism to absenteeism. Theory aside, the historical and archaeological data demonstrate that Eagles Island was a contributor to not only Wilmington's economy, but to American cities along the east coast and parts of Europe as well. Its once prominent wharves, mills, rice fields, and shipyards are fading into the landscape, awaiting the next form of capitalism to utilize the unoccupied land for whatever industrial or residential endeavors lie ahead.

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1900 W.L. Miller. *Wilmington Morning Star* 20 August. Wilmington, NC.

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Appendix A: List of historic and modern Eagles Island Landowners

ID 1 **County:** New Hanover *1 **Land Acquired From:** King George II, William Dry *1
 Brunswick

Business Name:
 The Forks Plantation *1

Business Owner:
 Richard Eagles Sr. *1

Business Associates:

Date (Min):
 Wednesday, February 17, 1734 *1

Date (Max):
 Sunday, January 01, 1758 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	*5; ?
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	2,960.20
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	*5; *6; ?
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 On Jan 12, 1738, John Watson deeded an additional 540 acres at The Forks to Richard Eagles. In his will, Richard Eagles Sr. left his son, Richard Eagles Jr., all his "lands, cattle, horses, except a wench, Hannah Burrows, and her children." The wench Hannah's son, Thomas Eagleson, he left 100 pds and a plantation called "Cowans." To his daughter Elizabeth's husband, J. Davis Jr., he gave him land on EI. *2 Became a justice of the county court when it moved from Brunswick to Wilmington in 1740. *3 Cousin to Maurice and Alfred Moore. *4 Contained a house, sawmill, and gristmill (not nec on EI)

Sources:

*1 Jackson 1996: 101; *2 Waddell 1909: 218; *3 Battle 1907: 64; *4 Andrews 1921: 316; *5 BRD 81: 631; *6 Murphy 1910: 213-218

ID 2 **County:** New Hanover *1; *9
 Brunswick

Land Acquired From:
 Caroline Eagles; Bennett *1;
 Flanner; Henry Nutt; Henry *9-12
 Savage; J.D. DeRossett and
 Robert Brown

Business Name:
 Wilmington & Manchester RR *1-2

Business Owner:
 President: Oscar G. Parsley Sr, *8

Business Associates:
 *8 Directors: John Dawson, Henry Nutt, John
 Taylor, N.N. Nixon, James Burr, Richard Bradley,
 J. Gregg, Moore, Maj. Haynesworth; *11 John A.
 Tavlör. Esq.. Col. James T. Miller and Captain

Date (Min):
 Thursday, January 01, 1846 *6

Date (Max):
 Wednesday, January 05, 1870 *13

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; *9
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	146.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*13
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*6
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Bought a steamer on 03/09/1853 from James L. Cassidy & Sons Shipyard of Wilmington to ferry "passengers from the terminus on the opposite side of the river to the Wilmington & Raleigh Rail Road depot." The ferry was 87 ft 11 in Long, 6 ft 10 in in the hold, and 20 ft 7 in beam. *4 Taylor v W&M RR: Plaintiff sought damages from defendant for stealing passangers across EI. Ruled in favor of defendant. *6 Chartered in 1846, opened in 1854. *10 Intended to lure the cotton trade away from Charleston, SC., which it failed to do, it eventually took a "considerable quantity of naval stores and lumber from the northeastern area of SC."

Sources:

*1 Brunswick County Register of Deeds [BRD] 1007: 892; *2 Jackson 1996: 214; *3 Weekly Commercial 1849; *4 Supreme Court of North Carolina, Raleigh 1857 . *5 Smaw 1865: 118; *6 Dozier: 1920: 75; *7 Watson 1992: 115-116; *8 Sprunt 1896: 117; *9 New Hanover County Register of Deeds [NHRD] 681: 244; *10 NHRD OO:252; *11: NHRD RR: 441; *12 NHRD II: 638; *13 NHRD PP: 335; *14 BRD 1827: 778-779

ID 3 **County:** New Hanover *3
 Brunswick

Land Acquired From:
 Wilmington & Manchester RR *3

Business Name:
 Wilmington, Columbia and Augusta RR Co *3

Business Owner:
 Wilmington, Columbia and Augusta RR Co *3

Business Associates:

Date (Min):
 Tuesday, April 26, 1870 *3

Date (Max):
 Saturday, April 21, 1900 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*3
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size:
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input checked="" type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	152.40
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*3
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Sued Brunswick County for over-taxing them. Only owned 500 acres in Brunswick County (some on EI). Ruled in favor of W,C and A RR.

Sources:

*1 BRD 1007:893; *2 Hargrove 1875: 11-15; *3 BRD 1827: 778-779

ID 5 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Wilmington, Columbia and *1
 Augusta

Business Name:
 Atlantic Coast Line RR Co *1

Business Owner:
 Atlantic Coast Line RR Co *1

Business Associates:

Date (Min):
 Saturday, April 21, 1900 *1

Date (Max):
 Saturday, July 01, 1967 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input checked="" type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	152.40
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historical Notes:

Sources:

*1 BRD 1007: 893; *2 Hargrove 1875: 11-15; *3 BRD 1827: 778-779; *4 NHRD 2011

ID 6 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Atlantic Coast Line RR *1

Business Name:
 Seaboard Coast Line RR Co *1

Business Owner:
 Seaboard Coast Line RR Co *3

Business Associates:

Date (Min):
 Saturday, July 01, 1967 *1

Date (Max):
 Wednesday, December 29, 1982 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 152.40
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input checked="" type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	*1; *3; *4
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1007: 893; *2 Hargrove 1875: 11-15; *3 BRD 1827: 778-779; *4 NHRD 2011

ID 7 **County:** New Hanover *1; *3
 Brunswick

Land Acquired From:
 Seaboard Coast Line RR *1

Business Name:
 CSX Transportation Inc *1

Business Owner:
 CSX Transportation Inc *1

Business Associates:

Date (Min):
 Tuesday, July 01, 1986 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input checked="" type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	152.40
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *3; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1007: 893; *2 Hargrove 1875: 11-15; *3 BRD 1827: 778-779; *4 NHRD 2011

ID 8 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 CSX Transportation *1

Business Name:
 Cary McEntire *3

Business Owner:
 Cary McEntire *3

Business Associates:

Date (Min):
 Friday, September 23, 1994 *1

Date (Max):
 Tuesday, November 08, 1994 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	146.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

(easement placed in middle of property by NC Power & Light)

Sources:

*1 BRD 1007: 892-896; *2 BRD 1852: 218; *3 BRD 1827: 776

ID 11 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Kyle B. McIntyre *1, *3

Business Name:
 Ecosystems Land Mitigation Bank Corp *2
 (ECOBank)

Business Associates:

Business Owner:
 Ecosystems Land Mitigation Bank Corp *2
 (ECOBank)

Date (Min):
 Tuesday, August 31, 1999 *2

Date (Max):
 Friday, December 22, 2000 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2; *3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	146.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*3
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1328: 11; *2 BRD 1428: 1259; *3 BRD 1827: 776

ID 12 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Ecosystems Land Mitigation *1
 Bank Corporation

Business Name:
 North Carolina Department of Transportation *1

Business Owner:
 North Carolina Department of Transportation *1

Business Associates:

Date (Min):
 Tuesday, January 16, 2001 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1; *2
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 133.72 *1
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1428: 1259; *2 NHRD 2011

ID 13 **County:** New Hanover *2
 Brunswick

Land Acquired From:

Business Name:
 United States Light House Service *1

Business Owner:
 US Coast Guard *1

Business Associates:

Date (Min):
 Friday, January 01, 1864 3

Date (Max):
 Friday, December 31, 1915 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.20
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Small, fixed white light west of Cape Fear split. *3 Southern end of island, less than a 1/4 mile North from the tip.

Sources:

*1 Browning 2010; *2 Arc GIS; *3 Jackson 1996: 163

ID 15 **County:** New Hanover *3
 Brunswick

Land Acquired From:

Business Name:
 C.H. Dock & Co. *1, *2

Business Owner:
 C.H. Dock & Co., William Bordeaux *1, *5

Business Associates:

Date (Min):
 Monday, January 01, 1900 *4

Date (Max):
 Thursday, December 31, 1914 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*5; *2
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	26.40
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*5
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*4; *3
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Vacant by 1915. In ruins, according to map. *3 Still functioning in 1910. *4 Fire spread from Ferry and destroyed pitch kettles.

Sources:

*1 Sanborn Map and Publishing Co. Limited [SMPC] 1915: 2; *2 SMPC 1904: 31; *3 SMPC 1910: 31; *4 The Evening Dispatch 1900; *5 NHRD 723: 12; *6 Arc GIS

ID 16 **County:** New Hanover *5
 Brunswick

Land Acquired From:
 Diamond Steamboat and *1; *5
 Wrecking Co, D.L. Gore,
 Edgar Williams, George W.
 Wiliams

Business Name:
 Stone Marine Railway/ Stone Towing Company *1

Business Associates:

Business Owner:
 R.R. Stone, R.R. Stone Jr., H.B. Stone, Russell *1
 Stone, and Robert Stone

Date (Min):
 Friday, February 01, 1924 *1

Date (Max):
 Friday, December 31, 1982 *1; *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	17.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Historical Notes:

*1 After a fire on 06/12/1946, Stone Marine Railway lost a 175x75 ft storehouse. Ship construction ended likely because of it. Became Stone Towing Company. *2 "Our 1000 ton Crandall Marine Railway is not in first class condition. The 500 ton floating drydock located in the same yard is in a state of disrepair, and incapable of use at this time." *1 At time of purchase, railway could haul vessels from 80 to 1,000 tons. *3 Went out of business when competitor, Wilmington Towing (also on EI) hired all of Stone's crews. *4 Business failed cuz it did not keep up with the times. *5 R.R. Stone bought land on EI in 1924 and adjacent property again in 1932

Sources:

*1 Jackson 1996: 234-236; *2 Stone Towing Line Records 1950: 679.4.e; *3 Brennan 1985: 1B; *4 Tillman 1982: 1a-5a; *5 NHRD 2687: 564-571

ID 18 **County:** New Hanover *1; *3
 Brunswick

Land Acquired From:
 George L Morton Co *2

Business Name:
 North Carolina Naval Stores Company *1

Business Owner:
 North Carolina Naval Stores Company *1

Business Associates:

Date (Min):
 Friday, January 01, 1915 *2

Date (Max):
 Friday, December 31, 1915 *2

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; *3
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1.50
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Part of their parcel was home to another business, Union Carbide Sales Co.

Sources:

*1 SMPC 1915: 48; *2 SMPC 1910: 31; *3 Arc GIS

ID 19 **County:** New Hanover *1; *3
 Brunswick

Land Acquired From:

Business Name:
 Edgar Williams Lumber Shed *1

Business Owner:
 Edgar Williams *2

Business Associates:

Date (Min):
 Friday, January 01, 1915 *1

Date (Max):
 Friday, December 31, 1915 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input type="checkbox"/> Cotton Mill	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historical Notes:
 *2 Edgar Williams was also involved in ship breaking.

Sources:
 *1 SMPC 1915: 48; *2 Wilmington Messenger 1890: 1; *3 Arc GIS

ID 20 **County:** New Hanover *2
 Brunswick

Land Acquired From:

Business Name:
 Army Corps of Engineers *1

Business Owner:
 United State of America *2

Business Associates:

Date (Min):
 Thursday, January 01, 1920 ?

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input checked="" type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.40
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1; *2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Environmental Services Inc. 2010; *2 BRD 2011

ID 22 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Thomas Grainger *1

Business Name:
 Isaac B Grainger (Grainger Family, Marburg Family, Swartz Family, etc.) *1

Business Owner:
 Isaac B Grainger *1

Business Associates:

Date (Min):
 Friday, October 31, 1969 *1

Date (Max):
 Thursday, July 31, 1980 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input checked="" type="checkbox"/> 03900015	*1; *2; *5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input checked="" type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	144.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4; *2; *5
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 452: 812; *2 BRD 462: 829; *3 BRD 1327: 5; *4 Brunswick County Map Book [BMB] Z: 15; *5 BRD 1584: 716

ID 23 **County:** New Hanover *3; *4
 Brunswick

Land Acquired From:

Business Name:
 US Engineer Yard *2

Business Owner:
 US Government *2

Business Associates:

Date (Min):
 Thursday, September 01, 1910 *2

Date (Max):
 Sunday, January 01, 2012 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*3; *4; *5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input checked="" type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.79
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 117: 262, *2 Jackson 1996: 232; *3 Arc GIS; *4 BMB Z: 15; *5 BRD 146: 351-352

ID 24 **County:** New Hanover *2
Brunswick

Land Acquired From:
W.J. Lewis *3

Business Name:
Floyd Hufham *1

Business Owner:
Floyd M Hufham *1

Business Associates:

Date (Min):
Wednesday, June 16, 1965 *3

Date (Max):
Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 117: 262; *2 BRD 2011; *3 BRD 198: 181; *4 Arc GIS

ID 25 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Carolina Steamship Inc. *2

Business Name:
 Brunswick County *4

Business Owner:
 David Clegg (Trustee) *4

Business Associates:

Date (Min):
 Wednesday, November 13, 1985 *2

Date (Max):
 Friday, December 30, 1988 *3;*4

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.05
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 756: 355; *2 BRD 627: 222; *3 BRD 937: 11-13; *4 BRD 756: 355; *5 Arc GIS

ID 26 **County:** New Hanover *2
 Brunswick

Land Acquired From:

Business Name:
 Carolina Caribbean Carriers, Carolina Steamship *2
 Inc.

Business Associates:

Business Owner:
 Carolina Caribbean Carriers, Carolina Steamship *2
 Inc.

Date (Min):
 Tuesday, November 05, 1985 *5

Date (Max):
 Friday, November 17, 1989 *4

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.05
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*5 Acquired \$750,000 grant to purchase land. Line to transport agriculture, textiles, and forest-related products. *6 Union stevedores picketed CCC for employing non-union labor. Line "operates two ocean-going tugboats weekly between Wilmington & San Jaun."

Sources:

*1 BRD 756: 355; *2 BRD 627: 221-222; *3 Arc GIS; *4 BCB 11: 1030; *5 Hatcher 1985: 1C; *6 Rubin 1986: 5b; *7 Norton 1986: 5B

ID 27 **County:** New Hanover *2
Brunswick

Land Acquired From:
Eagle Island Marine, Inc. *2

Business Name:
Eagles Island Ltd. *2

Business Owner:
Eagles Island Ltd. *2

Business Associates:

Date (Min):
Friday, July 02, 1993 *2

Date (Max):
Saturday, December 31, 2011 **

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*2
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7.26
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 756: 355; *2 BRD 937: 11

ID 30 **County:** New Hanover *7
 Brunswick

Land Acquired From:
 Orrell Family *4

Business Name:
 Moran of Wilmington (formerly Cape Fear Towing Co.) *1

Business Owner:
 Pat Bailey (Wilmington Manager) *1

Business Associates:
 *7 Land leased from Orrell Family

Date (Min):
 Sunday, January 01, 1984 *3

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input checked="" type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction

Historical Notes:

*3 Ships tied up at foot of Chestnut St. *6 Still Cape Fear Towing as of 05/24/1989

Sources:

*1 Moran 2004; *2 Brennan 1985: 1B; *3 Wilmington Morning Star 1984b: 5A; *4 BRD 2731: 1275

ID 32 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Grainger Family, Marburg *1
 Family, Swartz Family, etc.

Business Name:
 Arundel Corp *1

Business Owner:
 Arundel Corp *1

Business Associates:
 S&G Prestress, Vulcan Materials Co

Date (Min):
 Thursday, July 31, 1980 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	9.80
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 462: 828-831

ID 34 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Morris Communications Corp Outdoor, LLC *1
 d/b/a Fairway Outdoor Advertising

Business Owner:
 Morris Communications Corp Outdoor, LLC *1

Business Associates:

Date (Min):
 Monday, June 02, 2003 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.10
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 2003:262-263

ID 36 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Tidewater Power Company, *1; *4
 Mobil Oil Corp.

Business Name:
 Carolina Power and Light (Progress Energy) *2

Business Owner:
 Carolina Power and Light *2

Business Associates:

Date (Min):
 Wednesday, December 31, 1952 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	62.90
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; *5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input checked="" type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historical Notes:

*1 (Unsure if on EI) Absorbed the Tidewater Power Company in 1952. *3 Station was burglarized twice in 4 days.

