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JANUARY, 1916

No. 3

The North Carolina Booklet



GREAT EVENTS IN NORTH CAROLINA HISTORY



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The North Carolina Booklet

Great Events in North Carolina History

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Editor North Carolina Booklet,

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The
NORTH CAROLINA BOOKLET

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While we live we will cherish, protect and defend her!"*

Published by
THE NORTH CAROLINA SOCIETY
DAUGHTERS OF THE REVOLUTION

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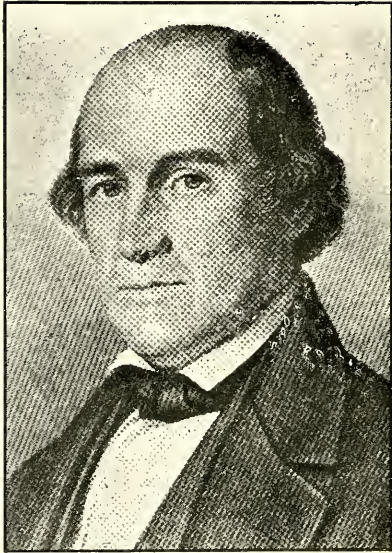
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GEORGE E. BADGER

1795—1866

Judge of the Superior Courts of North Carolina,
United States Senator, Secretary
of the Navy, Etc.

The North Carolina Booklet

Vol. XV

JANUARY, 1916

No. 3

George Edmund Badger, Secretary of the United States Navy

By PETER M. WILSON.

This paper is written by request and in the character of an impression rather than a chronology. It may go without saying that no statement of fact has been made without examination, and no expression of opinion as to his features of official reputation given without a careful reading of the printed or manuscript history bearing upon it. It has been kept in mind that in the counting-house of the modern historian traditions are at a discount and facts at a premium. The acts and orders on which the most important measures of his administration of the Navy rest have, therefore, been set forth at length. They tell the tale. Governor Graham emphasizes Mr. Badger's devotion to truth in its broadest and highest meaning, and to trifle with it for the purpose of making the world think him other than he was would be an impertinence to his memory.

In a service of ten years in the Senate, whenever Naval matters were under discussion he took an active part in it, and the proceedings show that his views were sought and his opinions deferred to. There could hardly be better proof that he had acquired a great range and vast quantity of information as to the theory and practice of naval administration, and that he held it at the disposal of his brother Senators. This made him an authority. If his connection with the Navy had been of that perfunctory character which the mere holding of the Secretaryship renders unhappily possible, when he became a legislator he would not have been suggestively associated in the public mind with his former dignity.

George E. Badger was the thirteenth Secretary of the United States Navy. He was appointed on March 5, 1841, confirmed and took office on March 6th, and on the dissolution of the Harrison Cabinet resigned September 13th of the same year, the anniversary of his forty-sixth birthday. On March 19th he was called to his home in Raleigh to welcome into the world his youngest daughter, and for one month was absent from the seat of Government on that account. The brief period of five months therefore measures his active service as the head of the Navy Department. What he did in that time to give him a place in its annals can best be learned from the records and the literature which interprets them, but it will also help us to know the man and his work if we can learn what those who saw him and knew him say that he was. They seem to agree that he was not only by temperament and appearance in harmony with his office, but that the same intellectual superiority which set him in a place of his own in all the stations he ever filled gave him in this one a commanding character.

Governor Graham says in his "Discourse in Memory of the Life and Character of the Hon. George E. Badger," that Mr. Badger reluctantly accepted the naval portfolio when President Harrison tendered it. He had done notable work on the hustings in the picturesque and, in some respects, grotesque campaign of 1840, and perhaps as much as any other orator had been at pains to give a sane gravity to the popular uprising into which the presidential contest converted itself. It was largely in recognition of these services that President Harrison invited him into the Cabinet. Certain it is that he was not inclined to abandon the successful pursuit of his profession, and it is safe to assume that whatever ambitions he may have harbored, he had not dreamed of ruling the seas. He had never sat in the National Legislature, and his fame as a lawyer of broad learning, and as an advocate of most persuasive and compelling power, was known beyond his own State only to the better informed section of his pro-

fession. We need not wonder then that more than one Member of Congress when his name was sent to the Senate asked, "Who is George E. Badger?" A decade later when in the same Senate, ranking with Webster, Clay, Calhoun, Benton, Jefferson Davis and John Bell, he was helping to mould a great compromise and delivering his great speech of March 18th and 19th on the slavery question, such a query would have been impossible.

Deciding to accept the office he took it in good conscience, and he set about with a devouring greed of mind to absorb all that was to be known about the duties it carried with it. His associates all bear testimony to his industry and his intuitive perception in discarding what was unnecessary, and his capacity for assimilating essentials in dealing with large affairs. So, pursuing a natural bent and a cultivated habit of intense application, he almost at once came into possession of the technical details of the Department and comfortably settled himself into its routine. He memorized its history, worked out the elements of its personnel and materiel, and became saturated with its ideals. It is not mere praise to say that he knew as few could know the relation of the military marine to the life of the government. He understood that it was bottomed on the Constitution in the power which that instrument granted Congress to provide and maintain it. Believing the Navy, in the words of Admiral Dewey, "must ever remain our first and best line of defense," the mobile outworks of our fortifications, the floating bulwark of our coasts and of all that our coasts' outline embraces, he set to work to make it such.

Knowing in all its correlations the great force with which he had to deal, he looked with faith to the good uses to which it was to come. He projected a Navy, not necessarily superior in size to that of any other power, but sufficient for the high purposes of a nation situated like the United States. The main feature of his plan was to make good the doctrine of

defense as opposed to the doctrine of aggression, and to carry abroad an unmistakable guarantee of the country's commercial rights.

In his report of May 29th, submitted to the session of Congress called to meet on the last day of May, he brought forward the policy, and committed the administration to it, of a greater Navy, a better Navy, and a Navy primarily for home defense. This is what is meant by his proposal to establish a "Home Squadron," a "sufficient supply of suitable munitions" and "a reorganization of the Navy to fit it to the changing methods of construction and propulsion." The "home squadron" proposed by him grew to be the Atlantic fleet of today; the prime necessity for abundant ordnance and education in its uses is the preparedness advocated today; the reorganization of the Navy is its enlightened and enlarged adaptation to what has been found to be best suited to its purposes. The report is not only comprehensive, but suggestive. Its statements of the needs of this branch of the service were the arguments which secured the adoption, at least of its most material recommendations, before that Congress adjourned, and as it would lose in attempt at condensation, it answers the better purpose to submit it in full:

"It is presumed Congress will scarcely be willing to give attention to general matters unconnected with the objects for which the extraordinary session of that body was convoked, yet recent events induce me to bring to your notice, with a view to the action of Congress, two subjects as worthy of present consideration. *The first* is the establishment of a home squadron. While squadrons are maintained in various parts of the world for the preservation of our commerce, our own shores have been left without any adequate protection. Had a war with Great Britain been the result, as was at one time generally feared, of the subjects of difficulty now in a course of adjustment between that power and the United States, not only would our trade have been liable to great interruption, and our merchants to great losses abroad, but a naval force, comparatively small, might, on our very shores, have seized our merchant ships and insulted our flag, without suitable means of resistance or immediate retaliation being at the command of the Government. To guard against such a result, to be ever ready to repel or promptly to

chastise aggressions upon our own shores, it is necessary that a *powerful squadron should be kept afloat* at home. This measure is recommended by other considerations. There is no situation in which greater skill or seamanship can be exercised and acquired than on the coast of the United States; and in no service would our officers and seamen become more thoroughly initiated in all that is necessary for the national defense and glory. In that service, aided by the coast survey now in progress, a thorough acquaintance would be gained with our own seacoast, extensive but imperfectly known, the various ports would be visited, the bays, inlets, and harbors carefully examined, the uses to which each could be made available during war either for escape, defense, or annoyance, be ascertained, and the confidence resulting from perfect knowledge would give to us, what we ought surely to possess, a decided advantage over an enemy on our own shores. Should it be thought desirable that such a squadron be put in commission immediately, and kept constantly on duty, an additional appropriation may be necessary, for the amount of which, as well as the force deemed proper to be employed, I beg to refer to the accompanying report on the subject, prepared under my direction, by the Board of Navy Commissioners.

“The attention of Congress has been heretofore earnestly invited to the state of our ordnance and ordnance stores, and I deem it worthy of immediate consideration. A sufficient supply of suitable arms and munitions of war is indispensable to the successful operation of the bravest officers and men, and taken not from the nature of the case, but provided upon a sudden emergency. Sailors may be hastily collected from our commercial marine, ships may be purchased, but ordnance cannot be supplied on such an emergency, nor can some of the materials for the preparation of ammunition be procured either by purchase or manufacture. Hence the ordnance should, by a timely foresight, be provided in advance and the materials be secured, from which a supply of ammunition can be speedily prepared. The accompanying report from the Board of Navy Commissioners shows the amount of expenditure which will be required under this head. Should the object be deemed of such importance and urgency as to require the immediate attention of Congress, I respectfully recommend that an appropriation of one-third of the estimated amount be now made.

“The opinion seems to have become general, as well in the service as in the nation at large, that a thorough reorganization of the navy is demanded by consideration connected with the defense and honor of the country, and in this opinion I heartily concur. Yet I am fully aware that any plan for this purpose should be the result of the most careful deliberation, and that it be at once unwise and injurious to submit to Congress and the country any proposed arrangements which should be liable to the charge of haste and inconsideration.”

To have rested on the oars of recommendation might have argued a very enlightened grasp of the work to be done, its scope and its magnitude, but it would have been an incomplete performance. The new Secretary proceeded hot-haste to impress his views on Congress. In the House, Henry A. Wise, Chairman of the Committee on Naval Affairs, brought in the bills carrying into effect the new policy; he had as committee associates Mallory of Florida, afterwards Secretary of the Navy of the Confederate States; Clifford of Maine, afterwards Mr. Justice Clifford of the Electoral Commission; Mr. Stanly of North Carolina, and other notable men. In the Senate, Mr. Mangum, afterwards its President *pro tempore*, was Chairman of the Committee on Naval Affairs, and guided these bills to a safe and successful passage. Before Mr. Badger resigned his portfolio, the special provisions for the home squadron and the ordnance supplies had become law, and the foundation laid for the appropriation for the years 1841-'42 of the sum of \$8,272,977.10, the most generous provision for the naval establishment which Congress had ever voted. As on these two acts depend the definition of his conception of a naval policy, it will be best to set them forth in full:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of six hundred thousand dollars be paid out of any moneys in the Treasury not otherwise appropriated, for the purpose of purchasing ordnance and ordnance stores for the use of the Navy of the United States.

Sec. 2. And be it further enacted, That the Secretary of the Navy is hereby authorized to apply a part of the sum herein and hereby appropriated, not exceeding fifty thousand dollars, to the purpose of making experiments to test the value of *improvements in ordnance*, in the *construction of steamers*, and other vessels of war, in other matters connected with the naval service and the national defense; and also to the purpose of defraying any charges left unpaid on account of experiments of the like character heretofore made by authority of law.

Approved September 11, 1841.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the pay, subsistence, increase and repairs, medicines and contingent expenses of two frigates, two sloops, two small vessels and *two armed steamers* to be employed as a *home squadron*, the sum of seven hundred and eighty-nine thousand three hundred and ten dollars is hereby appropriated.

Approved August 1, 1841.

Secretary Badger did not belong to the school which believes that only those things which have been can and should be. He had possessed himself of full and accurate information as to the improved methods of armament, transportation, equipment and propulsion in use in European warships, and was in sympathy with the younger men of the Navy who were hopeful of every invention and much enamoured of the then new doctrines of steam and steel. As he expressed it, he "had anxiety for, but confidence in, these new elements in naval affairs." He found the vessels driven by sail; he ordered the ships Mississippi and Missouri to be fitted with steam, and they became the nucleus of the home squadron. Under the act of Congress to enable Lieutenant Hunter to try the merits of a submerged horizontal wheel, he ordered "a steam vessel of war to be built on your plan, not to exceed 300 tons burthen." On September 11, 1841, he directed that the "Gem" be put at Lieutenant Hunter's disposal. On June 1st he directed Commodore Stewart, in command of the navy yard at Philadelphia, to prepare drafts and explanation of machinery of a steamer to be driven by a *screw propeller* and ordered Captain Stockton to superintend the work. The construction of the steamer was entrusted to Captain Stockton in the following order:

"The Department has directed the Commissioners of the Navy to cause a *steam vessel of war* to be built on your plan, not to exceed 600 tons burthen. You will superintend the building of the said steamer under the direction of the Commandant of the Navy Yard at Philadelphia, making to him from time to time during the progress of the work such suggestions as you may think proper."

The vessel put on the ways for this purpose became the "Princeton," the flagship at Vera Cruz and of Commodore Perry at Tokio. Secretary Badger had appreciated the ability of Stockton, who was offered the Secretaryship in succession, but declined it rather than interrupt his career. He also ordered built *three steamers* of medium size to be driven by the Ericsson *propeller*. In these ways he showed his faith in American capacity to do equally well what other nations had done and were doing, and he planned to proceed upon the line of consistent development.

He despatched the sloop of war "Yorktown" to the Sandwich Islands to protect American whalers, and he advocated the establishment at Honolulu of a naval depot. Just half a century later the United States on "naval grounds" saw its true interest in annexing these islands.

Without tedious detail the policies of increase and expansion of the Navy through the addition of the home squadron, the adoption of the latest improvements in the building and propelling of warships, both as to material and kinds of power; the furnishing forth of an abundance of war munitions, and the encouragement of practice in the most effective use of them; the forecasting of the strategic value of the Sandwich Islands as a base for our naval operations on our Pacific seaboard, might be said to lay the even keel on which the frame of his services in the Navy have their foundation. They show what he initiated, what he contrived as best for the Navy as he found it and for the Navy of the future. It would be hard to deny the conclusion that he had successfully devoted himself to the work of making the Navy better than he found it.