*4 Station caught fire, blacked out downtown for nearly two hours.

Sources:

*1 Hall 1975: 206; *2 BRD 59: 85 *3 Wilmington Morning Star 1984a: 3B; *4 BRD 214: 510

ID 37 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Consolidated Railways, Light & Power Company/ J. V. Grainger (EI Property) *1

Business Name:
 Tidewater Power Company *1

Business Owner:
 Hugh MacRae *1

Business Associates:
 C.W. Worth, M. J. Heyer

Date (Min):
 Thursday, January 11, 1934 *1

Date (Max):
 Wednesday, December 31, 1952 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	3.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input checked="" type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Product of reorganization of The Consolidated Railways, Light & Power Company. (UNSURE IF ON EI) Business also in Wilmington and Wrightsville. Feb 1922, the A.E. Fitkins & Company of New York acquired the interest of the TWPC (outside investor). By 1925, electrical service spread to all of southeastern NC. But by 1929 the market crash and TWPC was bought and sold several times, and by 1933, the Penn Southern Power Company was the owner. Was absorbed by Carolina Power and Light Co. in 1952. *2 Sold additional land to Tidewater in 1934.

Sources:

*1 Hall 1975: 86, 204-206; *2 BRD 59: 85; *3 BRD 214: 510

ID 39 **County:** New Hanover *4
 Brunswick

Land Acquired From:
 Sate of North Carolina, *4; *2
 Suburban Land and
 Development Company

Business Name:
 Hamme Marine Railway *1, *2

Business Owner:
 R.F. Hamme (1915-1946) *2

Business Associates:

Date (Min):
 Friday, January 01, 1915 *2

Date (Max):
 Tuesday, December 31, 1946 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input checked="" type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*4; *5
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 25.00
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	*2; *4
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Historical Notes:

*2 Opposite Ann and Nun St. *2 Purchased the land from Suburban Land and Development Company. *3 Originally a hatter, known as "Hamme the Hatter."; *6 Bought 12 additional acres from the state of North Carolina on 07/17/1922 for \$1.50/acre. *7 Hamme sold to Pretlow in 1946

Sources:

*1 BRD Book 162:341; *2 Jackson 1996: 237-238; *3 Sprunt 1896: LVII; *4 BRD 37: 209; *5 BRD 91: 184

ID 41 **County:** New Hanover *2
 Brunswick

Land Acquired From: Hamme, Glenn Tucker *1;
 *2, *4

Business Name: Jefferay Broadcasting Corp *2

Business Owner: Jefferay Broadcasting Corp *2

Business Associates:

Date (Min): Thursday, November 19, 1959 *4

Date (Max): Thursday, April 04, 1963 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1;*5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.89
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input checked="" type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *7
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Bought for \$10. *4 3.82 acres. *2 2.07 acres. *7 Bill Jefferay, founder of Jefferay Broadcasting, based in New Bern, was the first all-rock station in NC.

Sources:

*1 BRD 162:341; *2 BRD 164: 43; *3 BRD 160: 269; *4 BRD 147: 400; *5 BRD 37:209; *6 BRD 170:546; *7 Crayton : 38-40

ID 47 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Word of Faith Jacksonville, Inc. *1

Business Name:
 Family Radio Network Inc (now Carolina Christian Radio) *2

Business Owner:
 Family Radio Network Inc *2

Business Associates:

Date (Min):
 Monday, November 09, 1992 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.07
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; *1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input checked="" type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Changed name to Carolina Christian Radio, Inc on 11/16/2006

Sources:

*1 BRD Book 906:546; *2 BRD 2011; *3 BRD 3121: 1362

ID 49 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 John D. & Emma Bellamy *3
 Williamson Hendren, Lillian
 M. Bellamy, Marguerite
 Gillette, George W. Gillette

Business Name:
 T.W. Shirley *1

Business Owner:
 T.W. Shirley *1

Business Associates:

Date (Min):
 Thursday, March 25, 1971 *3

Date (Max):
 Wednesday, April 07, 1971 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input checked="" type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	44.95
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *2; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1,*2- Owned land on parcel 03900007 and adjacent parcel to the south 03900009

Sources:

*1 BRD 0250: 0694; *2 BRD 0256: 0272; *3 BRD 0250: 0690; *4 BB: 135

ID 54 **County:** New Hanover *1
Brunswick

Land Acquired From:
Wooten Family; Wilmington *2; *1
Prestress

Business Name:
S&G Prestress *1

Business Owner:
S&G Prestress *1

Business Associates:
Vulcan Materials Co/ Arndel Corp

Date (Min):
Friday, August 17, 1979 *1

Date (Max):
Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input checked="" type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.25
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Bought additional land from Wooten Family (formerly the Hamme property) on 03/27/1987.

Sources:

*1 BRD 432: 483; *2 BRD 686: 9; *3 Arc GIS

ID 55 **County:** New Hanover *3
 Brunswick

Land Acquired From:
 Henry Savage *3

Business Name:
 Beery Shipyard, Commercial Mill and Shipyard, *1
 Confederate Naval Yard (during Civil War)

Business Owner:
 Samuel Beery, Benjamin Beery *3

Business Associates:

Date (Min):
 Tuesday, June 20, 1848 *1

Date (Max):
 Sunday, December 31, 1911 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	4.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Historical Notes:

*1 Also had a shipyard at the foot of Church St at the Harrison Steam Sawmill. Shipyard also had a blacksmith shop, a rigging loft, a workshop, and enginehouse. In May 1854 a fire from the adjacent steam sawmill of Costin, Gregg & Co. destroyed the workshop and enginehouse. Another fire from a warehouse, 200 feet south of the Market St. ferry burned down Beery's sheds and sawmill machinery in the rear of their yard. Beery then razed his own shipyard in early 1865 to prevent Union troops from seizing it. Rebuilt around 02/1872. *3 As Confederate Naval Yard, it refitted the steam tug Mariner into a privateer, and built CSS North Carolina, the steamer Yadkin, "a dispatch boat for Flag Officer Lynch, and several smaller launches." *3 Land purchased from Henry R. Savage, who purchased land from Thomas H. Wright in July 1844 (DB KK0 291, NHC). *3 6 slaves lived on property in houses/ tenements.

Sources:

*1 Jackson 1996: 217-222; *2 Watson 1992: 82; *3 NHRD KK: 201.

ID 56 **County:** New Hanover *3; *12
 Brunswick

Land Acquired From:
 Captain John W. Harper; *10;
 Louis Goodman; Waccamaw *12;
 Land & Lumber, D.L. and S. *13;
 Amanda Russell; Joseph *15;
 Chadburn and Co.

Business Name:
 D.L. Gore *1-12

Business Owner:
 D.L. Gore *1

Business Associates:
 *10 Associated with Brunswick Bridge and Ferry Co.

Date (Min):
 Tuesday, January 01, 1889 *4

Date (Max):
 Thursday, August 19, 1920 *7

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*14; *17;
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	*20; *21
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	450.00
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	*7; *1; *15
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*7
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*??
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1, *8
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*5 Leased to D. McEachern. *2 Must have sold western part of property to C.H. Dock & Co. Turpentine Still between 1898 and 1904. *2 D.L. Gore owns multiple businesses on EI. *5 Fire spread to business on 01/07/1900. A shed caught ablaze but was saved by firemen. *6 Fire caused between \$10,000-\$11,000 worth of damages. *7 Wharf placed up for rent. *8 Originally Gore & Gore in 1877, changed name in 1878, may not have been on EI then. *9 "The above important enterprise was instituted in 1877, when it was founded as Gore & Gore. In 1878 Mr. D. L. Gore assumed the sole control of its affairs, and continued the business alone until 1900. *13 Owned land on NE Eagles Island, formerly owned by Waccamaw Land & Lumber. *14 Sold NE parcel to J.J. Smith on 03/27/1918. *16 Described as a real estate investor.

Sources:

*1 Sanborn 1898 Sheet 31; *2 Sanborn 1904 Sheet 31; *3 Sanborn 1910 Sheet 31; *4 Sanborn 1889 Sheet 14; *5 The Evening Dispatch: 01/08/1900; *6 The Evening Dispatch: 11/19/1903; *7 Wilmington Dispatch: 08/19/1920; *8 Past, Present, and Future of Wilmington (pg 111); *9 <http://docsouth.unc.edu/nc/uptodate/uptodate.html>; *10 Last Ferry Bonds to be Retired Soon 01/13/1944 (look up); *11 Wilmington Star 02/25/1911; *12 BRD 27: 528;

*13 BRD 45: 396; *14 BRD 42: 497; *15 BRD 18: 388; *16 Dr. Robert M. Fales Collection, NHCPL; *17 Wilmington Star 02/5/1911; *18 NHRD 2687: 564-571; *19 Arc GIS; *20 BMB 1: 79; *21 BRD 83: 266; * 22 BRD 1741: 119 *23 BRD 68: 591-594

ID **County:** New Hanover **Land Acquired From:**
 57 Brunswick *2

Business Name:
 Patterson, Downing & Co. *1-3

Business Owner: Roger Moore, Esq (Wilmington Manager), *5
 Robert Paterson (President, in NYC)

Business Associates: *6 1896 Manager: E. S. Nash, Agent: H. K. Nash

Date (Min): Monday, January 01, 1877 *5
Date (Max): Saturday, December 31, 1904 *4

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*5
<input checked="" type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*5;
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2, *3
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:
 *1 Fire from Matt J. Heyer spread to property, did \$250 worth of damage. *5 Largest exporters of turpentine, rosin, and naval stores. *3 Disappears between 1904-1910 Sanborns.

Sources:
 *1 Wilmington Messenger 1894; *2 SMPC 1893: 31; *3 SMPC 1904: 31; *4 SMPC 1889: 14; *5 Reilly 1884: 129-130; *6 Sprunt 1896: XXIV; *7 Arc GIS

ID 58 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Patterson & Downing *2

Business Name:
 American Naval stores Co *1

Business Owner:
 American Naval stores Co *1

Business Associates:

Date (Min):
 Saturday, January 01, 1910 *1

Date (Max):
 Saturday, December 31, 1910 *3

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*4
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	2.20
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1; *5
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input checked="" type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*3 Disappears between 1910 and 1915 Sanborns.

Sources:

*1 SMPC 1910: 31; *2 SMPC 1904: 31; *3 SMPC 1915: 48; *4 NHRD 710: 639; *5 Arc GIS

ID 59 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 V.A. Creech, Jr. *1

Business Name:
 State of North Carolina *1

Business Owner:
 State of North Carolina *1

Business Associates:

Date (Min):
 Monday, April 28, 2008 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	242.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 2797: 297; *2 BRD 2782: 219; *3 BRD 630: 1001

ID 61 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Champion Compress Warehouse Co *1; *10

Business Owner:
 Join stock company, EJ Pennypacker- President; *7
 Alexander Sprunt & Son

Business Associates:
 *7 Sprunt was a member of the Harbor Master's Board.

Date (Min):
 Sunday, January 01, 1860 *10

Date (Max):
 Monday, December 31, 1894 ?

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*1; *12
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	2.50
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1; *12
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input checked="" type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	
<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Historical Notes:

*3 Located nearly adjacent from their place of business on the East side of the river. *4 Fire from Matt J. Heyer spread to their property, did little damage. *5 Ad describes Alex Sprunt & Son as "Commission Merchants." *6 1700 bales shipped from Wilmington, second largest postbellum cotton shipment. *7 EI warehouse was largest guano warehouse in the state, being 45x300. 9 Result of the merger between the E.J. Pennypacker Company and Alexander Sprunt & Son. *9 Company was based between Nutt and Red Cross streets. *10 Loading docks of company could anchor 4 steamers or 5 sailing packets. *10 By 1908 the company operated 6 presses, and employed 1,000 workers. *10 Company pioneered direct trade with Europe, James Sprunt visited Europe 23 times to establish business offices, around 1888 he commenced trade with the city of Reval in Russia. *10 Credit came from the Canadian Bank of Commerce. *10 By 1881, the company exported 2/3 of all of Wilmington's cotton. *10 Cotton was Wilmington's chief export between 1900-1920, 98% of Wilmington's foreign trade went to Germany and England, Sprunt was still the leading cotton exporter in Wilmington before WWI. *10 Sprunt opened offices in Bremen, Le Havre, Rotterdam, and Barcelona p 139. *10 In 1907, Sprunt shipped 501,000 bales of cotton to foreign ports, in 1901-1903 prior to foreign trade, he made \$60,000 in profits. From 1907-1910, he made \$280,000, then by 1918-1919, he made \$838,000 p 140. *10 In 1920s, Sprunt exported 100,000 bales annually, to 6,000 in

1938. *10 Business died out due to "aging and divided management as well as to competition from newer firms in the Southwest, particularly the Oklahoma City-based firm of Anderson Clayton & Co." p 151. *13 First cotton press in Wilmington. Could produce 500 bales per day. Blockade runners would load up at wharves. Plant was destroyed by Confederate General Bragg when he evacuated EI on Feb 21, 1865.

Sources:

*1 SMPC 1889: 14; *2 SMPC 1893: 22; *6 The Cape Fear 1876: 1; *7 Reilly 1884: 54, 106-107; *9 Hutteman 2000; *10 Watson 1992: 92, 110-111, 139-140, 151; *12 Arc GIS; *13 Sprunt 1896: 30

ID 63 **County:** New Hanover *11
 Brunswick

Land Acquired From:

Business Name:
 Acme Tea Chest Co. Ltd. of Glasgow *4

Business Owner:
 *5 W.L. Miller (Wilmington Manager), *7 Mr. *5, *7,
 Stuart Brown (Wilmington Manager); *9 Mary *9

Business Associates:

Date (Min):
 Monday, January 01, 1894 *1

Date (Max):
 Friday, December 31, 1926 *10

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*11; *12
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	4.20
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*11; *12
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input checked="" type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*4, *8
<input type="checkbox"/>	Cotton Mill	<input checked="" type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Historical Notes:

*4 Manufactured wood veneering. *6 Heyer rented space to Acme Tea Chest. Fire on 05/20/1912 did about \$10,000 worth of damages to Acme, insurance only covered \$7,500. *7 Fire, damage minimal. *9 Abandoned by '31, remains only valued at \$5,000. *10 Last shipment of wood exported from Wilmington came from Acme Tea Chest in 1926.

Sources:

*1 The Evening Dispatch 1910: 1; *3 Wilmington Star 1912; *4 SMPC 1915: 48; *5 Wilmington Star 1900; *7 Wilmington Dispatch 1910; *8 Wilmington Dispatch 1910; *9 Wilmington Star 1931; *10 Wilmington Star 1930; *11 SMPC 1910: 31; *12 Arc GIS

ID 65 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 W.J. Taylor *2

Business Name:
 H.L. and Betty Prevatte *1

Business Owner:
 H.L. and Betty Prevatte *1

Business Associates:

Date (Min):
 Wednesday, May 10, 1961 *2

Date (Max):
 Thursday, May 09, 2002 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 53.00 *1
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Leased property to Hughes Brothers Fuel Company on 12/13/1979

Sources:

*1 BRD 1584: 716; *2 BRD 158: 63; *3 BRD 441: 516

ID 66 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 H.L. and Betty Prevatte; *1; *4
 Grainger Family (Joan); Blue
 Sky Timber

Business Name:
 New Hanover soil and Water Conservation *1
 District

Business Associates:

Business Owner:
 New Hanover soil and Water Conservation *1
 District

Date (Min):
 Thursday, May 09, 2002 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	786.50
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; *4; *5
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1584: 716; *2 BRD 1722: 776; *3 BRD 1859: 866; *4 BRD 1859: 866; *5 Land Management Group
 2009: 56

ID 69 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 T. W. and Hazel W. Shirley; *1; *2
 A.G. Ricaud

Business Name:
 John D. Bellamy (1883) , Lillian M. Bellamy *1

Business Owner:
 John D. Bellamy (1883) , Lillian M. Bellamy *1; *2

Business Associates:

Date (Min):
 Wednesday, January 24, 1883 *2

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input checked="" type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input checked="" type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	161.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *5; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Additional 39.65 acres acquired from T.W. and Hazel W. Shirley on 4/17/1971. *1 "Same property conveyed to John D. bellamy by deed dated May 24, 1883..." *4 Sold 116 acres to W.H. Northrop on 03/09/1893.

Sources:

*1 BRD 250: 694; *2 BRD BB: 135; *3 BRD 22: 585; *4 BRD KK: 234; *5 BRD 256: 272

ID 73 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Williams & Murchison *1

Business Owner:
 Williams & Murchison *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1867 *4

Date (Max):
 Sunday, December 31, 1893 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *6
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *6
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input type="checkbox"/> Cotton Mill	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historical Notes:

*5 Based in London, England.

Sources:

*1 SMPC 1889: 14; *2 Sanborn 1893: 22; *6 ArcGIS

ID 74 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Dunn Brothers *1

Business Owner:
 Dunn Brothers *1

Business Associates:

Date (Min):
 Friday, January 01, 1915 *1

Date (Max):
 Friday, December 31, 1915 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.40
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Importers of molasses, coffee & rice.

Sources:

*1 SMPC 1915: 48; *2 Arc GIS

ID 75 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:

Business Name:
 C. W. McClammy *1

Business Owner:
 C. W. McClammy *1

Business Associates:

Date (Min):
 Friday, March 16, 1877 *1

Date (Max):
 Friday, December 31, 1880 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	3.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Fire on 03/15/1877, estimated loss of \$1,500 (insured) and another \$4,000 (uninsured). Located nearly opposite Cassidy & Ross' shipyard on Church St.

Sources:

*1 Wilmington Star 1877: 1; *2 Arc GIS

ID 81 **County:** New Hanover *3
 Brunswick

Land Acquired From:

Business Name:
 Northrop and Cummings *1

Business Owner:
 W.H. Northrop *1

Business Associates:
 Part of S. & W.H. Northrop Lumber Company

Date (Min):
 Thursday, April 09, 1868 *1

Date (Max):
 Thursday, December 31, 1874 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*3
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	151.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input type="checkbox"/> Cotton Mill	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historical Notes:

*1 Storage located on Eagles Island, Mill located in Wilmington *1 Placed a No Trespassing ad to hunters & fishers in the Wilmington Star.

Sources:

*1 Wilmington Star 1868a; *2 BRD 22: 585; *3 BRD 80: 283; *4 Arc GIS; *5 BRD R: 40

ID 82 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 George L. Morton Co. *1

Business Owner:
 George L. Morton (owner, from 1872 on), Jesse *3
 Wilder (founder in 1866, manager in 1872)

Business Associates:

Date (Min):
 Friday, January 01, 1904 *2

Date (Max):
 Saturday, October 09, 1915 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	*2-3
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Company was in existance for 30 years at this point. *3 Morton was absentee owner, had businesses elsewhere.

Sources:

*1 SMPC 1910: 31; *2 Wilmington Star 1910; *3 Bonitz 1889: 62-63; *4 Arc GIS; *5 NHRD 3237: 145-149

ID 84 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Augustus J. Adderly *9

Business Name:
 Matt J. Heyer, Wholesale Grocer, Liquour Dealer *8
 and Commission Merchant

Business Owner:
 Matt J. Heyer *1

Business Associates:

Date (Min):
 Tuesday, February 19, 1889 *9

Date (Max):
 Saturday, December 31, 1910 *6

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*1
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	5.75
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*8; *10
<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1, *8
<input type="checkbox"/>	Cotton Mill	<input checked="" type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Historical Notes:

*1 Not rented to Acme in 1898, but looks like its on the same parcel. *5 950 ft North of Willard's. *6 Bisected by Acme Tea Chest. Northern part of company still stored barrel staves, southern part vacant. Middle part rented to Acme Tea Chest Co. Ltd. *7 Perhaps bought W. A. Martin. *2 Major fire caused \$15,000 worth of damages, uninsured. *9 Will rebuild burnt buildings. *10 Heyer rented space to Acme Tea Chest. Fire on 05/20/1912 did about \$10,000 worth of damages to Acme, insurance only covered \$7,500. *11 Company founded in 1846, prob not on EI then. *8 Matt took over in 1883, previously called Jon C. Heyer.

Sources:

*1 SMPC 1898: 31; *2 Wilmington Star 1894: 1; *3 Wilmington Star 1912; *4 SMPC 1904: 31 *5 SMPC 1910: 31; *6 SMPC 1889: 14; *7 SMPC 1893: 22; *8 Reilly 1884: 115; *9 NHRD 690: 4; *10 Arc GIS

ID 85 **County:** New Hanover ?
Brunswick

Land Acquired From:

Business Name:
Starr Johnson *1

Business Owner:
Starr Johnson *1

Business Associates:

Date (Min):
Sunday, January 01, 1888 *1

Date (Max):
Monday, December 31, 1888 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	3.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	?
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Historical Notes:

*1 Fire burnt rosin refinery down, uninsured, lost \$250. Probably not rebuilt, hence why it isn't on 1889 Sanborn.

Sources:

*1 Wilmington Messenger 1888a

ID 89 **County:** New Hanover *4
 Brunswick

Land Acquired From:

Business Name:
 Martin & Hallett

Business Owner:
 Martin & Hallett

Business Associates:

Date (Min):
 Sunday, January 01, 1865 *3

Date (Max):
 Tuesday, December 31, 1872 *5

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input checked="" type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	3.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Fire, put out before serious damage occurred. *5 Adjacent to Causeway Road

Sources:

*1 Wilmington Star 1868; *2 Wilmington Star 1871a; *3 Daily Dispatch 1865; *4 Smaw 1865; *5 Wilmington Star 1872

ID 91 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Sarah Hall (widow of G. Hall) *2

Business Name:
 F.M. Moore, Esq. *1

Business Owner:
 F.M. Moore, Esq. *1

Business Associates:

Date (Min):
 Thursday, January 01, 1880 *1

Date (Max):
 Monday, October 16, 1911 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	330.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1; *2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Managed by Samuel Hall. *3 Only sold 15 acres to Robbins.

Sources:

*1 Wilmington Star 1880; *2 BRD 54: 261; *3 BRD 18: 394-395; *4 BRD 1278: 887; *5 BMB 1: 49; *6 ArcGIS

ID 92 **County:** New Hanover *7
 Brunswick

Land Acquired From:
 J. A. Taylor, W. M. Wright, *7; *8
 George Roundtree

Business Name:
 Navassa Guano Company *1

Business Owner:
 R.R. Bridgers, George Grafflin, Francis *4; *5,
 Kerchner, El Taylor *8

Business Associates:

Date (Min):
 Thursday, August 05, 1869 *2; *5

Date (Max):
 Thursday, April 28, 1927 *6

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*7; *9
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	299.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*6
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*5
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input checked="" type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Warehouse is on El. ~\$750,000 worth of transactions in the South. *4 Guano was imported from the Caribbean island of Navassa. *5 Island of Navassa was bought by American capitalists and became a protectorate of the US Govt. One of the largest fertilizer companies. Imports from South America, West Indies, Italy, and Germany. First fertilizer business in the south. *6 Sold land to Virginia-Carolina Chemical Company on 04/28/1927. *10 Owned 400 acres of rice fields between Wilmington and the plant. Produced between 10,000-15,000 bushels yearly (around 1884).

Sources:

*1 SMPC 1884: 1; *2 Lee 1971: 88; *3 Reilly 1884: 91-92; *4 Watson 1992: 114; *5 Sprunt 1896: XXVII-XXVIII; *6 BRD 630: 1003; *7 BRD 46: 220; *8 BRD 22: 1-5; *9 BRD 1741: 119

ID 93 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 A.W. Rieger *1

Business Owner:
 A.W. Rieger *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1890 *1

Date (Max):
 Wednesday, December 31, 1890 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	50.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Wilmington Star 1890

ID 95 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Samuel and W.H. Northrop *2

Business Name:
 J. Herbert Bate Co. *2

Business Owner:
 J. Herbert Bate *2

Business Associates:

Date (Min):
 Tuesday, January 01, 1935 ?

Date (Max):
 Monday, July 31, 1944 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2; *4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	161.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3; *2; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input checked="" type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *5
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1165: 883; *2 BRD 80: 283; *3 ArcGIS; *4 BRD 1165: 863; *5 Hill Directory Co., Inc. 1936: 609

ID 98 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Eagle Island Fire Company *2

Business Owner:
 Eagle Island Fire Company *2

Business Associates:

Date (Min):
 Sunday, January 01, 1871 *2

Date (Max):
 Sunday, December 31, 1871 *2

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	0.50
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	?
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*2
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*1 It COULD be this fire company: In addition to the above named volunteer companies, there was a fire company composed entirely of negroes, and about 1870, with the assistance of the city, it was furnished with a steam fire engine. This company, from its inception, was supported almost entirely by the city; it was a very good company, and did splendid work under the command of Valentine Howe, who was an exceptionally fine negro. *2 Home of "The Engine No. 2", aka Fire King.

Sources:

*1 Sprunt 1916: 538; *2 Wilmington Star 1871

ID 100 **County:** New Hanover *1; *2 **Land Acquired From:** Brunswick ?

Business Name: Captain Harper *1

Business Owner: Captain Harper *1

Business Associates:

Date (Min): Sunday, January 01, 1911 *1

Date (Max): Saturday, February 25, 1911 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	*1; *2
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	Land Size: 0.20 ?
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking		
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction		
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			

Historical Notes:

*1 Sold wharf property to D. L. Gore, 132 ft South of Chestnut St

Sources:

*1 Wilmington Star 1911; *2 Arc GIS

ID 103 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 William Devito, Jr. *1

Business Name:
 Alan Rusher *1

Business Owner:
 Alan Rusher *1

Business Associates:

Date (Min):
 Tuesday, June 30, 1992 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input checked="" type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 890: 304

ID 105 **County:** New Hanover 1
 Brunswick

Land Acquired From:

Business Name:
 G.W. Williams & Co. *1

Business Owner:
 G.W. Williams & Co. *1

Business Associates:

Date (Min):
 Monday, January 01, 1883 *1

Date (Max):
 Monday, December 31, 1883 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input checked="" type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.50
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Wilmington Star 1883b

ID 109 **County:** New Hanover *2
 Brunswick

Land Acquired From:

Business Name:
 J. W. Spalding *1

Business Owner:
 J. W. Spalding *1

Business Associates:

Date (Min):
 Monday, May 23, 1870 *2

Date (Max):
 Wednesday, June 01, 1870 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.50
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Located on EI, across from Market & Dock Streets. *3 Sunk on 06/01/1870 after 8 days by a floating timber that pierced the bottom. *4 Rebuilt bath house and placed it at the foot of Red Cross St.

Sources:

*1 Wilmington Star 1870a; *2 Wilmington Star 1870b

ID 111 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 J. H. Flanner *1

Business Owner:
 J. H. Flanner *1

Business Associates:

Date (Min):
 Monday, January 01, 1872 *1

Date (Max):
 Tuesday, December 31, 1872 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.30
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 One parcel north of Beery, has wharf

Sources:

*1 Wilmington Star 1872b

ID 113 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 C.E. Smith & Co. *1

Business Owner:
 C.E. Smith ?

Business Associates:

Date (Min):
 Monday, January 01, 1883 *1

Date (Max):
 Tuesday, July 24, 1883 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	?
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Sold to foreclosure

Sources:

*1 Wilmington Star 1883a

ID 115 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Worth & Worth *1

Business Owner:
 T. C. Worth (founder) *5

Business Associates:
 *3 David G. Worth & B.G. Worth (David's uncle);
 *5 Agents for Cape Fear Steamboat Co. *8 D.G. Worth was on Harbor Master's Board.

Date (Min):
 Tuesday, January 01, 1878 *6

Date (Max):
 Tuesday, December 31, 1878 *6

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	3.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 General goods merchants. *2 Worth & Worth were elected officers (Agents in Wilmington) on the board of the Cape Fear and People's Steamboat Company. **Daily Herald: 12/29/1854**; *4 Predecessors were T.C. & B.G. Worth in 1853, then Worth & Daniel from 1865-1872, then Worth & Worth in 1872. *7 No evidence of them on EI

Sources:

*1 The Cape Fear 1876b; *2 The Cape Fear 1877; *3 The Evening Dispatch 1897: 1; *4 Reilly 1884: 54, 90; *5 Sprunt 1896: XXI-XXII; *6 Wilmington Star 1878a; *7 SMPC 1889: 14

ID 116 **County:** New Hanover *1;*2
 Brunswick

Land Acquired From:
 Orrell Family *2

Business Name:
 International Paper Company *1;*2

Business Owner:
 International Paper Company *1

Business Associates:
 Publicly owned company

Date (Min):
 Sunday, November 24, 1946 *2

Date (Max):
 Sunday, January 01, 1989 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1; *5
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 10.10
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	*4
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Owned a barge landing just south of the US Highway 17-74-76 Bridge.

Sources:

*1 BRD 1165: 863 *2 BRD 87:526; *3 Land Management Group 2009: 12-13; *4 Arc GIS; *5 BRD 1741: 119

ID 119 **County:** New Hanover Brunswick *3; *4

Land Acquired From:

Business Name:
Wilmington Iron Works/ Wilmington Marine Railway and Shipyard *1

Business Owner:
Capt. Edward P. Bailey *1

Business Associates:
*2 Originally founded by Polley & Hart, then Hart & Bailey, then Burr & Bailey, finally Wilmington Iron Works.

Date (Min):
Sunday, January 01, 1911 *1

Date (Max):
Tuesday, January 01, 1924 *6

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*3; *4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	17.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Historical Notes:

*1-5 Made the last two wooden schooners produced in Wilmington: the Hoppauge and Commack. *7 12/27/1922- Awarded contract to build 60 ft steel-hulled snag boat named Contentnea. *6 Same location as Beery, opposite Dock St. *6 Built A.P Hurt. *1 By 1924, railway could haul vessels from 80-1,000 tons.

Sources:

*1 Jackson 1996: 234-237; *2 Sprunt 1896: XLV; *3 SMPC 1915: 48; * 4 Arc GIS

ID 121 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Bleak House *1

Business Owner:
 H. U. Butters *1

Business Associates:

Date (Min):
 Sunday, January 01, 1899 *1

Date (Max):
 Thursday, October 30, 1902 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	120.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Was leased by the state penitentiary when rice harvesting was done by convict labor, produced 40-50 bushels per acre.

Sources:

*1 Jackson 1996: 97

ID 122 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 H.U. Butters *1

Business Name:
 Cape Fear Rice Company *1

Business Owner:
 Cape Fear Rice Company *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1902 *1

Date (Max):
 Wednesday, December 31, 1902 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size:
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	265.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Leased Bleak and Osawatomie plantations.

Sources:

*1 Jackson 1996: 97; *2 ArcGIS

ID 125 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Richard Eagles Sr. *1

Business Name:
 The Forks Plantation *1

Business Owner:
 Richard Eagles III and Joseph Eagles Jr. *1

Business Associates:

Date (Min):
 Saturday, January 01, 1791 *1

Date (Max):
 Monday, December 31, 1827 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input checked="" type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*3; *4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input checked="" type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input checked="" type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input checked="" type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input checked="" type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	2,960.20
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*4; *5
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input checked="" type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Richard III died in 1811, Joseph in 1827. In 1806, Richard III sold all the land on EI except for 108 acres to Maurice Moore for \$11,000. *1 & *3 Jr. sold some of the land that Sr. bought from John Watson to Anthony Ward. Richard Jr. deeded to his son, Joseph, "the House Plantation, saw & grist mills" at The Forks. His daughter, Susanna, the future wife of Alfred Moore, he left 1/3 of his land on EI, including "the House she now lives in on the No. side of the mill pond with the field that is fenced in..." *2 Part of the first graduating class at UNC. *3 Caroline Eagles & Maurice Moore received the north 1/3 of the island, while Joseph received the southern 2/3. Dated 01/28/1788.

Sources:

*1 Jackson 1996: 101-103; *2 Battle 1907: 153; *3 BRD 81 p 631; *4 Murphy 1910: 213-218; *5 Arc GIS

ID 126 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Richard Eagles III; Roger Moore *1; *2

Business Name:
 Eagles Mill Dam and Pond, Buchoi Plantation *1

Business Owner:
 Maurice Moore *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1760 *3

Date (Max):
 Thursday, January 01, 1807 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2; ?
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input checked="" type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1,108.50
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *2; ?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input checked="" type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input checked="" type="checkbox"/> Shipbreaking	
<input checked="" type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Maurice Moore received 108.5 acres from Richard Eagles Sr on 06/12/1806, then deeded the lands to Alfred Moore the following year. *2 Owned a large share of the island as of 1737.