In the larger matters of policy, the head of the Navy had to deal, on behalf of his department, with the legislative organ of the government, to which he had to look to make effective his best laid plans. It was, it will be remembered, a time of profound peace. There could be no brilliant sea-faring exploit. It was difficult to excite popular

attention to the Navy. He seemed wise, then, in engaging the support of the people through their representatives. But this support could not be had, or when had could not be relied on if the Navy did not show itself to be worthy of it. He planned to make it so, and whether or not he did much to bring this about can be judged by studying his methods of managing its internal affairs. To get a discernment of value into these methods it is necessary to go to the letter-books and order books, which set forth the daily life of the department. From this source can be obtained the real view of his relation to the department itself.

In one of his earlier letters he exhibits his jealousy of the Navy's dignity and his hostility to influences which could affect its morale. He was not a jurist turned head of the Admiralty only for place and power, but the tone of his letters show that he became a sailor of the sailors.

The politics, even of those halcyon days, was not above burrowing into the Navy. Complaints were made to him that the navy yard in New York had been made use of in an election. He at once addressed a letter to Captain Matthew Calbraith Perry, a brother to Commodore Perry, which is such a complete exposition of the attitude of the Navy to such pernicious practices and his condemnation of them that it is even now a precedent much respected. After notifying Captain Perry that he had appointed him to the command of the navy yard from confidence in his ability to discharge delicate duties, and that the appointment had not been sought by him either directly or indirectly, and calling his attention to the complaints about politics being allowed to control its operations and influence thereby freedom of elections, he says:

"It is deemed alike necessary to the honor of the Navy and to the welfare of the country that this evil should be corrected, and from you I feel assured that no countenance will be given to a system alike injurious and disreputable to the service. But in order to accomplish this desirable reform, it is highly important, if not indispensably necessary, that those should be removed from stations

of subordinate authority in the yard who have in any means abused their power for electioneering purposes. I request therefore that the changes may be made. It is my earnest desire that no person in the service shall be either the better or the worse off in consequence of his political opinions—merely that he shall feel himself at perfect liberty to exercise the elective franchise according to the dictates of his own judgment and conscience, and that no agent of the Government shall be allowed to impose any restraint upon him for any party or political purposes, and that it be made manifest that as the Navy belongs to the nation, so its stations are established, their officers appointed, their laborers employed and their whole operations directed solely for the honorable and efficient service of the country.”

In more than one letter can be read the determination above all things to be just to those under him.

He was strict in exacting obedience, and did not dally with punishment, whether it had to be meted to the great or to the humble. But he was ready, and even eager, to repair a wrong when he knew of it, even when the doing so was to his own hurt. In regular course, and upon apparently good reasons, he ordered the dismissal from the service of a petty officer. The man, conscious of his innocence and tenacious of his good name, came to the Secretary in person and pleaded his own cause. He convinced him that his order had consummated a real wrong. Immediately thereupon Secretary Badger wrote to Commodore Perry unreservedly confessing his belief that he had done a grave injustice, and invoked his aid in righting its effect as fully as possible by either reinstating the man in his former place, if that were possible, and if not, to provide some equally honorable post for him.

He showed customary consideration for others when imposing his affairs on them by apologizing to the Commodore for the inconvenience he was giving him in this instance.

The anxiety of a great minister to do an act of justice to a petty officer is not so commonplace a phase of official life as to preclude its setting forth in a paper of this sort. It lends a pleasant expression to the face of stern authority.

There are many sentences in his letters which leave no doubt that his temper was least dangerous when it slept. But one respects it more when one sees that when aroused it usually fell on the higher heads. Sometimes it scorched subordinates when they were delinquent. His impatience with those who were loose in money matters, whether through dilatory habits or design, is shown in many instances in the cases of petty officers who owed debts of various sorts, and to pursers who had misapplied moneys for expenses of voyages. The reprimands evidently carried terror, as replies to them show.

He was mildly tolerant of foibles and venial offences, and when reproving them often added a line of fatherly advice to the erring against "being seduced into conduct unworthy of their state," and urging them to make the talents ascribed to them useful to the country and honorable to themselves. Even in these formal letters a touch of humorous irony once in a while crops out, as when he wrote to an officer who had assumed that his request had been granted, and acted on the assumption: "Here things asked and not granted are deemed refused."

He did not brook for an instant any disloyalty to or secret criticism of the service by members of it, and the half dozen lines to Commodore Wilkinson, commander of the West India fleet, at Boston, touching some anonymous newspaper correspondence, meant to be a warning, as well as an effective method of uncovering the guilty, read in this wise: "Your communication of the 5th inst. inclosing a publication taken from the *New York Herald*, has been received, and you are hereby authorized to require each officer under your command to answer on honor whether or not he be the author of that publication, which is herewith returned to you."

His pride in the Navy was as great as if he had been born into it, and he was sensitive to any criticism of it. When the "Brandywine" returned to America from the Mediterranean at a time when there were stiff rumors of impending war

between Great Britain and the United States, he showed and expressed much disappointment and displeasure at the lack of discretion displayed by the officer in command. He did not wish it in the critic's mouth to say aught about one of his ships. Happily, there was nothing more than a small blow, which expended itself in a rather insignificant tempest in the Senate. The confusion in the dates of certain information which occasioned the departure of the ship was satisfactorily cleared up, and the investigation which had been asked for was dropped. Senator Preston, of South Carolina, restored the calm with the observation that so long as the administration had so amiable a Secretary of State as Mr. Webster, our ships could feel free to sail without consulting the fears of diplomats. All of which smacks of the criticisms of today.

Again, when the "Constellation" came out of the navy yard at Boston, ill-fitted for her cruise, he expressed to those whom he held responsible for the condition of the ship his intense mortification that such a thing could happen in the Navy. He was ever alert to the needs of the ships and their crews.

It must not be supposed that he was over given to the habit of fault-finding, because quite as many of his letters are filled with praise when it was merited, as with censure when deserved. He gave warm commendation to the officers and men for the punishment of what he called an act of horrible piracy in the mouth of the Mississippi. Especially commending them for the promptness which they exhibited and which, he added, the American people had a right to expect from the naval force of the country.

He was unremitting in his interest in behalf of the personal welfare, not only of the officers, but of what are sometimes called the mere sailors. In this welfare he embraced their physical, mental, and moral fitness for their profession. To illustrate this, in many letters he insists that the chaplains perform the duties for which they were appointed and which the regulations clearly set forth. He shrewdly sus-

pected that there was a lull in the activities of the commissioned parsons against the evil one. He took advanced grounds in demanding high moral character and thorough scientific acquirements on the part of physicians appointed to the Department. Looking upon the ship as a home and the crews as its family, he planned to have its medical officers, in the first place, gentlemen, and then physicians and apothecaries. One of these last named prerequisites was that they understand the modes of preparing those "poisons called medicines."

In a letter to Commander Morris he catalogues quite a list of books, which he ordered to be purchased and put in the ships' libraries, among them several Universal Histories, The Writings of Washington, Story's Commentaries, dictionaries, both English and classical, besides technical books adapted to improvement and perfection in the profession.