Sources:

*1 Jackson 1996: 102; *2 Wadell 1909: 50; *3 Andrews 1921: 296

ID 127 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Maurice Moore *1

Business Name:
 Eagles' Mill Dam and Pond, Buchoi Plantation *1

Business Owner:
 Alfred Moore Jr. & Susannah Eagles *1

Business Associates:

Date (Min):
 Thursday, January 01, 1807 *1

Date (Max):
 Friday, December 31, 1830 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; ?
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	1,355.57
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; *2
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Listed in Index to Will- New Hanover County. *1 108.5 acres form Joseph Eagles; *2 Northern 1/3 of the island to just south of the causeway, estimated 1247 acres.

Sources:

*1 Jackson 1996: 97-98, 102-103; *2 Murphy 1910: 213-218

ID 128 **County:** New Hanover *1;*2
 Brunswick

Land Acquired From:
 Maurice Moore *2

Business Name:
 Sterling B. Everitt *1

Business Owner:
 Sterling B. Everitt *1

Business Associates:

Date (Min):
 Thursday, January 01, 1835 *1

Date (Max):
 Friday, May 20, 1853 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input checked="" type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input checked="" type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	375.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; ?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input checked="" type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input checked="" type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Bought in 2 batches: first was 210 acres (\$2,000), the second was Eagles Mill Pond + 1/2 of the Pond's dam (\$1,500).

Sources:

*1 Jackson 1996: 102-103; *2 Angley 1989: 9; *3 BRD W: 494

ID 129 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Anthony Ward *1

Business Owner:
 Anthony Ward *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1765 *1

Date (Max):
 Wednesday, December 31, 1800 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	169.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Richard Eagles Jr. sold to Anthony Ward land that was part of the purchase from John Watson.

Sources:

*1 Jackson 1996: 101; *2 Arc GIS

ID 131 **County:** New Hanover ?
Brunswick

Land Acquired From:
Richard Eagles Sr. *1

Business Name:
The Forks Plantation *2

Business Owner:
John Davis Jr. & Elizabeth Davis (Richard Eagles Jr.'s sister) *1-2

Business Associates:

Date (Min):
Saturday, January 01, 1757 *1

Date (Max):
Friday, December 31, 1790 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	200.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 A house on the North side of the mill pond with a fenced field. *2 Author claims Forks was sold by Richard Eagles to John Davis, and Davis then sold it to Joseph Eagles.

Sources:

*1 Jackson 1996: 101-102; *2 Waddell 1909: 47

ID 132 **County:** New Hanover ?
 Brunswick

Land Acquired From:
 -

Business Name:
 William Dry *1

Business Owner:
 William Dry *1

Business Associates:

Date (Min):
 Thursday, March 23, 1769 *2

Date (Max):
 Monday, December 31, 1781 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	8.40
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1, *2 Owned a "brick house" on the island, and was deeded more land near his house by Richard Eagles Jr.

Sources:

*1 Jackson 1996: 102; *2 Grimes 1910: 106; *3 Lennon and Lellam 1973: 78; *4 Arc GIS

ID 133 **County:** New Hanover *2; *3; *
 Brunswick **Land Acquired From:** Richard Eagles III *1

Business Name:
 The Forks Plantation *1

Business Owner:
 John Winder & Caroline Eagles Winder *1

Business Associates:

Date (Min):
 Monday, January 01, 1827 *1

Date (Max):
 Friday, May 20, 1853 *4

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*2; *5
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input checked="" type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input checked="" type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	700.00
<input checked="" type="checkbox"/>	5300-001-001-000	<input checked="" type="checkbox"/>	03000014	<input checked="" type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*4
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input checked="" type="checkbox"/>	Rice Plantations	<input checked="" type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input checked="" type="checkbox"/>	Shipbreaking		*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction		
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			

Historical Notes:

Last of the Eagles family on EI. Not listed in Index of Wills- New Hanover County.

Sources:

*1 Jackson 1996: 102-103; *2 BRD 1827: 771-776; *3 NHC RD HH: 736; *4 NHRD P: 641-643; *5 BRD 1007: 896

ID 134 **County:** New Hanover *4
 Brunswick

Land Acquired From:
 Caroline Eagles and John Winder *2

Business Name:
 The Forks Plantation, Buchoi Plantation *1

Business Owner:
 Thomas C. McIlhenny *1

Business Associates:
 Co-owner of Buchoi

Date (Min):
 Wednesday, January 01, 1851 *1

Date (Max):
 Tuesday, April 04, 1876 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input checked="" type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1,107.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; *1; *5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Purchased for \$45,000. *2 An ad describes the main house of having 12 rooms, necessary out-houses, an Overseer's House with 5 rooms, a large Mill House, good grange houses sufficient to accommodate 60-75 laborers, and large stables. *1 Owned part of Buchoi Plantation on EI in 1851, then in 1853 purchased land from Caroline Eagles and John Winder. Sold parcels at different times. Grew size of Bunchoi. *3 McIlhenny was forced to sell 700 acres previously owned by Caroline Eagles

Sources:

*1 Jackson 1996: 97-98, 102-103; *2 Moore [1970s]b: 1-3; *3 BRD W: 493-494; *4 BRD P: 641; *5 Arc GIS

ID 135 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Hallett Plantation *1

Business Owner:
 B. F. Hallett *1

Business Associates:

Date (Min):
 Monday, January 01, 1866 *1

Date (Max):
 Monday, December 01, 1884 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	60.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 1.5 Miles south of Market St Dock.

Sources:

*1 Jackson 1996: 106

ID 136 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Osawotomie Plantation *1

Business Owner:
 Osawotomie Plantation *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1902 *1

Date (Max):
 Wednesday, December 31, 1902 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; 2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	145.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Used convict labor

Sources:

*1 Jackson 1996: 121; *2 Arc GIS

ID 138 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Cape Fear River (Market Street) Ferry and the Brunswick River Ferry *1

Business Owner:
 Col. William Dry (owner) / Joseph Newton (petitioner to create ferry) *1

Business Associates:

Date (Min):
 Wednesday, September 03, 1766 *1

Date (Max):
 Wednesday, January 01, 1777 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input checked="" type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input checked="" type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input checked="" type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input checked="" type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	170.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Original ferry took travelers South of EI then made them travel North to Brunswick. In 1764 Col. William Dry won a contract to build the EI causeway to connect the river ferries. Dry died early in the construction so his son-in-law Benjamin Smith finished the project. Operated by Darby Eagan in 1769.

Sources:

*1 Jackson 1996: 182; *2 Moore [1970s]a: 1

ID 139 **County:** New Hanover *1, *2
 Brunswick

Land Acquired From:
 William Dry *2

Business Name:
 Cape Fear River (Market Street) Ferry and the Brunswick River Ferry *1

Business Owner:
 Campbell and Hogg *1

Business Associates:
 *4 Samuel Campbell and Robert Hogg

Date (Min):
 Monday, January 13, 1777 *2

Date (Max):
 Wednesday, December 31, 1800 *4

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input checked="" type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input checked="" type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input checked="" type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input checked="" type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	170.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*2
<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*1 Toll was \$1.25, *2 Land was sold from William Dry of Brunswick County to Samuel Campbell of New Hanover County that included 170 acres adjacent to Richard Eagles' plantation.

Sources:

*1 Jackson 1996: 182; *2 Moore [1970s]a: 1; *3 Overton 1996: 182; *4 Watson 1992: 22

ID 140 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Campbell and Hogg ?

Business Name:
 Cape Fear River (Market Street) Ferry and the Brunswick River Ferry *1

Business Owner:
 Martin Schulken *1

Business Associates:

Date (Min):
 Thursday, January 01, 1801 ?

Date (Max):
 Tuesday, January 01, 1856 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input checked="" type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input checked="" type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input checked="" type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input checked="" type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	170.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*3; *2
<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Jackson 1996: 184; *2 Arc GIS; *3 Moore [1970s]: 1

ID 141 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Martin Schulken *1

Business Name:
 Cape Fear River (Market Street) Ferry and the Brunswick River Ferry *1

Business Owner:
 John A. Taylor, Col. John D. Taylor *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1856 *1

Date (Max):
 Sunday, January 01, 1865 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input checked="" type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input checked="" type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input checked="" type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input checked="" type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	170.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*2
<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*1 Purchased for \$7,500.

Sources:

*1 Jackson 1996: 183-184; *2 Moore [1970s]: 1

ID 142 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Col. John Taylor *1

Business Name:
 Cape Fear River (Market Street) Ferry and the Brunswick River Ferry *1

Business Owner:
 Major James Reilly, Captain Walter Furlong, Col. John D. Taylor *1

Business Associates:

Date (Min):
 Sunday, January 01, 1865 *3

Date (Max):
 Wednesday, January 01, 1873 *3

Parcel Number:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	170.00
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*4
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Willed from John A. Taylor. Major James Reilly was in charge of Ferry ops during Federal occupation, then gave management to Capt. Walter Furlong in 1873. John D. Taylor recommended a bridge be built across Brunswick River, plan was approved, then company incorporated to Brunswick Bridge and Ferry Co, giving it the right to build bridges and charge tolls. *1 Leased to M. H. Rouse as early as 08/02/1882 until 10/1883 when Eugene Maffit assumed Rouse's lease. *3 Became Brunswick Bridge and Ferry Co. in 1873.

Sources:

*1 Jackson 1996: 183-184; *2 SMPC 1893: 22; *3 Bouchard 1992: 4; *4 Moore [1970s]a: 1

ID 143 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 John D. Bellamy *5

Business Name:
 Brunswick Bridge and Ferry Company *1

Business Owner:
 Col. John Taylor (until his death then his son, *1
 Col. Walker Taylor, assumed control)

Business Associates:
 Captain Walter Furlong, Major James Reilly, Mr.
 Rouse (1882), Eugene Maffitt (1883-1890), D.L.
 Russell, Jr. (1890-1892), Bryan Russell (1892-?),
 Daniel I. Russell. and Mrs. F.S. Tennent. When

Date (Min):
 Wednesday, January 01, 1873 *2

Date (Max):
 Wednesday, October 01, 1919 *2

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	2.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*5
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*1 New segregated waiting rooms built and a new flatboat was put into service. In 10/1892, Bryan Russell, brother of D.L. Russell came to Wilmington to manage the Market Street Ferry. In 1897 another ferryboat, the Virginia Taylor, was put into service. *2 Fire started at Capt. Cook's office on 01/07/1900 and spread to neighboring businesses. Several Ferry buildings were destroyed, but were insured.*1 After fire, made vast improvements in safety, and added engines, and electric call-bells. Company went into debt, bailed out by O.A. Durant and cities of Wilmington and Brunswick *3 Plan was to build brudge across Brunswick River and charge a toll, while continue operating the Market St. Ferry. In 1882, Mr. Rouse leased the ferry, attempted to use steam tug to puull ferry, after 3 days the plan failed, Rouse abandoned lease afterwards. Eugene Maffitt leased the ferry in Oct 1883 to 1890. D.L. Russell Jr. leased the ferry in 1890. *4 Leased storage to Murchison & Co., stored powder.

Sources:

*1 Jackson 1996: 184-185; *2 Bouchard 1992: 4; *3 BRD 22:22; *4 Reilly 1884: 39; *5 BRD 250: 694

ID 145 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Brunswick Bridge and Ferry Co. *2

Business Name:
 New Hanover-Brunswick Ferry Commission *1

Business Owner:
 New Hanover and Brunswick Counties *1

Business Associates:

Date (Min):
 Wednesday, October 01, 1919 *2

Date (Max):
 Wednesday, February 06, 1935 *1; *2

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*4
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	2.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*3
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1; *2
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*1 Commission bought two ferryboats, the John Knox (06/07/1920) and the Menantic (Spring of 1924). Twin bridges from Wilmington to EI (1929) and from Brunswick to EI (1923) would have removed the need for the ferry system, but the bridges had tolls, so the Commission operated the ferries on a reduced scale. The Commission ended in 1935 when the bridges became toll-free.

Sources:

*1 Jackson 1996: 186-187; *2 Bouchard 1992: 12-19; *3 BRD 250: 694; *4 SMPC 1889: 14

ID 146 **County:** New Hanover *1
Brunswick

Land Acquired From:
Thomas H. Wright *2

Business Name:
Henry Savage *1

Business Owner:
Henry Savage *1

Business Associates:

Date (Min):
Monday, July 01, 1844 *1

Date (Max):
Tuesday, June 20, 1848 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; *3-7, ?
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	18.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Savage was a bank president

Sources:

*1 Jackson 1996: 217; *2 Moore [1970s]c; *3 NHRD 681: 244; *13 NHRD OO:252; *4: NHRD RR: 441; *5 NHRD II: 638; *6 NHRD PP: 335; *7 BRD 1827: 778-779

ID 147 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Thomas H. Wright *1

Business Owner:
 Thomas H. Wright *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1840 ?

Date (Max):
 Monday, July 01, 1844 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	8.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Sold to bank president Henry Savage. Savage then sold land to Beery.

Sources:

*1 Jackson 1996: 217; *2 NHRD KK:201; *3 Arc GIS

ID 148 **County:** New Hanover *3
 Brunswick

Land Acquired From:

Business Name:
 Costin, Gregg & Co. *1

Business Owner:
 Costin, Gregg & Co. *1

Business Associates:

Date (Min):
 Friday, December 29, 1848 *1

Date (Max):
 Sunday, December 31, 1865 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input checked="" type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	13.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input checked="" type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Steam sawmill. A fire that started at the mill in May 1854 burned down parts of Beery Shipyard, their neighbor. The fire damaged Beery's workshop and enginehouse. *2 Unsure if still on EI.

Sources:

*1 Jackson 1996: 219; *2 Smaw 1865

ID 149 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 R.F. Hamme *2

Business Name:
 Hamme Marine Railway *2

Business Owner:
 J.P. Pretlow *2

Business Associates:

Date (Min):
 Sunday, June 02, 1946 *2

Date (Max):
 Saturday, December 31, 1955 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2; *6
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input checked="" type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input checked="" type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	25.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Historical Notes:

*2 Opposite Ann and Nun St.

Sources:

*1 BRD Book 162:341; *2 Jackson 1996: 217-220; *3 Sprunt 1896: LVII; *4 BRD 37: 209; *5 BRD 91: 184; *6 Arc GIS

ID 150 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 J.P Pretlow *2

Business Name:
 Hamme Marine Railway *2

Business Owner:
 Buddy Lynch *2

Business Associates:

Date (Min):
 Sunday, January 01, 1956 ?

Date (Max):
 Friday, December 31, 1965 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input checked="" type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2; *6
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	8.60
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD Book 162:341; *2 Jackson 1996: 217-220; *3 Sprunt 1896: LVII; *4 BRD 37: 209; *5 BRD 91: 184; *6 Arc GIS

ID 151 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Suburban Land and Development Company *1

Business Owner:
 Suburban Land and Development Company *1

Business Associates:

Date (Min):
 Saturday, January 01, 1910 ?

Date (Max):
 Friday, January 01, 1915 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input checked="" type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2; *3; ?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	13.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Land ranges from 10-15 acres

Sources:

*1 Jackson 1996: 237, *2 ArcGIS; *3 BRD 110: 174

ID 153 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:

Business Name:
 Union Carbide Sales Co. *1

Business Owner:
 Union Carbide Sales Co. *1

Business Associates:

Date (Min):
 Friday, January 01, 1915 *1

Date (Max):
 Friday, December 31, 1915 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.02
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 SMPC 1915: 48; *2 Arc GIS

ID 156 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 American Naval Stores Co. *3

Business Name:
 Columbia Naval Stores Co. *1

Business Owner:
 Columbia Naval Stores Co. *1

Business Associates:

Date (Min):
 Friday, January 01, 1915 *1

Date (Max):
 Friday, December 31, 1915 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*2
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	3.40
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1; *4
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input checked="" type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 SMPC 1915: 48; *2 NHRD 710: 639; *3 SMPC 1910: 31; *4 Arc GIS

ID 158 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:

Business Name:
 V.P. Loftis Co. *1

Business Owner:
 V.P. Loftis ?