It is not difficult to find in his interest in this form of continued education the crude germ of the "school idea" aboard, which is now accepted by authorities of experience as calculated to make the highest type of officer, sailor, and even stoker.

It is not altogether disagreeable to us to read that those in authority, in what were called the better days of the Republic, as all days that are gone are fancied to be, were not averse to impressing those holding the purse-strings by object lessons or by what may without disrespect be called "junkets." The Secretary writes to Commodore Morris that he wanted the "Delaware" brought to Annapolis in order that many distinguished members of Congress, probably the President of the United States, might have an opportunity of inspecting a line-of-battle ship.

At heart Mr. Badger was honestly democratic, and many a good story is still current in his home of his familiarity with people in much humbler stations. He delighted to have the good woman who brought his weekly supply of eggs sit at his table and have a hot breakfast with him, but as the

Secretary of the Navy he could be as ceremonious as the most imposing Commodore, and rather liked the forms of martial observances.

Our country has always delighted in a splendid hospitality to the representatives of France, that superbly unselfish land which fought to give America a Republic before it gave one to Europe. When, therefore, the Prince de Joinville arrived in our ports no courtesies on the part of the Navy, with sails filled and banners flying, was omitted. The order to effect this runs in this wise :

“You will show the usual and appropriate civilities to him and the vessel, and afterwards on proper notice of the presence of the Prince, should he visit the Navy Yard, you will give him a royal salute of 21 guns and show him all the usual civilities due a person of his rank. Should the vessel on her arrival hoist the royal standard, which is not anticipated, your first salute will be that of 21 guns.”

These letters and orders reveal in an imperfect way the internal or domestic life of the department, if it may be so called. They show that he was jealous of the Navy's integrity, just in his administration, parental almost in his solicitude for its personnel. They are just such words as a modest, able, painstaking, broad-minded official could and would write. They show a sympathetic personality and a high character that cabals and political intrigue could not swerve from faithful service. These lines seem to imprint minor shades which go to complete the picture of a man who did much in six months time to make the Navy greater. He left it better in every way than he found it. No man of his day perhaps did more to win for it a favoring and growing public sentiment. He convinced Congress that it did well to vote the largest allowance it had ever made up to that time. Under this and subsequent grants the naval force came to be well enough equipped for the capture of Vera Cruz and the taking over of our great California possessions. The report made to Congress in December, 1841, although made by his successor, carries many of the proposals devised by Mr. Bad-

ger for the future welfare of the Navy. It is proof that he left undone much that he would have done. But if he had done nothing more than begin the home squadron and get the most generous money grant for a really growing Navy, he would have deserved to rank as a great Secretary.

His last official act was a request that a worthy mechanic should have employment in the navy yard. It is in these words: "In consideration of the long and faithful services of John Ford in the Navy, I request that you will give him employment in the yard under your command if you can find any suitable for him."

This parting thought for the welfare of a comrade of the lowest rank leaves a kindly touch on the conclusion of a high service.

It is a cause of satisfying pride to the people of North Carolina to reflect that for three-quarters of a century no name has led that of Badger on the register of the Navy in loyal, lofty, and conspicuously efficient service. It has been borne by a Secretary, a Commodore, who more than once received the thanks of Congress for distinguished bravery, an Admiral, who as the commander-in-chief of our greatest fleet, made it admirable and welcome in the ports of all the great powers as well as a safeguard against our turbulent neighbors, and is now safe in the hands of a young Ensign, who has recently been handsomely mentioned in the Official Gazette for gallantry in action in protecting his men and punishing the enemy under a grilling fire from the house-tops of the streets of Vera Cruz.

“The Spratt Burying-Ground”—A Colonial Graveyard

BY VIOLET G. ALEXANDER.

This graveyard is one of the oldest burying places in North Carolina and is known as the “Spratt burying-ground.” The historian, C. L. Hunter, in his “Sketches of Western North Carolina” (pages 77 and 78) writes:

“Near the residence of Thomas Spratt, where was held the first court in Mecklenburg County, is one of the oldest private burying-grounds in this country, in which his mortal remains repose. Here are found the gravestones of several members of the Spratt, Barnett and Jack families, who intermarried; also, those of the Bingham, McKnights and a few others. On the headstone of Mary Barnett it is recorded she died on the 4th of October, 1764, aged 45 years. A hickory tree, ten or twelve inches in diameter, is now growing on this grave, casting its beneficent shade. The primitive forest growth, once partially cut down, is here fast assuming its original sway, and is peacefully overshadowing the mortal remains of these early sleepers in this ancient graveyard.”

The historian Foote, in his “Sketches of North Carolina” (page 510), says: “Thomas Spratt removed to the spot, near to Charlotte, where he died and lies buried in the angle of the woods, near his dwelling. There appears to have been at this place a burying-ground as old as that at Sugar Creek (the first one) now entirely grown over with trees.”

This property, in recent years, was owned by Mr. Thomas Vail and his heirs, and today this sacred spot lies unnoticed and unmarked, in a new residential suburb of Charlotte, known as “Colonial Heights.” It is situated, today, on a new street, “Vail Avenue,” and has been divided into building lots, now owned by Mrs. S. M. Johnson, a daughter of Mr. Vail, and Mr. Robert Glasgow. The old graveyard was grad-

ually neglected in former years and was in a great state of dilapidation when Mr. Vail became the owner of it some years ago, for it was included in the sale of many acres of land which he purchased in this locality. The relatives of those buried here were either deceased or had moved to other sections of the country, so for many years no one interested was left to give tender or reverent care to this "God's Acre." The graves were fast disappearing and the tombstones falling down and breaking into bits, and so great was the desecration that the negroes in the neighborhood, laying aside their customary superstition, were known to have used several of these hallowed stones as hearthstones in their cabins!

Miss Cora Vail, a daughter of Mr. Thomas Vail, often went to the little graveyard, and was much troubled over its neglect and this vandalism, and realizing that it would soon disappear from the sight and the knowledge of the people of today, determined to take some steps to preserve a record of it. She consulted Mr. George F. Bason, a well-known and prominent member of the Charlotte bar, who advised her that as the graveyard was private property, and no means had been provided for its "perpetual care," her best course was to carefully and accurately take the names and inscriptions on all the tombstones, have this record filed in some public building in Charlotte and to *level* and *bury* all the tombstones. Miss Vail followed his advice and carefully made a complete copy of all names and inscriptions then visible and filed a copy of the same at the Charlotte Carnegie Library with the librarian, then Mrs. Annie Smith Ross, since married to Mr. Horey; this valuable paper is now in the custody of the present librarian, Miss Mary Belle Palmer. A full and complete copy of this paper is incorporated here as follows:

Paper is entitled:

"Burying-Ground East of Charlotte, N. C., near Elizabeth

College. Inscriptions on old headstones in Colonial Graveyard on Vail Farm."

"Here lies ye body of
Hugh Bingham who
departed this life
Nov. ye 4th 1765.
also
nearby lies ye body of
Joseph Bingham, a child."