Business Associates:

Date (Min):
 Monday, January 01, 1951 *1

Date (Max):
 Monday, December 31, 1951 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input checked="" type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.45
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 SMPC 1915: 48; *2 Arc GIS

ID 159 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Willard's Fertilizer Warehouse *1

Business Owner:
 A.A. Willard *8

Business Associates:

Date (Min):
 Sunday, January 01, 1865 *5

Date (Max):
 Thursday, December 31, 1903 *2

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*1; *2; *6
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	0.50
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1; *9
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1-3
<input type="checkbox"/>	Cotton Mill	<input checked="" type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Historical Notes:

*2 No longer in use by 1904, *5 Resin caught fire on premises. *6 Fire on premises, destroyed warehouse storing 15,000-20,000 sacks of salt. Loss of \$15,000, but insured. *7 May have been vacant by then. *8 Imported and sold salt, bought cotton. Had 3 large warehouses on EI.

Sources:

*1 SMPC 1898: 31; *2 SMPC 1904: 31; *3 SMPC 1889: 14; *4 SMPC 1893: 22; *5 Reilly 1884: 98; *6 Arc GIS

ID 160 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 W.A. Martin & Co. *1

Business Owner:
 W.A. Martin & Co. *1

Business Associates:

Date (Min):
 Saturday, January 01, 1881 *3

Date (Max):
 Saturday, December 31, 1892 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.80
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *7
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Surrounds Matt J. Hyer. *4 Fire, but no significant damage. *6 Fire spread from Ferry, destroyed several pitch kettles.

Sources:

*1 SMPC 1889: 14; *2 SMPC 1893: 22; *3 Wilmington Star 1881; *4 Arc GIS

ID 161 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 E.J. Powers Fertilizer Manufacturers & Warehouses *1

Business Owner:
 D.L. Gore *1

Business Associates:

Date (Min):
 Sunday, January 01, 1888 *2

Date (Max):
 Tuesday, December 31, 1889 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.60
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input checked="" type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 SMPC 1889: 14; *2 Wilmington Star 1888; *3 Arc GIS

ID 162 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 T. Denike *1

Business Owner:
 T. Denike *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1868 *1

Date (Max):
 Sunday, July 19, 1868 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	1.67
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking		
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction		
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			

Historical Notes:

*1 Has wharf, sold to a Mr. Denmark for \$1,600. Adjacent to Wilmington & Manchester RR.

Sources:

*1 Wilmington Star 1868b

ID 163 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 T. Denike *1

Business Name:
 Mr. Denmark *1

Business Owner:
 Mr. Denmark *1

Business Associates:

Date (Min):
 Sunday, July 19, 1868 *1

Date (Max):
 Thursday, December 31, 1868 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	1.67
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking		
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction		
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			

Historical Notes:

*1 Had wharf, bought from T. Denike for \$1600. Adjacent to Wilmington & Manchester RR.

Sources:

*1 Wilmington Star 1868b; *2 Arc GIS

ID 164 **County:** New Hanover *1; *2; ? **Land Acquired From:** T. Denike *1
 Brunswick

Business Name: Adam Empie *1

Business Owner: Adam Empie *1

Business Associates:

Date (Min): Sunday, July 19, 1868 *1 **Date (Max):** Thursday, December 31, 1868 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1; *2; ?
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input checked="" type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size:
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input checked="" type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	4.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Bought 2 parcels, divided by & adjacent to Wilmington & Manchester RR, one parcel is adjacent to Empie's/Denmark's. Each parcel is 1.81 acres

Sources:

*1 Wilmington Star 1868b; *2 Arc GIS

ID 166 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Unknown ?

Business Owner:
 Unknown ?

Business Associates:

Date (Min):
 Saturday, January 01, 1876 *1

Date (Max):
 Thursday, December 31, 1891 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input checked="" type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	50.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Local Wilmingtonian kept a dairy on EI stocked with 76 calves, most of which were unable to survive to adulthood.

Sources:

*1 Wilmington Star 1872a; *2 Wilmington Messenger 1891b; *3 Arc GIS

ID 167 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 First National Bank *1

Business Owner:
 First National Bank *1

Business Associates:

Date (Min):
 Friday, January 01, 1892 *1

Date (Max):
 Friday, January 01, 1892 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	*1
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	Land Size: 0.50 ?
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking		
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction		

Historical Notes:

*1 Fire destroyed two sheds on property. Property was not insured. Located opposite foot of Mulberry St.

Sources:

*1 Wilmington Messenger 1892; *2 Arc GIS

ID 168 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Eagles Island Wagonette *1

Business Owner:
 Eagles Island Wagonette *1

Business Associates:

Date (Min):
 Friday, May 01, 1891 *1

Date (Max):
 Thursday, December 31, 1891 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	N/A
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1-2 A wagonette travels the Causeway between Wilmington and Brunswick Bridge to bring people to Brunswick for \$0.20.

Sources:

*1 Wilmington Star 1891

ID 169 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Sheriff Sub-Station *1

Business Owner:
 Town of Leland *1; *2

Business Associates:

Date (Min):
 Wednesday, January 01, 1941 *1

Date (Max):
 Wednesday, December 31, 1941 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Wilmington Star 1941; *2 Brunswick County GIS

ID 170 **County:** New Hanover *1-2
 Brunswick

Land Acquired From:

Business Name:
 United States Maritime Administration's *2; *3
 Wilmington Reserve Fleet (aka Mothball Fleet)

Business Owner:
 United States Government/ US Maritime *2; *3
 Commission

Business Associates:

Date (Min):
 Tuesday, December 11, 1945 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1,414.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1, *2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Dredging of Brunswick to begin soon for Mothball Fleet. *2 Govt to begin selling Liberty ships, fleet on both sides of Brunswick River. *4 The diked disposal area on EI (Disposal Area No. 15), is about 880 acres.

Sources:

*1 Wilmington Star 1945; *2 The State 1961; *3 Scott 2007: 97; *4 Land Management Group 2009: 46; *5 BRD 2011

ID 171 **County:** New Hanover ?
Brunswick

Land Acquired From:

Business Name:
Amsterdam *1

Business Owner:
Unknown ?

Business Associates:

Date (Min):
Wednesday, January 01, 1806 *1

Date (Max):
Tuesday, June 03, 1806 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input checked="" type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	2.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	*1
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input checked="" type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking		*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction		
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			

Historical Notes:

*1 Wharf property, with a house and kitchen. 100 ft wide dock. Residence is named Amsterdam.

Sources:

*1 Wilmington Gazette 1806: 3

ID 172 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Cape Fear Steam Saw Mill *1

Business Owner:
 Mr. Howard, O.G. Parsley *1, *2

Business Associates:

Date (Min):
 Thursday, January 01, 1829 *1

Date (Max):
 Sunday, December 31, 1854 *2

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	?
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Fire destroyed mill, owner planned to rebuild. Located opposite the city. *2 Owner selling all machinery: 14 inch cylinder, 2 ft stroke, 32 inch boilers x3, 60 HP. (Parsley may be a real estate broker)

Sources:

*1 The Cape Fear Recorder 1829; *2 The Daily Herald: 11/03/1854

ID 173 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 William Smith *4

Business Name:
 Greenfield *4

Business Owner:
 Colonel Robert Halton *1

Business Associates:

Date (Min):
 Friday, January 01, 1740 *1

Date (Max):
 Monday, January 01, 1753 *4

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	320.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*4
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 "Colonel Halton owned Eagles' Island, opposite Wilmington, and sold half of it to Roger Moore December 13, 1737." No history of Halton known before 1730. This information cannot be true, Eagles received a grant directly from King George II, AND dates do not match up.

Sources:

*1 Waddell 1909: 50; *2 Arc GIS; *3 NHRD AB: 119, 156; *4 Jackson 1996: 105

ID 174 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 Col. Halton *1

Business Name:
 Roger Moore *1

Business Owner:
 Roger Moore *1

Business Associates:

Date (Min):
 Saturday, September 10, 1735 *1

Date (Max):
 Wednesday, December 31, 1760 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?, *3
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input checked="" type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1,000.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Colonel Halton owned Eagles' Island, opposite Wilmington, and sold half of it to Roger Moore December 13, 1737.

Sources:

*1 Waddell 1909: 50; *2 Arc GIS; *3 BRD T: 820

ID 175 **County:** New Hanover ?
Brunswick

Land Acquired From:

Business Name:
Phoenix Distillery *1

Business Owner:
Phoenix Distillery ?

Business Associates:

Date (Min):
Friday, January 01, 1847 *1

Date (Max):
Friday, December 31, 1847 *1

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	?
<input checked="" type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	1.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	?
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Historical Notes:

*1 Contains warehouse, and 220 ft of wharf property.

Sources:

*1 Wilmington Journal 1848b: 3

ID 176 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 North Carolina Line *1

Business Owner:
 North Carolina Line *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1930 ?

Date (Max):
 Sunday, December 31, 1939 ?

Parcel Number:

<input type="checkbox"/>	4700-005-001-000	<input type="checkbox"/>	5300-001-002-000	<input type="checkbox"/>	03800025	<input type="checkbox"/>	0390000	<input type="checkbox"/>	0390000901	<input type="checkbox"/>	03900014	
<input type="checkbox"/>	4700-006-001-000	<input type="checkbox"/>	03000008	<input type="checkbox"/>	03800026	<input type="checkbox"/>	0390000	<input type="checkbox"/>	03900010	<input type="checkbox"/>	03900015	*1
<input type="checkbox"/>	4700-007-001-000	<input type="checkbox"/>	03000011	<input type="checkbox"/>	03800027	<input type="checkbox"/>	03900006	<input type="checkbox"/>	0390000101	<input type="checkbox"/>	03900016	
<input type="checkbox"/>	4700-008-001-000	<input type="checkbox"/>	0300001101	<input type="checkbox"/>	03800029	<input type="checkbox"/>	03900007	<input type="checkbox"/>	03900011	<input type="checkbox"/>	03900017	Land Size:
<input type="checkbox"/>	4700-008-002-000	<input type="checkbox"/>	03000012	<input type="checkbox"/>	03900001	<input type="checkbox"/>	03900008	<input type="checkbox"/>	03900012	<input type="checkbox"/>	03900018	1.00
<input type="checkbox"/>	5300-001-001-000	<input type="checkbox"/>	03000014	<input type="checkbox"/>	03900002	<input type="checkbox"/>	03900009	<input type="checkbox"/>	03900013	<input type="checkbox"/>	03900019	?
<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Industries:

<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Preservation	<input type="checkbox"/>	Mill	<input type="checkbox"/>	Communications	<input type="checkbox"/>	Rice Plantations	<input type="checkbox"/>	Residence
<input type="checkbox"/>	Logging	<input type="checkbox"/>	Storage	<input type="checkbox"/>	Utilities	<input type="checkbox"/>	Fertilizer	<input type="checkbox"/>	Shipbreaking	<input type="checkbox"/>	*1
<input type="checkbox"/>	Cotton Mill	<input type="checkbox"/>	Government	<input type="checkbox"/>	Naval Stores	<input type="checkbox"/>	Tugging Towing	<input type="checkbox"/>	Ship Construction	<input type="checkbox"/>	

Historical Notes:

*1 "Most of Wilmington's commerce along the Intracoastal Waterway was carried by the North Carolina Line and the Norfolk, Baltimore & Carolina Line. The former operated a terminal on Eagles Island opposite the foot of Market Street in Wilmington..." -in 1930s

Sources:

*1 Watson 1992:152

ID 177 **County:** New Hanover *5
 Brunswick

Land Acquired From:
 L. B. Rogers, Jr.; A.H. Harris *2; *5

Business Name:
 Diamond Steamboat & Wrecking Company *1

Business Owner:
 Diamond Steamboat & Wrecking Company *1

Business Associates:

Date (Min):
 Wednesday, January 01, 1902 *4

Date (Max):
 Thursday, December 31, 1931 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2; *5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	3.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input checked="" type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Just North of Beery/ Wilmington Iron Works.

Sources:

*1 Jackson 1996: 234; *2 New Hanover County Property Records MAP C059406; *3 NHRD 3237: 145-149; *4 Wilmington Morning Star 2002: 5; *5 NHRD 2687: 569

ID 178 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Stone Towing Co. *2

Business Name:
 Wilmington Towing Company/ McAllister *1
 Towing of Wilmington, Inc.

Business Owner:
 Walker "Buddy" Rowe *3

Business Associates:
 *3 Sold to McAllister Brothers Inc in Aug 1987.
 Buddy Rowe remained in charge of operations,
 operated as a subsidiary.

Date (Min):
 Friday, January 01, 1982 *3

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	17.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Took over property of Stone Towing Company two years after it went out of business. *2 Hired Stones crew in 1982 to force it out of business.

Sources:

*1 Jackson 1996: 250; *2 Wilmington Morning Star 1985: 5 ; *3 Wilmington Morning Star 1987: 7b; *4 McAllister Towing 2004

ID 180 **County:** New Hanover ?
 Brunswick

Land Acquired From:
 Maurice Moore *1

Business Name:
 John Rutherford *1

Business Owner:
 John Rutherford *1

Business Associates:

Date (Min):
 Friday, January 01, 1768 *1

Date (Max):
 Saturday, December 31, 1768 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	10.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 "Returning in 1761, he and his wife, with the money thus borrowed and other funds obtained from the sale of some of their Wilmington property, purchased of Maurice Moore, on December 1, a plantation of 1920 acres at Rocky Point on the north side of the Northeast beyond the bend, and removed from Wilmington to reside in the country. He named the plantation "Bowland," and with this and other landed property, some of which he acquired in 1766 (the Rockfish lands) and in 1768 (the Western Prong lands), he became, as Henry Laurens called him in 1767, a man "of a good fortune." He retained lands in Wilmington, had a tar house on Eagles Island before 1769..."

Sources:

*1 Andrews 1921: 296

ID 182 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Sampson Stuart *1

Business Owner:
 Sampson Stuart *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1878 *1

Date (Max):
 Tuesday, December 31, 1878 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*Colored man living on EI, accused of voter fraud. Unknown business relations.

Sources:

*1 Wilmington Star 1878b

ID 183 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Richard Morris *1

Business Owner:
 Richard Morris *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1878 *1

Date (Max):
 Tuesday, December 31, 1878 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*Colored man living on EI, accused of voter fraud. Unknown business relations.

Sources:

*1 Wilmington Star 1878b

ID 184 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Martin T. Davis *1

Business Owner:
 Martin T. Davis *1

Business Associates:

Date (Min):
 Thursday, January 01, 1891 *1

Date (Max):
 Thursday, December 31, 1891 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input checked="" type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	40.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Ad to lease "A fine rice farm in good condition..." 1/4 mile from Market St Ferry dock, on the Causeway.

Sources:

*1 Wilmington Star 1891a; *2 Arc GIS

ID 186 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Kyle B. McIntyre *2

Business Name:
 Ecosystems Land Mitigation Bank Corporation *1

Business Owner:
 Ecosystems Land Mitigation Bank Corporation *1

Business Associates:

Date (Min):
 Tuesday, August 31, 1999 *2

Date (Max):
 Tuesday, January 16, 2001 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	131.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1428:1259; *2 BRD 1328: 11-13

ID 187 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Sprunt Corp; Susie W Dock; *1-4
 Atlantic Coast Line RR; Mary
 Heyer-Bullock

Business Name:
 USS NC Battleship Commission *1

Business Owner:
 State of North Carolina *1

Business Associates:

Date (Min):
 Thursday, June 01, 1961 *4

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	48.88
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 710: 639; *2 NHRD 723: 12; *3 NHRD 681: 244; *4 NHRD 690: 4

ID 188 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 R.F. Hamme Jr. *2

Business Name:
 Wooten *1

Business Owner:
 Wooten Family *1

Business Associates:

Date (Min):
 Monday, November 24, 1952 *2

Date (Max):
 Friday, March 27, 1987 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.25
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Land deeded from Johnnie Wooten to Eula Wooten.

Sources:

*1 BRD 686: 9; *2 BRD 110: 174; *3 BRD 136: 334; *4 Arc GIS

ID 189 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 T.W. Shirley

Business Name:
 Neuse Inc *1

Business Owner:
 Neuse Inc *1

Business Associates:

Date (Min):
 Tuesday, July 13, 1971 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.30
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input checked="" type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 0256: 0271

ID 191 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Hamme Marine Railway, *1; *2
 Luther Jordan

Business Name:
 Word of Faith of Jacksonville, Inc. *1

Business Owner:
 Word of Faith of Jacksonville, Inc. *1

Business Associates:

Date (Min):
 Tuesday, May 05, 1992 *2

Date (Max):
 Monday, November 09, 1992 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1; *2
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	2.70
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 906: 546; *2 BRD 882:953

ID 192 **County:** New Hanover *1
Brunswick

Land Acquired From:
Frank Herbst *2

Business Name:
W.J. Lewis *1

Business Owner:
W.J. Lewis *1

Business Associates:

Date (Min):
Tuesday, June 23, 1959 *2

Date (Max):
Wednesday, June 16, 1965 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	4.90
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 0181: 0198; *2 BRD 146:350

ID 193 **County:** New Hanover *1
Brunswick

Land Acquired From:
D.D Atkinson *1

Business Name:
Frank Herbst *1

Business Owner:
Frank Herbst *1

Business Associates:

Date (Min):
Thursday, April 01, 1954 *2

Date (Max):
Tuesday, June 23, 1959 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5.69
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 146:350; *2 BRD 117: 307

ID 194 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 US Government *1

Business Name:
 D.D. Atkinson *1

Business Owner:
 D.D. Atkinson *1

Business Associates:

Date (Min):
 Thursday, April 01, 1954 *1

Date (Max):
 Tuesday, June 23, 1959 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	5.69
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 146:350; *2 BRD 117:307

ID 196 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Atlantic Gulf & Pacific Co. *1

Business Name:
 William Devito *1

Business Owner:
 William Devito *1; *2

Business Associates:

Date (Min):
 Friday, May 01, 1992 *2

Date (Max):
 Tuesday, June 30, 1992 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input checked="" type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 890: 304-306; *2 BRD 886: 726

ID 197 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Orrell Family, International *1; *2
 Paper Company, David Clegg

Business Name:
 Eagle Island Marine Inc. *1; *2

Business Owner:
 Eagle Island Marine Inc. *1; *2

Business Associates:

Date (Min):
 Friday, December 30, 1988 *2

Date (Max):
 Friday, July 02, 1993 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7.26
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*3
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 937: 11-13; *2 BRD 756:355; *3 Wilmington Morning Star 1990: 3c

ID 198 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Seigfried Goodman, Bate *1; *4
 Family

Business Name:
 J.D. Orrell *1

Business Owner:
 J.D. Orrell *1

Business Associates:

Date (Min):
 Friday, July 11, 1941 *1

Date (Max):
 Saturday, December 31, 2011 *2;*3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	139.90
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 & *3 Sold 116 acres off in 1988. 116 acres came from Goodman. *5 Purchased Bate property on 07/31/1944

Sources:

*1 BRD 72: 460; *2 BRD 937: 11-13; *3 BRD 756:355; *4 BRD 1165: 883; *5 BRD 80:283; BMB Z: 15

ID 199 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 S. & W.H. Northrop Lumber *3
 Company, Inc.

Business Name:
 Siegfried Goodman *1

Business Owner:
 Siegfried Goodman *1,*2

Business Associates:

Date (Min):
 Friday, August 21, 1914 *3

Date (Max):
 Thursday, July 10, 1941 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	154.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input checked="" type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1165:863; *2 BRD 72:460; *3 BRD 72: 373; *4 Arc GIS

ID 200 **County:** New Hanover *1
Brunswick

Land Acquired From:
Kenneth Wayne Pell and *1
Karla Deann

Business Name:
Ann Daugherty McLaughlin *1

Business Owner:
Ann Daugherty McLaughlin *1

Business Associates:

Date (Min):
Wednesday, February 03, 1999 *1

Date (Max):
Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *3
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	165.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1278: 886; *2 BRD 54:261; *3 BMB 67: 98

ID 201 **County:** New Hanover *1
Brunswick

Land Acquired From:
Jessie Corbett *2

Business Name:
Kenneth Wayne Pell and Karla Deann *1

Business Owner:
Kenneth Wayne Pell and Karla Deann *1

Business Associates:

Date (Min):
Friday, June 14, 1996 *2

Date (Max):
Wednesday, February 03, 1999 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	165.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1278:886-888; *2 BRD 1095: 366

ID 202 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Viola Robbins *1

Business Name:
 Agnes Child *1, *2

Business Owner:
 Agnes Child *1, *2

Business Associates:

Date (Min):
 Monday, March 03, 1930 *1

Date (Max):
 Tuesday, December 31, 1940 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	164.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Adjacent to A.J. DeRossett's, Navassa Guano, and F.M. Moore Estate's properties

Sources:

*1 BRD 54:261; *2 BRD 1278: 886

ID 203 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Walter and Shirley Winner *2

Business Name:
 Winner, LLC *1; *2

Business Owner:
 Winner, LLC *1

Business Associates:

Date (Min):
 Friday, February 15, 2002 *2

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*2
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11.30
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 2011; *2 NHRD 3237: 145-149

ID 204 **County:** New Hanover *1
Brunswick

Land Acquired From:
J. Frank Collier *3

Business Name:
Glenn Tucker *1

Business Owner:
Glenn Tucker *1

Business Associates:

Date (Min):
Saturday, April 06, 1946 *3

Date (Max):
Wednesday, December 31, 1986 *4

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*2
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	221.57
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 3.82 acres sold on 11/19/1959. *4 217.75 acres sold to Wake Forest on 12/31/1986.

Sources:

*1 BRD 147:400; *2 BRD 162:341; *3 BRD 83:293; *4 BRD 680: 602

ID 205 **County:** New Hanover *2; *3
 Brunswick

Land Acquired From:
 R.H. Lewis *2

Business Name:
 J. Frank Collier *2

Business Owner:
 J. Frank Collier *2

Business Associates:

Date (Min):
 Thursday, April 04, 1946 *3

Date (Max):
 Saturday, April 06, 1946 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	217.75
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 162:341; *2 BRD 83:293; *3 BRD 83:266; *4 BRD 680: 602-603

ID 206 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Louis Goodman, A.N. *1
 Manucy

Business Name:
 R.H. Lewis *1

Business Owner:
 R.H. Lewis *1

Business Associates:

Date (Min):
 Friday, January 01, 1943 ?

Date (Max):
 Monday, December 31, 1945 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	217.75
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Land traced back to D.L. Gore

Sources:

*1 BRD 83:266; *2 BRD 68: 591

ID 207 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Daniel Johnson, Frances *1; *3
 Sawyer

Business Name:
 Louis Goodman *1

Business Owner:
 Louis Goodman *1

Business Associates:

Date (Min):
 Wednesday, July 09, 1913 *1

Date (Max):
 Wednesday, November 29, 1916 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	217.75
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Bought additional land from Frances J. Sawyer on 08/31/1914. *4 Sold land on parcel 03800025 to D.L. Gore on 11/29/1915.

Sources:

*1 BRD 22:22; *2 BRD 27:528; *3 BRD 25:56; *4 BRD 83: 266

ID 208 **County:** New Hanover *1
Brunswick

Land Acquired From:
Daniel L. Russell *1

Business Name:
Daniel R. Johnson *1

Business Owner:
Daniel R. Johnson *1

Business Associates:

Date (Min):
Sunday, January 01, 1905 ?

Date (Max):
Wednesday, July 09, 1913 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; ?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input checked="" type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input checked="" type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	400.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Daniel L. Russell owned and operated Brunswick Bridge and Ferry Co.

Sources:

*1 BRD 22:22

ID 209 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 D.L. Russell *1

Business Name:
 Frances J. Sawyer *1

Business Owner:
 Frances J. Sawyer *1

Business Associates:

Date (Min):
 Wednesday, July 09, 1913 ?

Date (Max):
 Monday, August 31, 1914 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	400.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Sold to Louis Goodman. Former owner, D.L. Russell was co-owner of Brunswick Bridge and Ferry Co.

Sources:

*1 BRD 25:56

ID 210 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Jefferay Broadcasting Corp. *1

Business Name:
 Progressive Broadcasting Corp. *1

Business Owner:
 Progressive Broadcasting Corp. *1

Business Associates:

Date (Min):
 Thursday, April 04, 1963 *1

Date (Max):
 Wednesday, December 01, 1976 *2

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Size:
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	2.07
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 1971 Crisp Manufacturing Company doublewide model mobile home on premissis.

Sources:

*1 BRD 170:546; *2 BRD 363: 281

ID 211 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Pgressive Broadcasting Corp *1

Business Name:
 North Carolina Broadcasting Company *1

Business Owner:
 North Carolina Broadcasting Company *1

Business Associates:

Date (Min):
 Wednesday, December 01, 1976 *1

Date (Max):
 Thursday, March 01, 1984 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1; *2
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 2.07 *1
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	*1
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input checked="" type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 363:281; *2 BRD 558: 867

ID 212 **County:** New Hanover *1
Brunswick

Land Acquired From:
North Carolina Broadcasting Company *1

Business Name:
Echo Broadcasting Co. *1

Business Owner:
Norman Osborn *2

Business Associates:

Date (Min):
Thursday, March 01, 1984 *1

Date (Max):
Thursday, July 14, 1988 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.07
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input checked="" type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Norman Osborn became trustee. *3 Bankrupt, bought by First Union National Bank.

Sources:

*1 BRD 558: 867; *2 BRD 558: 870; *3 BRD 738: 1084

ID 213 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Foursome Communications, *1
 Inc.

Business Name:
 Luther H. Jordan, Jr. *3

Business Owner:
 Luther H. Jordan, Jr. *1

Business Associates:

Date (Min):
 Tuesday, September 24, 1991 *1

Date (Max):
 Tuesday, May 05, 1992 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.07
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*3
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 882: 950; *2 BRD 882:953; *3 BRD 773: 13

ID 214 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Luther Jordan, James *2
 McQueen, James Webb

Business Name:
 Foursome Communications, Inc. *1; *2

Business Owner:
 Foursome Communications, Inc. *1

Business Associates:

Date (Min):
 Tuesday, February 21, 1989 *2

Date (Max):
 Tuesday, September 24, 1991 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.07
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input checked="" type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 882: 950; *2 BRD 763: 13

ID 215 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 First Union National Bank *1

Business Name:
 Luther Jordan, James McQueen, and James Webb *1

Business Owner:
 Luther Jordan, James McQueen, and James Webb *1

Business Associates:

Date (Min):
 Thursday, December 15, 1988 *1

Date (Max):
 Tuesday, February 21, 1989 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input checked="" type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.07
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 757:667; *2 BRD 882: 950

ID 216 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 US Government *4

Business Name:
 Gregory Poole Equipment Company and Wolf Summit Coal Co. *1

Business Owner:
 James Gregory Poole, Jr. *1

Business Associates:
 J. Gergory Poole Sr., Charles C. Harris

Date (Min):
 Wednesday, March 31, 1954 *4

Date (Max):
 Friday, July 11, 1969 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input checked="" type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Wilmington Morning Star 1967: 1A; *2 BRD 890: 306; *3 BRD 230: 915; *4 BRD 230: 662

ID 217 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:

Business Name:
 H & R Towing, Inc. *1

Business Owner:
 H & R Towing, Inc. *1

Business Associates:

Date (Min):
 Sunday, January 01, 1984 *3

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1; *2
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 7.60
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	*2
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*2 Arc GIS; *3 Manta 2012

ID 219 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Sustainable Forests, LLC *2

Business Name:
 Blue Sky Timber, LLC *1

Business Owner:
 Blue Sky Timber, LLC *1

Business Associates:

Date (Min):
 Friday, March 21, 2003 *2

Date (Max):
 Thursday, December 09, 2010 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*3
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 399.67 *1; *2
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input checked="" type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input checked="" type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 3118: 894; *2 BRD 1741: 113, 119; *3 BMB 67: 98

ID 220 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Gore Estate Corportion/ *1
 Arabella Gore

Business Name:
 Sustainable Forests, LLC *1

Business Owner:
 Sustainable Forests, LLC *1

Business Associates:
 Kenneth R. Munson, Manager/ VP

Date (Min):
 Sunday, January 01, 1995 ?

Date (Max):
 Friday, March 21, 2003 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	239.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Known as T.V. Moore tract.

Sources:

*1 BRD 1741: 113-119

ID 221 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Arabella Gore *1

Business Name:
 Southern Craft Paper Corp. *1

Business Owner:
 Southern Craft Paper Corp. *1

Business Associates:

Date (Min):
 Tuesday, November 14, 1944 *1

Date (Max):
 Thursday, December 31, 1970 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	239.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 80: 624; *2 BRD 1741: 119; *3 Arc GIS

ID 222 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Gore Estate Corp. *2

Business Name:
 Arabella Gore *3

Business Owner:
 Arabella Gore *1

Business Associates:

Date (Min):
 Wednesday, August 10, 1927 *2

Date (Max):
 Tuesday, November 14, 1944 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	239.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Land traced back to D.L. Gore

Sources:

*1 BRD 80: 624; *2 BRD 46: 395; *3 BRD 1741: 119

ID 226 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 ESTECH *3

Business Name:
 V.A. Creech *1

Business Owner:
 V.A. Creech *1

Business Associates:

Date (Min):
 Monday, December 16, 1985 *3

Date (Max):
 Wednesday, May 28, 2008 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	282.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Sold 60 acres to NC on , not all land was on EI.

Sources:

*1 BRD 2797: 297; *2 BRD 2782: 219; *3 BRD 630: 1001

ID 227 **County:** New Hanover *1
Brunswick

Land Acquired From:

Business Name:
Mobil Oil Corp. *1

Business Owner:
Mobil Oil Corp. *1

Business Associates:

Date (Min):
Monday, January 01, 1968 *1

Date (Max):
Monday, November 03, 1969 *2

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	60.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Buried a pipeline.

Sources:

*1 BRD 214: 510; *2 BRD 244: 743-745

ID 228 **County:** New Hanover *1
Brunswick

Land Acquired From:
Navassa Guana Company *1

Business Name:
Virginia-Carolina Chemical Corp. *1

Business Owner:
Virginia-Carolina Chemical Corp. *1

Business Associates:

Date (Min):
Thursday, April 28, 1927 *1

Date (Max):
Wednesday, September 10, 1958 *3

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*1
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	60.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*2
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 46: 219; *2 BRD 630: 1003; *3 BRD 138: 111

ID 230 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Jonathan Evans *1

Business Name:
 B. Meares, Thomas Meares *1

Business Associates:

Business Owner:
 B. Meares, Thomas Meares *1

Date (Min):
 Friday, April 20, 1821 *1

Date (Max):
 Wednesday, December 31, 1856 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	150.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; ?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Purchased additional land from Evans on 06/04/1824. First purchase was for 100 acres. *1 Plantation with slave houses on EI (823). Meares' Cut divides parcels 0300012 and 03900001.

Sources:

*1 BRD T: 819-825; *2 BRD 81: 631

ID 231 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Benjamin Smith *1

Business Name:
 Jonathan Evans *1

Business Owner:
 Jonathan Evans *1

Business Associates:

Date (Min):
 Saturday, January 01, 1820 ?

Date (Max):
 Thursday, December 31, 1829 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	89.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Purchased at a Sheriff's Sale, sold land to B & T. Meares in 1824.

Sources:

*1 BRD T: 819-825

ID 232 **County:** New Hanover *1
Brunswick

Land Acquired From:
Maurice Moore, Joseph Eagles *1

Business Name:
Benjamin Smith *1

Business Owner:
Benjamin Smith *1

Business Associates:

Date (Min):
Tuesday, March 24, 1818 *1

Date (Max):
Friday, December 31, 1819 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	89.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Son-in-law of Col. William Dry, Smith finished constructing the EI Causeway. *1 Sold property at a Sheriff's Sale to Johnathan Evans.

Sources:

*1 BRD T: 819-825; *2 Jackson 1996: 182

ID 233 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Alexander Moore *1

Business Owner:
 Alexander D. Moore *1

Business Associates:

Date (Min):
 Friday, January 01, 1830 ?

Date (Max):
 Tuesday, July 01, 1856 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	90.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD T: 823; *2 BRD D: 144

ID 236 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Culpepper Land & Cattle Co., *2
 Inc

Business Name:
 George and Gennie Madison *1

Business Owner:
 George and Gennie Madison *1

Business Associates:

Date (Min):
 Thursday, August 01, 2002 *2

Date (Max):
 Friday, March 28, 2003 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	217.75
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Except for 1 acre conveyed to Fountain Oil Company and 1 acre conveyed to John M. Barnhill, Sr.