"Here lies the body of
Mary Bingham who deceased
Jan. 18th 1772 aged 55 years."

"Here lys the body of
Samuel Bingham junr.
who departed this life
April 25th 1774 aged 33 years."

"Here lies the body of
Jean Barnett who
deceased April 20th 1776
aged 20 years."

"Here lies the body of
Thos. Barnett who deceased
May the 3rd 1776
aged 22 years."

"Here lys the body of
John Jack Barnett who deceased
Jan. 14th 1778
aged 9 months."

"Here lies the body of
Esther Johnston who deceased
Oct. 22nd, 1775
aged 31 years."

“In memory of Andrew Sprot
 who died Nov. 29, 1772
 aged 64 years
 also here lys his wife
 Mary Sprot who died
 June 7th 1771 aged 64 years.”

“Here lies the body of
 James McKnight who deceased
 Oct. ye 23rd 1764 aged 60 years.”

“Here lies the body of
 Robert McKnight who deceased
 Oct. ye 19 1778 aged 60 years.”

The above is a complete list of all the inscriptions found by Miss Vail, which she carefully copied as to wording and spelling. The reader will be struck by the similarity and formality of the style of all the inscriptions—closely resembling inscriptions found today in many old churchyards of England and Scotland, and, doubtless, these early settlers in writing inscriptions conformed to the accepted style of that day in the land from which they had come.

The earliest date given by Miss Vail is that in the inscription of James McKnight and 1764 is the year. It is stated that James McKnight was 60 years old when he died, so he must have been a man in middle life when he came to this, then remote, part of North Carolina. We have no means of knowing how many years before 1764 he came to his new home or how long he had resided here, but we know he must have been a man of action and of sturdy qualities and of strong characteristics, as were, also, that small company who had traveled this far with him. It will be noted that the grave of Thomas Spratt, referred to by Hunter and Foote, had disappeared, as no record of it was found on any of the headstones by Miss Vail. Other names of individuals or families known to have been buried here were given the writer

by Miss Vail, who found no stones commemorating them, but tradition still points out the location of some of the most important graves.

John Jack, supposed to be a brother of Captain James Jack—the fearless patriot, who was the bearer of the Mecklenburg Declaration of Independence to Philadelphia—is buried here. He seems to have a little namesake, and probably relative, buried near, for we find the record of the grave of a baby boy—John Jack Barnett—who died at the age of nine months. Of especial interest is the fact that *Ann Spratt, the first white child* born in Western North Carolina, lies buried in this old graveyard, known as the “Spratt burying-ground.” Again we quote Hunter (page 77), who says: “Thomas Spratt is said to have been the first person who crossed the Yadkin River with wheels; and his daughter, *Ann*, was the *first white child* born in this beautiful champaign country between the Yadkin and Catawba Rivers.”

Ann Spratt became the wife of John Barnett, and their daughter married James W. Jack, a son of Captain James Jack (see Hunter’s Sketches, page 74.) Mrs. Ann Spratt Barnett’s grave has almost disappeared and no stone now marks the last resting place of Mecklenburg’s first white child.

When a committee from the Colonial Dames, composed of Miss Violet G. Alexander, Miss Cora Vail, and Mrs. Lucy Alexander Halliburton, visited the burying-ground in March, 1914, Miss Vail was able to point out its location and, also, that of several other important graves. Other persons known to have been buried here were: Thomas Spratt, a man of large influence and means, at whose home the *first court* was held in Mecklenburg County; Mary Spratt, Mary Barnett; and members of the families of Osbourne, Johnston, Barnett, Spratt—spelled *Sprot* on the tombstones; Polk, relatives of Mecklenburg’s only President, James Knox Polk; Bingham, McKnight, Jack and others, whose names and graves have been lost, lie buried in this forgotten place.

A great wave of sadness sweeps over the soul of one as he stands in this little graveyard, situated on a lovely wooded

knoll and lets fancy fly back to those first days in Mecklenburg's splendid history, when the brave men and braver women and tender little children, whose dust hallow this sacred spot, lived and moved and had their being in the very beginning of our glorious history and "acted well their part" in its making.

It may not be inappropriate to recall to mind those beautiful and significant words from the pen of the loved English poet Gray:

"Beneath those rugged elms, that yew tree's shade,
Where heaves the turf in many a mouldering heap,
Each in his narrow cell forever laid
The rude forefathers of the hamlet sleep.

Perhaps in this neglected spot is laid
Some heart once pregnant with celestial fire;
Hands that the rod of empire might have swayed,
Or waked to ecstasy the living lyre.

Yet e'en these bones from insult to protect,
Some frail memorial still erected nigh
With uncouth rhymes and shapeless sculpture decked,
Implores the passing tribute of a sigh."

May the citizens of the Queen City, moved by gratitude and patriotism, see to it that this colonial graveyard, hallowed by the sacred dust of the first settlers of Mecklenburg County, is properly and appropriately marked.

Charlotte, N. C.

Historic Homes, Part VI: Ingleside, Home of Colonel John Ingles

BY MARY HILLIARD HINTON.

A certain eminent Colonial Dame who, like the immortal Scott, keeps a note-book and jots down every bit of antiquarian knowledge encountered, particularly that imparted by our oldest inhabitants, has performed a good service for her own State of Maryland in particular and her country in general in preserving in permanent form many vanishing facts of American history and set an example that all who are historically inclined might well afford to emulate. One never knows when the engrossing story of an apparently commonplace habitation that is hastening to its ruin may be unearthed, some ghostly legend retold after half a century's silence, an unmarked grave located, or some hidden treasure brought to the world's attention.

During the frequent drives to Raleigh, North Carolina, over the Tarboro Road, my interest in the quaint house that crowned the summit of one of Wake County's highest hills, that rose gradually from the picturesque bend of Crabtree Creek, has been keen ever since memory and imagination have asserted themselves. Nothing bearing on the past could be ascertained—the names of the place and the earlier owners were alike shrouded in mystery. So imagination played an active part and around the antique abode fancy wove numberless marvelous stories; one that is still remembered was a startling ghost tale. Of course there must be a ghost around, for does not every very old and striking house claim such an appendage, doubtless in imitation of ancestral homes in older lands? Time passed and not until the summer of 1915 did facts about the plantation come to light.

It was known that this tract of land had formerly been the property of Governor Charles Manly and his name is still



INGLESIDE.

recalled through the nomenclature of that locality. "Manly's Spring" furnishes water to some of the inhabitants of Raleigh who are suspicious of the purity of Walnut Creek (the source from which the city receives its water supply) and "Manly's Branch" has impressed every individual living two miles east of the capital by the unmannerly way it had of intercepting traffic after heavy rainfalls. "Manly's Hill," with its red mud, that on winter days came to the very hub of the wheel, was the dread of travelers over the Tarboro Road, for its steepness was a tax on any animal's strength. The better road system has eliminated both of these stumbling blocks to the wayfarer; one can no longer assuage the thirst of the passing steed, as a bridge closes the stream to him, while the other has disappeared at the edge of the shovel. Who were the original owners? Who are they that sleep in those graves long since disturbed by the plow and can no longer be located save by perhaps one person only? Are they the earlier landlords? These questions received only silence as answers.