Sources:

*1 BRD 1722: 776; *2 BRD 1614: 503

ID 237 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Wake Forest University *2

Business Name:
 Culpepper Land & Cattle Co., Inc *1

Business Owner:
 Culpepper Land & Cattle Co., Inc *1

Business Associates:

Date (Min):
 Thursday, January 31, 1991 *2

Date (Max):
 Thursday, August 01, 2002 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	217.75
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1614: 503; *2 BRD 866: 844

ID 238 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Glenn Tucker *2

Business Name:
 Wake Forest University *1

Business Owner:
 Wake Forest University *1

Business Associates:

Date (Min):
 Wednesday, December 31, 1986 *2

Date (Max):
 Thursday, January 31, 1991 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	217.75
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 866: 844-846; *2 BRD 680: 602

ID 239 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Frances Cooper/ Gore Estate *1

Business Name:
 A.N. Manucy *1

Business Owner:
 A.N. Manucy *1

Business Associates:

Date (Min):
 Thursday, February 15, 1940 *1

Date (Max):
 Thursday, December 31, 1942 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	165.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Tenth Tract

Sources:

*1 BRD 68: 591-594; *2 BRD 83:266;

ID 240 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 M.A. Moore, T.V. Moore *1

Business Name:
 J.D. Robbins & Viola Robbins *3

Business Owner:
 J.D. Robbins & Viola Robbins *1

Business Associates:

Date (Min):
 Monday, October 16, 1911 *1

Date (Max):
 Monday, March 03, 1930 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*3
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	15.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2 Former rice field

Sources:

*1 BRD 18: 394; *2 BRD 54: 261; *3 BRD 1278: 887

ID 241 **County:** New Hanover *3
 Brunswick

Land Acquired From:
 P. Cary Mcentire *1

Business Name:
 Kyle B. McIntyre *1

Business Owner:
 Kyle B. McIntyre *3

Business Associates:

Date (Min):
 Monday, November 07, 1994 *1

Date (Max):
 Tuesday, August 31, 1999 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*3
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	146.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input checked="" type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1007: 898; *2 BRD 2076: 195; *3 BRD 1428: 1260; *4 BRD 1328: 11

ID 242 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 United States Government *1

Business Name:
 NC State Ports Authority *1

Business Owner:
 NC State Ports Authority *1

Business Associates:

Date (Min):
 Thursday, August 24, 1967 *1

Date (Max):
 Saturday, December 31, 2011 **

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	119.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Not all on EI

Sources:

*1 BRD 208: 273

ID 243 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:

Business Name:
 L.B. Rogers *2

Business Owner:
 L.B. Rogers *1; *2

Business Associates:

Date (Min):
 Monday, January 01, 1900 ?

Date (Max):
 Tuesday, December 31, 1901 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 208: 274; *2 New Hanover County Property Records MAPC059406

ID 244 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Jean Grainger, Katie Grainger *5

Business Name:
 W.J. Taylor *1

Business Owner:
 W.J. Taylor *1

Business Associates:

Date (Min):
 Tuesday, May 15, 1945 *5

Date (Max):
 Wednesday, May 10, 1961 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	79.20
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*6
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Leased to Hughes Bros Fuel Company on 01/19/1951. *4 Put up as a Trust Deed to Humphrey on 01/27/1954.

Sources:

*1 BRD 158: 63; *2 BRD 1584: 716; *3 BRD 156: 117; *4 BRD 112: 178; *5 BRD 81: 631; *6 Arc GIS

ID 245 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Robert H Stone, Wommack *2
 and Hutchins Families

Business Name:
 Walter and Shirley Winner *1; *2

Business Owner:
 Walter and Shirley Winner *1; *2

Business Associates:

Date (Min):
 Monday, January 03, 2000 *2

Date (Max):
 Friday, February 15, 2002 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	11.30
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *3
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 3237: 145-149; *2 NHRD 2687: 564-571; *3 Arc GIS

ID 246 **County:** New Hanover *1
Brunswick

Land Acquired From:

Business Name:
Augustus J. Adderly *1

Business Owner:
Augustus J. Adderly *1

Business Associates:

Date (Min):
Thursday, January 01, 1885 ?

Date (Max):
Tuesday, February 19, 1889 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2; *3
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.20
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3; *4
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 1: 356; *2 NHRD 690: 4; *3 Sanborn 1889 Map; *4 Arc GIS

ID 247 **County:** New Hanover *1
Brunswick

Land Acquired From:
Waddell Family *1

Business Name:
Belleville Plantation *1

Business Owner:
D.L. Russell *1

Business Associates:

Date (Min):
Tuesday, January 01, 1895 *1

Date (Max):
Monday, November 04, 1912 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	*3
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	186.00
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*2Tried to grow rice on EI but crops were attacked by worms. Leased EI land to a group of black farmers known as "the syndicate."

Sources:

*1 Jackson 1996: 86; *3 BRD 68: 594

ID 248 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 John D. Bellamy Jr., Isaac *1
 Northrop (from James Green)

Business Name:
 S. & W.H. Northrop Lumber Company *1

Business Owner:
 S. & W.H. Northrop Lumber Company *1

Business Associates:

Date (Min):
 Thursday, March 09, 1893 *1

Date (Max):
 Friday, August 21, 1914 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*4; *5
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	116.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 22: 585; *2 BRD 72: 373; *3 BRD KK: 235; *4 BRD R:40; *5 Arc GIS

ID 249 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 James & Julius Walker *1

Business Name:
 James Green *1

Business Owner:
 James Green *1

Business Associates:

Date (Min):
 Thursday, November 15, 1849 *1

Date (Max):
 Saturday, August 09, 1856 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	110.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Three parcels, 74.5 acres, 25.5 acres, and 10.

Sources:

*1 BRD R: 40; *2 BRD KK: 235; *3 Jackson 1996: 105-106

ID 250 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 James & Julius Walker *1

Business Owner:
 James Walker, Julius Walker *1

Business Associates:

Date (Min):
 Thursday, January 01, 1818 *1

Date (Max):
 Thursday, November 15, 1849 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	116.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Land passed back and forth between them.

Sources:

*1 BRD R: 40; *2 BRD KK: 235

ID 251 **County:** New Hanover *1
Brunswick

Land Acquired From:
Richard Eagles *1

Business Name:
James Carson *1

Business Owner:
James Carson *1

Business Associates:

Date (Min):
Wednesday, January 01, 1800 ?

Date (Max):
Sunday, December 31, 1815 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	4.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Owned 4 acres of Beery property prior to the Beery's. Owned sometime before 1816.

Sources:

*1 NHRD HH: 171; *2 Moore [1970s]c: 16

ID 252 **County:** New Hanover *1
Brunswick

Land Acquired From:
James Carson (?) *1

Business Name:
John McMillan *1

Business Owner:
John McMillan *1

Business Associates:

Date (Min):
Monday, January 01, 1816 *1

Date (Max):
Friday, December 31, 1819 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	4.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Land also owned by James Carson. And eventually Beery.

Sources:

*1 NHRD G: 340; *2 Moore [1970s]c: 16

ID 253 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 John McMillan *1

Business Name:
 William McKay *1

Business Owner:
 William McKay *1

Business Associates:

Date (Min):
 Saturday, January 01, 1820 *1

Date (Max):
 Thursday, December 31, 1829 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	4.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Owned by Beery several decades later.

Sources:

*1 NHRD G: 340; *2 Moore [1970s]c: 16

ID 254 **County:** New Hanover *3
Brunswick

Land Acquired From:
Thomas McIlhenny *3

Business Name:
W.G. Curtis *3

Business Owner:
W.G. Curtis *3

Business Associates:

Date (Min):
Tuesday, April 04, 1876 *3

Date (Max):
Thursday, December 31, 1885 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input checked="" type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input checked="" type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input checked="" type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input checked="" type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	700.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Moore [1970s]b; *2 BRD P: 641; *3 BRD W: 493; *4 NHRD W: 493-494

ID 255 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:

Business Name:
 James Gregory *1

Business Owner:
 James Gregory *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1754 *1

Date (Max):
 Tuesday, December 31, 1771 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	10.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Left Wilmington in 1771.

Sources:

*1 Lennon and Kellam 1973: 50; *2 NHRD D: 97, 314, 351, 380, 519

ID 256 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Richard Eagles Jr. *1

Business Name:
 Anthony Ward Sr. *1

Business Owner:
 Anthony Ward Sr. *1; *2

Business Associates:

Date (Min):
 Monday, April 01, 1765 *1

Date (Max):
 Friday, October 01, 1779 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	280.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*3 Received 80 acres from Richard Eagles Jr in April 1765.

Sources:

*1 Jackson 1996: 101; *2 NHW C: 441-443; *3 NHDB F: 124

ID 257 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Anthony Ward Sr. *1

Business Name:
 Anthony Ward Jr. *1

Business Owner:
 Anthony Ward Jr. *1

Business Associates:

Date (Min):
 Friday, October 01, 1779 *2

Date (Max):
 Wednesday, December 31, 1890 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	280.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Jackson 1996: 101; *2 NHW C: 441-443; *3 NHDB F: 124

ID 259 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Swift Agricultural Chemcials Corp/ ESTECH, Inc *1

Business Owner:
 ESTECH, Inc *1

Business Associates:

Date (Min):
 Monday, November 03, 1969 *3

Date (Max):
 Monday, December 16, 1985 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	240.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	<input type="checkbox"/> *1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*4 Swift Agricultural Chemcials Corp became ESTECH, Inc. on 06/15/1981.

Sources:

*1 BRD 630: 1001; *2 BRD 2797: 297; *3 BRD 244: 743; *4 Arc GIS

ID 260 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Alexander Oldham *1

Business Name:
 A.H. Harris *1

Business Owner:
 A.H. Harris *1

Business Associates:

Date (Min):
 Monday, January 01, 1900 ?

Date (Max):
 Wednesday, January 01, 1902 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 2687: 564-571; *2 Wilmington Morning Star 2002: 5

ID 261 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Joseph H. Chadbourn and Company *1

Business Owner:
 Joseph H. Chadbourn *1

Business Associates:

Date (Min):
 Sunday, January 01, 1893 *1

Date (Max):
 Sunday, August 13, 1893 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 2687: 654-571

ID 262 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Alexander Oldham *1

Business Owner:
 Alexander Oldham *1

Business Associates:

Date (Min):
 Sunday, January 01, 1893 *1

Date (Max):
 Sunday, August 13, 1893 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 2687: 564-571

ID 263 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Sol C. Weil *1

Business Name:
 George W. Williams *1

Business Owner:
 George W. Williams *1

Business Associates:

Date (Min):
 Thursday, March 01, 1888 *1

Date (Max):
 Saturday, August 19, 1939 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 2687: 564-571

ID 264 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Sol C. Weil *1

Business Owner:
 Sol C. Weil *1

Business Associates:

Date (Min):
 Saturday, January 01, 1887 ?

Date (Max):
 Thursday, March 01, 1888 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 2687: 564-571

ID 265 **County:** New Hanover *1
Brunswick

Land Acquired From:
J. G. Hall *1

Business Name:
Sarah Hall *2

Business Owner:
Sarah Hall *2

Business Associates:

Date (Min):
Friday, January 01, 1875 ?

Date (Max):
Friday, December 31, 1880 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	330.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1278: 888; *2 BRD 54: 261; *3 Wilmington Star 1880; *4 BMB 1: 49

ID 266 **County:** New Hanover *1
Brunswick

Land Acquired From:
Andrew Corbett *2

Business Name:
Jessie Corbett *1

Business Owner:
Jessie Corbett *1

Business Associates:

Date (Min):
Monday, August 07, 1995 *2

Date (Max):
Friday, June 14, 1996 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	165.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1095: 366; *2 BRD 1095: 360

ID 267 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 William Corbett *2

Business Name:
 Andrew Corbett *1

Business Owner:
 Andrew Corbett *1

Business Associates:

Date (Min):
 Tuesday, January 24, 1978 *2

Date (Max):
 Monday, August 07, 1995 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	165.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1095: 360; *2 BRD 391: 707

ID 268 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 C.W. Harvel *3

Business Name:
 William Corbett *1

Business Owner:
 William Corbett *1

Business Associates:

Date (Min):
 Friday, July 25, 1958 *3

Date (Max):
 Tuesday, January 24, 1978 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	165.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1095: 360; *2 BRD 391: 707; *3 BRD 136: 507

ID 269 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 C.W. Harvell *3

Business Owner:
 C.W. Harvell *3

Business Associates:

Date (Min):
 Saturday, January 01, 1955 ?

Date (Max):
 Friday, July 25, 1958 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	164.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 1095: 360; *2 BRD 391: 707; *3 BRD 136: 507

ID 270 **County:** New Hanover *1
Brunswick

Land Acquired From:
Gregory Poole Equipment Co *1

Business Name:
Atlantic Gulf and Pacific Co. *1

Business Owner:
Dimitrios Keletsekis (VP) *2

Business Associates:

Date (Min):
Friday, July 11, 1969 *1

Date (Max):
Friday, May 01, 1992 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input checked="" type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.70
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 890: 304-306; *2 BRD 886: 728

ID 271 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 George Roundtree *1

Business Owner:
 George Roundtree *1

Business Associates:

Date (Min):
 Thursday, January 01, 1903 *1

Date (Max):
 Thursday, December 31, 1903 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *3
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	330.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1; *3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD 22: 3; *2 BRD TT 328-330; *3 Arc GIS

ID 272 **County:** New Hanover *1
Brunswick

Land Acquired From:
Richard Eagles Sr. *1

Business Name:
The Forks Plantation *1

Business Owner:
Richard Eagles Jr. *1

Business Associates:

Date (Min):
Sunday, January 01, 1758 *1

Date (Max):
Saturday, January 01, 1791 *1

Parcel Number:

4700-005-001-000	5300-001-002-000	03800025	0390000	0390000901	03900014	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	*5; ?
4700-006-001-000	03000008	03800026	0390000	03900010	03900015	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4700-007-001-000	03000011	03800027	03900006	0390000101	03900016	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4700-008-001-000	0300001101	03800029	03900007	03900011	03900017	Land Size:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2,960.20
4700-008-002-000	03000012	03900001	03900008	03900012	03900018	*5; *6; ?
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5300-001-001-000	03000014	03900002	03900009	03900013	03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

Transportation	Preservation	Mill	Communications	Rice Plantations	Residence
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Logging	Storage	Utilities	Fertilizer	Shipbreaking	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cotton Mill	Government	Naval Stores	Tugging Towing	Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 In his will, Richard Eagles Sr. left his son, Richard Eagles Jr., all his "lands, cattle, horses..."

Sources:

*1 Jackson 1996: 101-103; *2 Waddell 1909: 218; *3 Battle 1907: 64; *4 Andrews 1921: 316; *5 BRD 81: 631;
*6 Murphy 1910: 213-218

ID 273 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Alfred Moore, Jr. *1

Business Name:
 Buchoi Plantation *1

Business Owner:
 Maj. Hugh Waddell *1

Business Associates:

Date (Min):
 Saturday, January 01, 1831 *1

Date (Max):
 Monday, December 31, 1838 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	169.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Only part of Buchoi was on EI.

Sources:

*1 Jackson 1996: 98-97; *2 Arc GIS

ID 274 **County:** New Hanover *1
 Brunswick

Land Acquired From: Maj. Hugh Waddell *1

Business Name: Buchoi Plantation *1

Business Owner: John L. Hewitt *1

Business Associates:

Date (Min): Tuesday, January 01, 1839 *1

Date (Max): Friday, April 01, 1842 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	169.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Only part of Buchoi was on EI.

Sources:

*1 Jackson 1996: 98-97; *2 Arc GIS

ID 275 **County:** New Hanover *1
 Brunswick

Land Acquired From: Thomas C. McIlhenney *1

Business Name: Buchoi Plantation *1

Business Owner: Frederick J. Lord *1

Business Associates:

Date (Min): Sunday, May 17, 1857 *1

Date (Max): Tuesday, June 30, 1874 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input checked="" type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input checked="" type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	407.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Jackson 1996: 98; *2 Arc GIS

ID 276 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Alfred Smith *1

Business Owner:
 Alfred Smith *1

Business Associates:

Date (Min):
 Sunday, January 01, 1860 ?

Date (Max):
 Monday, December 31, 1860 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	0.10
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 60 by 100 ft wharf lot

Sources:

*1 BRD 250: 694-695; *2 Arc GIS

ID 277 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Service Station *1

Business Owner:
 John M. Barnhill *1

Business Associates:

Date (Min):
 Monday, January 01, 1945 *4

Date (Max):
 Monday, December 31, 2001 *3

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input checked="" type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	1.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*4
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*4 Former site of a service station.