During the summer of 1915 the early history of the summer home of Governor Charles Manly was revealed. In the spring of that year Mr. W. Plummer Batchelor, of Raleigh, feeling the call of the country to the extent that he wished to give up the delights of a residence in town for a home amid the charms Nature offers, after an inspection of all the farms in the market around the capital, at last showed excellent taste by deciding upon one of the finest, if not the finest, site obtainable in Wake County—the Manly home—which he purchased, with the surrounding two hundred and sixty acres. As one travels east, after passing "Norwardin," the artistic home of Mr. James Moore, what a fair landscape picture greets the eye! Standing in clear relief, facing the setting sun, amid the grove of locust trees (that shade tree which was so popular with the colonists and is fast passing), bathed in the golden sunshine, stands the new home, nearing completion, which appears all the more radiant when viewed from the deep shadows of the thoroughfare, the dark green foliage on

each side forming a soft frame for the faraway vista. An attractive view indeed, an ideal location which commands an extensive view of the surrounding countryside.

Upon investigation among musty, time-dimmed records for the "clear title" that must accompany each conveyance of landed estate, Mr. Batchelor learned that one Colonel John Ingles took possession of the estate in 1800. At that time there were three hundred acres in the tract. Here, on the highest eminence on the plantation, by the road that has for generations been one of the State's main highways, Colonel Ingles built his home to which he gave the name of "Ingleside." It faced the road; the style of architecture was similar to that followed in building other residences of that period in the county, like "The Oaks," "Beaver Dam" and others. The house was well built, with handwrought nails, heart timber and hewn oaken beams, that were in such an excellent state of preservation that Mr. Batchelor renounced the resolution to cast these away in destroying the old in order to erect the new house, and resolved to utilize the same stalwart scantling and beams for the frame work of the latter. There were three rooms downstairs and four upstairs, with a back and a front porch, both of which were quite small. Like all homes of that time the front entrance was through the parlor. Back of this, the largest room of the house, was a small hall from which an enclosed staircase ran to the half story above. The outside brick chimneys were of generous proportions and the roof was so steep that it shed water with such rapidity that a leak was an impossibility. The low-pitched roofs of today explain why so many coverings are unsatisfactory. With a due reverence for things antique, Mr. Batchelor retains the euphonious name of "Ingleside," although a clever friend insisted on substituting one that was in every way appropriate. The condition of the structure generally caused it to be torn down. A member of the Society of the Cincinnati, on hearing of the demolition, remarked that it should never have been done, that it should have been restored. Our forefathers built well,

but the twentieth century excels in conveniences that frequently compel the neutralization of sentiment for the antique. The erection of handsome homes in the county indicates a revival of ante-bellum tastes, and it is hoped more may feel the call of the country.

Colonel John Ingles was born in 1739 and was a citizen of Edgecombe County. Like other inhabitants of that section he must have been attracted by the salubriousness of the climate of Wake. During the early part of the nineteenth century many persons from Edgecombe spent the summer months in Raleigh to avoid the malaria of the lower counties. Colonel Ingles had served through the Revolution in the Continental Line, Second Regiment. He first entered as First Lieutenant on May 3, 1776. On October 24, 1777, he was promoted to the rank of Captain. The following year he was taken prisoner and carried to Charleston, May 1st. Thirteen months later—in June, 1781—he was exchanged. From that time to the close of the conflict he was in active service. He became Brevet Major September 30, 1783. The commissioned officers of his Regiment were John Patten, Colonel; Henry ("Hal") Dixon, Lieutenant-Colonel; Reading Blount, Major; Captains: Robert Raiford, Clement Hall, Benjamin Coleman, Robert Fenner, John Ingles, Thomas Armstrong, John Craddock, Benjamin Carter, Charles Stewart. It has not been discovered how John Ingles won the title of Colonel. At the time of the first census, in 1790, his household numbered five, which included himself as "head of family" and four "free white females" who were Mrs. Ingles, his wife, and three nieces and wards. At that date he owned the small number of nine slaves. For twenty-one years Colonel Ingles' family dwelt at "Ingleside." He came to a country that was divided into immense estates, some containing several thousand acres each. Wake had been a county only thirty years; there was but one town within its boundaries, which eight years before had been selected for the site for the state capital of North Carolina. He died in 1816, and was buried in the

graveyard by the orchard in front, or north, of "Ingleside." Here, by his side, five years later, Mrs. Ingles was laid at rest. His will, bearing the date, February 27, 1816, was probated on September 8th in the same year. Therein he bequeathes property to his wife, Courtney, and leaves legacies to nieces, daughters of Dennis O'Bryan. Annie O'Bryan became the second wife of Dr. Thomas Falconer. He left no children, so with him the name became extinct in Wake.

As late as the seventies, the burying-ground was still surrounded by a Maryland rock wall. In time this was removed to furnish the foundation for a gin-house that stood near Manly's Branch, and the graves were desecrated by the plow. No trace remains to locate them in the cultivated field. The fate of the gin-house was pronounced by some to have been a judgment for vandalism. It was demolished by a terrific storm that swept over the land afterwards. To locate and mark the grave of this Revolutionary Patriot of the Continental Line is a work that could worthily engage the attention of the Daughters of the Revolution. May they soon honor the memory of one who faithfully served our country.

"Ingleside" became in 1821 the property of the Honorable Charles Manly. The first fifty acres were presented to him by his father-in-law, Mr. William Henry Haywood, Sr., in order to secure for him the privilege of the ballot under the property qualification clause. This law, which then required the possession of at least fifty acres of land to become a voter, is of especial interest today to those advocating restricted, and opposing extended, suffrage. Governor Manly was elected in 1848, inaugurated January 1, 1849, retired from office January 1, 1851. He was the last governor elected under the qualification clause, which was deranged by the Democrats. His brother-in-law, Edward B. Dudley, was the first governor of the State elected by the people. It was during 1848, when he was engrossed with the campaign, having been nominated by the Whigs for the office of governor, that Governor Manly's family stayed at "Ingleside." This was the only season that

they spent there, though it is called his summer home. It was the plantation from which the bounteous supplies were brought to maintain the lavish hospitality that was dispensed at his town residence and later at the Governor's Palace. Here the hundred and fifty slaves were comfortably housed in the quarters nearby the "Great House." Beautiful sheep—Southdowns—grazed in the meadows; the pastures were filled with fine blooded horses that were the pride of the Governor's heart, for he loved a thoroughbred and raised some fine specimens at "Ingleside" that became noted. The wool of the Southdowns was cleaned and carded and dyed there, then sent to the mills of Chatham to be woven into cloth for the negroes. Their cotton clothes were woven on the plantation from cotton produced on the place. Chickens and turkeys in abundance were raised to fill the demand at the town residence. The old South lived extravagantly, but the plantations met the requirements of a bountiful hospitality.

There was quite an amusing incident related about Governor Manly's fondness for the turf. He had recently been confirmed at Christ Church, Raleigh, and felt that presence at the race-track, with its consequent gain and loss of money on the winners and losers, was not consistent with Church membership, when some exciting races were scheduled to come off at the old Fair Grounds, then on Hargett Street, south of the Soldiers' Home. He could not, however, forego the pleasure of beholding the spectacle at a distance, so climbing to the top of a poplar by the spring in what was called "the white field," he prepared to enjoy the races. His plans were frustrated by a fall from his lofty seat that came near resulting in serious injuries. Taken as a warning, he renounced racing henceforth.

The spring by the roadside, alluded to above, known yet as "Manly's Spring," was the scene of the ghostly vision. There Governor Manly sat one dreamy autumn day gazing upon the fair landscape, thinking doubtless of some improvement his beloved North Carolina greatly needed, of a way by which it

could be brought about, or of the possibilities of his State, his county or estate. The warmth, the radiance of the sun, the sleep-inviting atmosphere were conducive to the building of air castles, the entrée of fairies and all the glorious train of the realm of fancy. The hour was auspicious, and seizing the opportunity, a radiant vision, with gentle tread, appeared before him; the gracefully draped figure of the inhabitant of the spirit land, pausing but a few moments, vanished, leaving him dazed and motionless. A member of the family in recounting this incident added that of course the Governor must have fallen asleep and dreamed of the vision, and that a partridge or rabbit scudding through the thicket at hand made the noise that wakened him. Anyhow there is another version of the haunted visitor. Darkies aver that on dark nights an object mounted hurries over the road past the spring, "Ingleside," over branch and hill, disappearing in the denser gloom beyond. So, after all, the old place did possess a ghost.

To "Ingleside" retired John H. Manly, son of Governor and Charity (Haywood) Manly, to study law, being confident that the quiet of the retreat was inviting for the gain of knowledge. His popularity, that evidenced itself by a constant flow of company, made a failure of the venture. Here Major Basil C. Manly, a younger son of Governor Manly, lived both prior to and after his marriage to Miss Lucy Bryan. He was Captain of Manly's Battery and Major of Artillery in the Confederate Army. After the surrender he was Mayor of Raleigh. A true cavalier of the old régime, a brave soldier and genial Southern gentleman, Major Manly, like his distinguished father, was loved by all who knew him.

In April, 1865, Sherman's Army invaded "Ingleside," but did not demolish the buildings or apply the torch as they had done a few miles away. In 1870, after the death of Governor Manly, the plantation was sold for division and has since passed into a number of hands. At that time the tract contained one thousand and sixty acres.

A Federal officer with Sherman's army when "Ingleside" was ransacked, buried there twenty thousand dollars in silver and gold coin he had appropriated. He made a map of the spot, thinking he would return after peace was restored, but ill-health prevented, and nearly thirty years after he sent a friend to unearth the buried treasure. The place had changed and the fortune was never located. After several weeks of hard work, digging daily, he relinquished the search. That sum, as far as is known, has never been found but still remains hidden where the soldier placed it in 1865.

So after the passage of many years, "Ingleside" is again to become the abode of life as well as "a thing of beauty" when Mr. Bachelor's plans have materialized. It will be one of the attractions of the county, and those who know the cordial owner, his charming Kentucky wife and interesting young family look forward to the hospitality that will be dispensed there.

In preparing this article the writer is indebted to Mrs. John G. B. Grimes (who was Miss Helen Manly), Mr. W. P. Batchelor and Mr. Marshall DeLancey Haywood for information furnished. References used were: Colonial Records, Heitman's, Newspapers of that time, Will of Colonel Ingles.

Historical Book Reviews

CHRONICLES OF THE CAPE FEAR RIVER.

BY NINA HOLLAND COVINGTON.

“From early youth I have loved the Cape Fear, the ships and the sailors which it bears upon its bosom. As a boy I delighted to wander along the wharves where the sailing ships were moored with their graceful spars and rigging in relief against the sky line, with men aloft, whose uncouth cries and unknown tongues inspired me with a longing for the sea, which I afterwards followed, and for the far-away countries whence they had come.”

So says Mr. James Sprunt in his foreword to the interesting and valuable volume, “Chronicles of the Cape Fear River,” which is one of the recent additions to the books dealing with the history of certain sections of North Carolina, other volumes of like character being Miss Albertson’s “In Ancient Albemarle” and “The History of Western North Carolina” by Mr. John P. Arthur.

It is eminently fitting that Mr. Sprunt should have undertaken to collect in book form the many historical and romantic incidents in which Wilmington and the surrounding Cape Fear region are so rich. For Mr. Sprunt, with, as he says, a deep love for this section in which he has lived for a number of years, having watched closely the growth and development of this portion of the State, and having also played a prominent part in the business life of “the city by the sea,” is well qualified to compile such a book as this, and to make it both attractive and valuable.

He has collected in the volume legends, descriptions, historical articles and anecdotes of the Cape Fear section.

First, there is given a full account of the exploration and settlement of the region, and included in this part of the book is an interesting discussion of the Indians of the Cape Fear and of the Indian mounds of the section. Then

comes a review of the historical facts in connection with the colonial life of the Cape Fear and of the very active part taken by the people in the American Revolution. There is given also a list of the colonial members of the General Assembly and a description of the battles taking place near Wilmington. There is an excellent account of the settling of the Highlanders in North Carolina and a valuable selection, "Plantations on the Northeast River," by Dr. John Hampden Hill.

In the description of the building of the Wilmington and Weldon Railroad there are some delightfully quaint and amusing statements, such as "Timid apprehensions of danger were allayed by the official assurance upon the time-table, that under no circumstances will the cars be run after dark."

Under the section of "Notable Incidents," there are described the visits of Washington, Monroe, Polk, Fillmore, Taft and other celebrities. Old letters, diaries and newspaper clippings are quoted from to give contemporary descriptions of the visits of these famous persons, and particularly of the social functions which the hospitable and aristocratic Wilmingtonians gave in their honor.

Wilmington's famous duel is told in all its exciting detail, and decidedly one of the most attractive sections of the volume is "Old School Days in Wilmington," which is a description of one of the select schools for boys which used to be so numerous in the South. One paragraph is exceptionally interesting, for it gives the names of the boys who attended, and who as men were, and are, well known in the literary, commercial, and legal life of the State.

"Wednesday was given up to lessons and exhibitions in declamation. Bob McRee in 'Robert Emmet's Defense,' and Eugene Martin in 'The Sailor Boy's Dream' headed the list and melted us to tears. Clarence Martin, Junius Davis, Gilbert and Fred Kidder, Alexander and John London, Cecil Fleming, Duncan and Richard Moore, Platt D. Walker, John D. Barry, John Van Bokkelen, Willie Gus Wright, Levin

Lane, Griffith McRee, John Rankin, Tom Meares, Sam Peterson, Sonny West, Eddie and Tom DeRosset, Stephen and Willie Jewett, Willie Meares, Willie Lord, and others not now recalled, gave promise of undying fame in their fervid renditions of 'Sennacherib,' 'Marco Bozzaris,' Patrick Henry's 'Liberty or Death,' Mark Anthony's Oration over Cæsar's Dead Body, 'Kosciusko,' 'The Burial of Sir John Moore,' 'Hamlet's Soliloquy,' and 'Hohen Linden,' and John Walker and big Tom Wright divided honors on the immortal 'Casabianca.' Henry Latimer and the writer were tied on the same speech, and when the judge, Colonel Hall, decided in the former's favor, the unsuccessful contestant withdrew permanently from the arena."