Sources:

*1 BRD 866: 848; *2 Arc GIS; *3 BRD 2011; *4 BRD 83: 266

ID 278 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 J. Maclin *1

Business Name:
 George Hooker *1

Business Owner:
 George Hooker *1

Business Associates:

Date (Min):
 Saturday, September 01, 1781 *1

Date (Max):
 Wednesday, March 22, 1797 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	300.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 J Maclin died without hier, so the property went to his sister, Catherine Hooker. Property is described as "being on the upper end of Eagles Island."

Sources:

*1 BRD D: 144

ID 279 **County:** New Hanover *1
 Brunswick

Land Acquired From: Jerome Rowan *1

Business Name: Archibald and Jerome Maclin *1

Business Owner: Archibald and Jerome Maclin *1

Business Associates:

Date (Min): Saturday, June 01, 1776 *1

Date (Max): Saturday, September 01, 1781 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	*1
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	Land Size: 300.00 *1
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	*1
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Property is described as "being on the upper end of Eagles Island."

Sources:

*1 BRD D: 145

ID 281 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Jerome Rowan *1

Business Owner:
 Jerome Rowan *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1760 ?

Date (Max):
 Saturday, June 01, 1776 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input checked="" type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	300.00
<input type="checkbox"/> 5300-001-001-000	<input checked="" type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD T: 819-824

ID 282 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name: Joshua Grainger *1

Business Owner: Joshua Grainger *1

Business Associates:

Date (Min): Saturday, January 12, 1737 *1

Date (Max): Thursday, December 31, 1750 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input checked="" type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input checked="" type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input checked="" type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	25.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Property is adjacent to Col. Halton's and Michael Higgins.

Sources:

*1 NHCD AB: 156

ID 284 **County:** New Hanover ?
 Brunswick

Land Acquired From:

Business Name:
 Michael Higgins *1

Business Owner:
 Michael Higgins *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1737 *1

Date (Max):
 Wednesday, December 31, 1738 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input checked="" type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	10.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Property is adjacent to Col. Halton's and Richard Eagles'.

Sources:

*1 NHBD AB: 119, 156

ID 285 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Thomas Halton *1

Business Name:
 Thomas Clark *1

Business Owner:
 Thomas Clark *1

Business Associates:

Date (Min):
 Sunday, June 05, 1740 *1

Date (Max):
 Wednesday, December 31, 1749 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	320.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHBD AB: 323

ID 286 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Potter & Kidder *1

Business Owner:
 Potter & Kidder *1

Business Associates:

Date (Min):
 Monday, January 01, 1849 *1

Date (Max):
 Monday, December 31, 1849 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	50.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Adjacent to James Green's property (03900017, 03900018, 03900019), and a plantation named Green Field. *2 Plantation was also on East bank of the Cape Fear, south of Wilmington. Plantation was also in existence as early as 1725 or as late as 1760.

Sources:

*1 BRD R: 41; *2 Waddell 1909: 68-69

ID 287 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Potter & Kidder *1

Business Name:
 Kidder & Marlien *1

Business Owner:
 Kidder & Marlien *1

Business Associates:

Date (Min):
 Tuesday, January 01, 1850 *1

Date (Max):
 Wednesday, December 31, 1856 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	?
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	50.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Adjacent to James Green's property (03900017, 03900018, 03900019), and a plantation named Green Field.

Sources:

*1 BRD R: 40

ID 289 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 George L. Morton *1

Business Name:
 M.J. Corbett *1

Business Owner:
 M.J. Corbett *1

Business Associates:

Date (Min):
 Saturday, October 09, 1915 *1

Date (Max):
 Thursday, December 31, 1931 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input checked="" type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	2.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 NHRD 3237: 145-149; *2 New Hanover Map Book 059406

ID 290 **County:** New Hanover *2
 Brunswick

Land Acquired From:
 D.L. Gore *2

Business Name:
 Francis Cooper/ Gore Estate *2

Business Owner:
 Francis Cooper/ Gore Estate *2

Business Associates:

Date (Min):
 Thursday, August 19, 1920 *1

Date (Max):
 Thursday, February 15, 1940 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input checked="" type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	169.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*3
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input type="checkbox"/> Rice Plantations	<input type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 Wilmington Dispatch 1920; *2 BRD 68: 591-594; *3 Arc GIS

ID 291 **County:** New Hanover *1
 Brunswick

Land Acquired From:
 Frederick J. Lord *1

Business Name:
 Glastonbury Plantation *1

Business Owner:
 Captain A.W. Rieger *1

Business Associates:

Date (Min):
 Friday, March 12, 1869 *1

Date (Max):
 Friday, December 31, 1880 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input checked="" type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	220.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Plantation was comprised of 760 acres on the west side of the Brunswick River and 220 acres on Eagles Island.

Sources:

*1 Jackson 1996: 105; *2 ArcGIS

ID 292 **County:** New Hanover *1
 Brunswick

Land Acquired From:

Business Name:
 Glastonbury Plantation *1

Business Owner:
 Frederick J. Lord *1

Business Associates:

Date (Min):
 Thursday, January 01, 1857 ?

Date (Max):
 Friday, March 12, 1869 *1

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1; *2
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input checked="" type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input type="checkbox"/> 03900018	220.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input type="checkbox"/> 03900019	*1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*1
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging	<input type="checkbox"/> Towing	<input type="checkbox"/> Ship Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

*1 Plantation was comprised of 760 acres on the west side of the Brunswick River and 220 acres on Eagles Island. Lord also owned Buchoi Plantation.

Sources:

*1 Jackson 1996: 105; *2 ArcGIS

ID 293 **County:** New Hanover **Land Acquired From:**
 Brunswick *1; *2; * N/A

Business Name:
 Greenfield *1

Business Owner: William Smith *2 **Business Associates:**

Date (Min): Tuesday, September 13, 1735 *2 **Date (Max):** Thursday, December 31, 1739 ?

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1-4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	320.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:
 *2 & *4- Total plantation was 1000 acres, 320 of it was on Eagles Island

Sources:
 *1 BRD R: 40; *2 Jackson 1996: 105; *3 ArcGIS; *4 NHDB AB: 119, 156

ID 294 **County:** New Hanover *1; *2
 Brunswick

Land Acquired From:
 Robert Halton *2

Business Name:
 Greenfield *2

Business Owner:
 Dr. Samuel Green & Heirs *2

Business Associates:

Date (Min):
 Monday, January 01, 1753 *2

Date (Max):
 Saturday, December 20, 1834 *2

Parcel Number:

<input type="checkbox"/> 4700-005-001-000	<input type="checkbox"/> 5300-001-002-000	<input type="checkbox"/> 03800025	<input type="checkbox"/> 0390000	<input type="checkbox"/> 0390000901	<input type="checkbox"/> 03900014	
<input type="checkbox"/> 4700-006-001-000	<input type="checkbox"/> 03000008	<input type="checkbox"/> 03800026	<input type="checkbox"/> 0390000	<input type="checkbox"/> 03900010	<input type="checkbox"/> 03900015	*1-4
<input type="checkbox"/> 4700-007-001-000	<input type="checkbox"/> 03000011	<input type="checkbox"/> 03800027	<input type="checkbox"/> 03900006	<input type="checkbox"/> 0390000101	<input type="checkbox"/> 03900016	
<input type="checkbox"/> 4700-008-001-000	<input type="checkbox"/> 0300001101	<input type="checkbox"/> 03800029	<input type="checkbox"/> 03900007	<input type="checkbox"/> 03900011	<input type="checkbox"/> 03900017	Land Size:
<input type="checkbox"/> 4700-008-002-000	<input type="checkbox"/> 03000012	<input checked="" type="checkbox"/> 03900001	<input type="checkbox"/> 03900008	<input type="checkbox"/> 03900012	<input checked="" type="checkbox"/> 03900018	320.00
<input type="checkbox"/> 5300-001-001-000	<input type="checkbox"/> 03000014	<input type="checkbox"/> 03900002	<input type="checkbox"/> 03900009	<input type="checkbox"/> 03900013	<input checked="" type="checkbox"/> 03900019	*2
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Industries:

<input type="checkbox"/> Transportation	<input type="checkbox"/> Preservation	<input type="checkbox"/> Mill	<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Rice Plantations	<input checked="" type="checkbox"/> Residence
<input type="checkbox"/> Logging	<input type="checkbox"/> Storage	<input type="checkbox"/> Utilities	<input type="checkbox"/> Fertilizer	<input type="checkbox"/> Shipbreaking	*2
<input type="checkbox"/> Cotton Mill	<input type="checkbox"/> Government	<input type="checkbox"/> Naval Stores	<input type="checkbox"/> Tugging Towing	<input type="checkbox"/> Ship Construction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Historical Notes:

Sources:

*1 BRD R: 40; *2 Jackson 1996: 105; *3 ArcGIS; *4 NHDB AB: 119, 156

Appendix B: Terrestrial Field Data

ID	Long	Lat	Feature
1	-77.9733385456503	34.229189368379	Fenceline
2	-77.9766202714008	34.2271533154288	Area of Wooden Debris
3	-77.9751229667621	34.2379526355762	Railway Sleepers
4	-77.9693244829347	34.2332442861381	Dredging Machinery
5	-77.9707083648169	34.2352390545024	Metal Chutes
6	-77.9707083648169	34.2355632842689	Sand Mining Machinery
7	-77.98744668	34.2399321	Brick Foundation at Mouth of Waddel's Cut
8	-77.987449970194	34.23818329	RR tie
9	-77.98677402	34.2350269	Newber's Landing
10	-77.97704021	34.22582702	Potential Wooden Barge
11	-77.9772932827399	34.22654197	Strange Ferrous Object
12	-77.9883983291459	34.2355369868009	Railroad Trestle
13	-77.9693063151966	34.2355072660135	Sand Mining Barge
14	-77.957	34.224	Layered Metal Bar
15	-77.9574166666667	34.2241833333333	Bullet Case
16	-77.9571333333333	34.2241833333333	Clay Pigeon remains
17	-77.95695	34.2234833333	Brick & Metal in Sand Pit
18	-77.95705	34.22338333	Metal near Sand Pit
19	-77.9569166666667	34.2234666666667	Burnt Metallic Object
20	-77.957067469514	34.2244466294121	Scattered Brick Fragments
21	-77.975	34.2229833333333	Mothball Fleet Tractor
22	-77.9526333333333	34.2318166666667	Stone Winch (looted)
23	-77.987982	34.237309	Plank Floor extending from Shore

ID	Long	Lat	Feature
24	-77.984883	34.258472	Thick Plank Floor extending from Shore (spans width of area)
25	-77.979774	34.260037	Pile of Modern Wood
26	-77.9829	34.24016	Possible Dugout Canoe
36	-77.9523502966444	34.2323129913904	Square Metal Frame
37	-77.9531838679999	34.232563248324	Uprooted Tree with Bricks in Roots
38	-77.9531273018183	34.2328079990004	Steel Cable in Sand Pile
39	-77.9531068728585	34.2328445499028	Metal Machinery
40	-77.9519536274558	34.232142303403	Iron-hulled Life Boat
41	-77.9531507070504	34.2325460224419	Uprooted Tree
42	-77.9520086420176	34.2324744962615	Wharf Planking
43	-77.9519613255628	34.2320519757111	Barrel Remains
44	-77.9519881946606	34.2318890711247	Tar Deposit
45	-77.9521183199344	34.2318859236588	Metal Barrel
46	-77.9521409512376	34.2319124186871	Metal Barrel Remains
47	-77.9520076802037	34.2318255007701	Metal Boat Remains, Portside
48	-77.9522147652701	34.2302971003682	Collapsed Building
49	-77.9522045508517	34.2303153757436	Metal Machinery
50	-77.952302605275	34.2300155369235	Stockpile
51	-77.9525480842963	34.2302079099805	Metal Boat Frame
52	-77.9526057628394	34.2303056702819	Large Slip
53	-77.9528831448611	34.230479242507	Large Gear
54	-77.9531111496612	34.2298607637816	Drainage Pipe
55	-77.9529637698163	34.230612504034	Iron Door
56	-77.9527360769447	34.2312399891144	Tug Wreck
57	-77.9592557236988	34.23735591232	Old Telephone Pole

ID	Long	Lat	Feature
58	-77.9600222857391	34.2378601401855	Mound (high point)
59	-77.9623527851683	34.2380830269449	Power Line Tower
60	-77.9616878577683	34.2404788920999	Timber with Bolts (Flotsam)
61	-77.9613765158079	34.2405765892482	RR Beam Pile (1 of 2)
62	-77.9610243189214	34.2407473898725	RR Beam Pile (2 of 2)
63	-77.9608492236777	34.2407065678825	Pilings
64	-77.9603634157184	34.2407814531832	Ladder (2 of 2)
65	-77.9666938522803	34.238689682518	Ladder (1 of 2) & Sand Mound
66	-77.9554026435564	34.2283540200427	Old Billboard
67	-77.9558667447111	34.2289016579527	Brick Scatter
68	-77.9524109134576	34.2309413744119	Steel Cable
69	-77.952406194413	34.2308062763249	Slip
70	-77.9526020089899	34.2308195676061	Iron Pipes
71	-77.9527445493665	34.2308611899063	Building Remains
72	-77.9527438974836	34.2302212011046	Concrete & Brick Debris
73	-77.9528845490081	34.2302087840734	Bunker
74	-77.9531360086975	34.2305722799875	Slip
75	-77.9531503137577	34.2306710894781	Sheet Metal Debris (Green)
76	-77.9529618818648	34.2305584648239	Wooden Building with Intact Roof
77	-77.9529108104262	34.2306498419723	Metal Structure (Partially Buried) & Large Tank
78	-77.952926373872	34.2307846776418	Collapsed Structure
79	-77.952926373872	34.2307846776418	Winch and Cable
80	-77.9531856767283	34.2307513611345	Concrete House
81	-77.9530264838163	34.2308543686398	Concrete Slab
90	-77.9535435753116	34.2285702910075	Potential Barge Remains (1 of 2)

ID	Long	Lat	Feature
92	-77.9530421432769	34.2294387684417	Timber & Bolt
93	-77.9526244503562	34.2299085956032	Brick Debris Field
94	-77.9525612769207	34.2299642087816	Potential Barge Remains (2 of 2)
95	-77.9531333333333	34.2372166666667	Concrete Wharf or Foundation Remains (1 of 2)
96	-77.9534666666667	34.2368	Concrete Wharf or Foundation Remains (2 of 2)
97	-77.95345	34.2370666666667	Small Concrete Wall (1 of 2)
98	-77.9535166666667	34.23705	Small Concrete Wall (2 of 2)
99	-77.9571833333333	34.24035	Abandoned Vessel
100	-77.9542333333333	34.2379333333333	Brick Debris Field
101	-77.9547333333333	34.2376833333333	Ballast Pile
102	-77.95365	34.237	Naval Stores Remains (1 of 2)
103	-77.95345	34.2370666666667	Naval Stores Remains (2 of 2)
104	-77.9534166666667	34.2372	Brick Debris Field
105	-77.9536	34.23715	Brick Debris Field
106	-77.9610831427034	34.2343729822793	Paved Causeway Remains
107	-77.9639838564118	34.2344558059761	Historic Billboard (1 of 3)
108	-77.9641094580761	34.2346330375681	Standing Metal Pole
109	-77.9656985889518	34.235072176942	Historic Billboard (2 of 3)
110	-77.9658293496729	34.235087027347	Historic Billboard (3 of 3)
111	-77.9659119928819	34.234967835484	Lumber Pile
112	-77.9629052489923	34.2343377720275	Paved Causeway Remains
113	-77.9623710524341	34.2342696133206	Paved Causeway Remains
114	-77.961096195693	34.2344357644051	Paved Causeway Remains
115	-77.9619618221484	34.2343606733814	Chopped Down Telephone Pole Encased in Concrete Foundation

ID	Long	Lat	Feature
116	-77.985154	34.243306	Historic Rice Dock
117	-77.985223	34.243789	Modern-looking Dock
118	-77.985447	34.244992	Canal Bulkhead
119	-77.979843	34.244655	Bridge Remains
120	-77.982798	34.247326	Sluice Gates
121	-77.982775	34.248057	Sluice Gates
122	-77.98088	34.248472	Sluice Gates
123	-77.981099	34.248989	Sluice Gates
124	-77.97886	34.24723	Man-cut Timbers