In the section, "War Between the States," the troubles of the distressed seaport town, which played an important part in this struggle also, are clearly and pathetically told, with a touch of humor here and there to break the grimness of the narrative.

"Cape Fear Pilots" gives an account of the pilots who were among the very bravest men in the War Between the States, and of the exciting incidents in their life histories.

"Blockade Running" (with all its dangers and thrilling adventures) is the subject of another interesting chapter, while the volume closes with a well told account of the restoration of peace, the development and growth of Wilmington and of the section of the Cape Fear, showing the rapid strides made by this important port during the years following the Civil War.

Dr. Henderson, in his review in the July BOOKLET of Miss Albertson's "In Ancient Albemarle," voices the feelings of all true North Carolinians when he says in regard to the three books mentioned above: "These works, recently brought to my attention, have given me great cheer and caused me to rejoice in the historical activity in our midst." Surely literary activity in North Carolina seems to be on the increase, and headed by such a writer as Dr. Henderson himself, and

many others who are gaining fame in the State, and also outside of the State, we can all feel encouraged, and can begin to indignantly challenge the statement of the bard J. Gordon Coogler—a statement quoted sadly sometimes in the past, I believe by Dr. Henderson himself, that “The South never was much given to literature”—and proudly point to our recent productions and the promise of other works which are now in preparation, and which will soon also be given to an expectant reading public.

Genealogical Department

In this Department will appear hereafter the genealogies of North Carolina families. Letters bearing on this line of research are received constantly by THE BOOKLET, therefore space will be devoted to this subject with the hope that many may be benefited thereby.

Lewis, of Granville County, North Carolina :

Arms—Argent, a dragon's head and neck, erased vert, holding in the mouth a bloody hand, ppr.

Crest—A dragon's head and neck, erased vert, holding in the mouth a bloody hand.

Motto—Omne solum forti patria est.

Howell Lewis was born in Goochland County, Virginia, and removed to Granville County some years prior to the Revolution.* He was the youngest child of Colonel Charles Lewis of "The Byrd Plantation," Goochland, and Mary Howell, his wife. He married Isabella, daughter of Colonel Henry Willis (the Founder of Fredericksburg,) Virginia, and his second wife, Mildred Washington. Their home near Oxford, North Carolina, is still standing. This "became the center of one of the most cultured and patrician circles of the State" (Watson). His will was probated at the February, 1814, term of the Granville Court. In it he mentions his children as follows (his wife died several years before) :

1, Charles Lewis ; 2, Willis Lewis ; 3, Mildred Lewis, who married John Cobbs (changed later to Cobb). They moved to Georgia (Their children were: Howell Cobb, Secretary of the Treasury under Buchanan ; Mary Willis Cobb ; Mildred Cobb ; Susannah Cobb ; John Addison Cobb) ; 4, Isabella Lewis, who married a Jeffries ; 5, Anne Lewis, who married a Morton ; 6, Frances Lewis, who married Samuel Bugg and left, among other descendants, Mrs. Charles F. Farnsworth

*About 1756.

and Miss Frances Church, of Memphis, Tennessee, and Mrs. Richard Cheatham Plater, of Nashville, Tennessee; 7, Jane Lewis, who married David Hinton; 8, Mary Lewis, who married a Kennon. Howell Lewis, who married Betsy Coleman, of Goochland County, Virginia, is not mentioned in his father's will.

The Lewis family came originally from Wales to Virginia and by marriage came into possession of "Warner Hall," in Gloucester County, the famous seat of the Warners. The children of James Lewis, who married a Miss Taylor, also settled in Granville. Their line will appear in a later issue.

The Coat-of-Arms borne by the Willis family of Fredericksburg is:

Argent, three griffins passant sable; a bordure engrailed gules and besantee.

Crest—A griffin segreant holding a spear piercing a boar's head, sable.

Motto—Defende rectum.

Genealogical and Biographical Memoranda

COMPILED AND EDITED BY MRS. E. E. MOFFITT.

PETER MITCHEL WILSON.

Mr. Wilson's article in this number of "THE NORTH CAROLINA BOOKLET," entitled "George Edmund Badger, Secretary of the United States Navy," throws more light on a subject which will be read with interest by all our readers and to render it more interesting is to know something more of our native North Carolinian who has, years ago, removed to Washington City. He is now in the service of the United States Senate, where he has been since 1893, and is now its Chief Clerk.

Mr. Wilson was born at Warrenton, N. C., in 1848. He was the eldest son of Thomas Epps Wilson of Virginia, and Janet Mitchel, his wife, who was the great-granddaughter of Colonel William Person of Bute County, and a great-great niece of General Thomas Person, who was appointed, for his patriotic services, one of the first brigadier generals by the State Congress, and was complimented afterwards by having a county named for him. His liberality towards the University, in bestowing a munificent donation, caused a hall to be erected at Chapel Hill, which still bears his name.

Mr. Wilson received his early education in the Warrenton Male Academy and the Bingham School until they were closed by the instructors becoming captains in the Confederate Army; he was two years at the University of North Carolina just before its suspension; he took the degree of M. A. at the University of Edinburgh. He was Reading Clerk of the State Senate in 1876-'77; was city editor of the Raleigh Observer under E. J. Hale, William L. Saunders and Capt. Sam'l A. Ashe, filling all these positions satisfactorily. For a time he was Secretary to the State Board of Agriculture, and

under it represented the State at the Atlanta, Boston, New Orleans and Chicago Expositions. Through his efficiency, stalwart honor, exactness and affability, Mr. Wilson's services were continually in demand. After his appointment as Assistant Clerk of the Disbursing Office of the United States Senate he found the work suited to his taste, therefore, he settled at Washington.

Mr. Wilson married Miss Ellen Williams Hale, eldest daughter of the late Peter M. and Mary Badger Hale, and they have one daughter, Mary Badger Wilson.

Mr. Wilson's advantages for education were unusually good; with parents ambitious for the best the State afforded, Warrenton Male Academy, Bingham's, the University, and Edinburgh, he improved his opportunities and the positions he has held attest his success. The schools which he had the privilege of attending were among the oldest in the State. Warrenton Male Academy dates from 1786, when an Act was passed by the Legislature for erecting an Academy for the education of youth; Bingham's School began as early as 1800, and continues to this day, and the University was provided for in the Constitution of 1776, and chartered in 1789. The growth of all these institutions has been steady and sure, excepting a shortage of students during the period of the War Between the States. Mr. Wilson is an ardent advocate of these North Carolina institutions, and uses his influence for their continued success.

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