



CARTERET COUNTY HISTORICAL GAZETTEER

*Guide to the history of important
sites and events that have shaped
Carteret County, North Carolina*

Compiled
by
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Introduction to Carteret County

Geography has created two separate demographic areas within Carteret County:

Eastern Carteret County is the peninsula formed between Core Sound on the south and the Neuse River on the north, lying east of the Newport River. It is the home of Beaufort, the county's governmental and historical center. Further east, this area is sub-divided by numerous creeks, bays, and wetlands. It includes the communities of Merrimon and South River on the south shore of the Neuse River and over a dozen communities on the north shore of Back and Core Sounds, strung out along U.S. 70 and N.C. 12. east of North River.

Western Carteret County consists of another peninsula, north of Bogue Sound, between the Newport River in the east and the White Oak River in the west, south of the Neuse River and the Craven County boundary. This area was home to substantial agricultural operations for many years and, with the coming of the railroad, became the site of Morehead City. This part of the county is the home of the Croatan National Forest and includes the communities of Cape Carteret, Bogue, and Cedar Point; a broad semi-rural area centered on the town of Newport; and the communities of Harlowe, Peletier, and Stella to the north.

According to the U.S. Census Bureau, in 2010 the county encompassed 1,341 square miles, of which 506 square miles were dry land. By road, the county stretches over 70 miles from Cedar Point in the southwest to Cedar Island in the northeast...a two hour road trip...and then onward another 10 or so miles to Portsmouth at Ocracoke Inlet, reachable only by boat (and a very shallow draft one at that).

In 1622, John Pory led an expedition from Jamestown to explore the Chowan River region and beginning in the 1650s, settlers from the Virginia began to migrate south along the Chowan into the western edge of the Albemarle Sound. Around 1655, the first permanent English settlements in the future North Carolina were founded on Albemarle Sound.

In 1663, Charles II granted land south of Virginia for a new colony that he named Carolina after himself and his father, since the name Charles is "Carolus" in Latin, which included all of today's North and South Carolina and part of Georgia, to eight Lords Proprietors. Among these Proprietors was Sir George Carteret.

Vice Admiral Sir George Carteret, 1st Baronet Carteret of St. Ouen (c1610 – 1680) was a royalist statesman from the Isle of Jersey in the Channel Islands. He served as Treasurer of the British Navy and was one of the original Lords Proprietor of the former colonies of Carolina and New Jersey, appointed in the 1640s. Carteret, a town in New Jersey as well as Carteret County in North Carolina, were named after him.

Carteret was the son of Elias de Carteret and Elizabeth Dumaresq. George dropped the "de" from his surname when he entered the English navy, concerned that his name sounded "too French." He served as an officer in various naval ships in the 1630s and commanded the *Mary Rose* before becoming Comptroller of the Navy in 1641.

When the English Civil War started, he retired from the navy and withdrew with his family to Jersey, but subsequently returned to aid the projects of the royalists. After the royalists lost the war, he provided asylum to the Prince of Wales and other refugees, including Charles II, and defended Jersey against the Parliamentarians.

At the restoration of Charles II as king in 1660, George Carteret, having shared Charles's banishment, joined the restored monarch on his triumphant entry into London. Carteret's fidelity to the royal cause gave him great influence at court and Carteret was sworn into the Privy Council, appointed Vice-Chamberlain of the Household, and given the office of Treasurer of the Navy.

Carteret had taken great interest in the colonization of America. In recognition of all the help given to him during his exile in Jersey and, later, in France in the 1640s, Charles II gave Carteret a large grant of land in North America previously named New Netherlands, which he promptly renamed New Jersey.

In 1669, the Proprietors decided to divide Albemarle into four "sections" named Carteret, Berkley, Shaftesbury and Albemarle, after themselves.

In 1673, Carteret was appointed one of the Lords of the Admiralty and continued in the public service until his death on 14 January 1680. His son, also named George Carteret (1669–1695), inherited the proprietorship and became 1st Baron Carteret in 1681. He married Grace Granville, and their son John (1690–1763) became the 2nd Baron Carteret, inheriting the proprietorship upon his father's death. He was elevated as Earl of Granville in 1744 and the Carteret family name became derelict.

By 1680, the Albemarle Section of the colony, the area around the Albemarle Sound and along the Chowan River, was the only area settled by white men, but these settlers were looking for more land, better land, and cheaper land. Since these new settlers were looking for land on navigable rivers that could be used for transport, rather than moving westward, they continued to move slowly southward along the sounds and rivers.

Harkers Island was first titled to Farnifold Green in 1707, along with other lands on Core Sound. About 1707, French Huguenots (protestants) from the Richmond area in Virginia moved into the Neuse River basin, including the area around what is now Carteret County. In 1708, John Nelson received a deed to 260 acres in the "Core Sound" area, north of the North River. And, by 1710, the Core Sound area (the future Carteret County) had become a small colony. Additional land grants at Cedar Point, Shackelford Banks, and Down East were made in 1713. And, beginning in 1721, Quakers from Rhode Island came in family units and settled on the north side of the Newport River.

In 1696, Bath County was separated from Albemarle County and the area encompassing the future Carteret County was placed in the Archdale Precinct of Bath County. Bath County at that time extended from the Albemarle Sound down to the undivided limits of the province. In 1712, "Archdale Precinct" was renamed "Craven Precinct." Carteret "Precinct" was then created in 1722 from part of Craven "Precinct" and both remained as divisions of Bath County until 1739 when Bath County was dissolved and all "Precincts" became "Counties."

On 26 Jan 1771, Carteret was assigned all the Outer Banks south of Currituck County, but, on 6 Jan 1845, the boundary was reestablished at Ocracoke Inlet, where it remains today. When Onslow County was established in 1734, the White Oak River became its boundary line with Carteret County. The county lost small areas in the west to Jones County when it was formed on 10 Nov 1779 and again when the Jones County boundary was adjusted on 6 Dec 1788. On 3 Mar 1875, Carteret County was authorized to gain the area east and north of Adams Creek from Craven County, dependent upon local referendum. But, apparently that referendum failed and it wasn't until 12 Mar 1883 the boundary between Craven and Carteret counties was adjusted to give Carteret County more of the south shore of the Neuse River. The boundary with Craven County was slightly adjusted again on 18 Feb 1885.

Carteret County Historical Sites and Events

Site/Event	Description
Adams Creek (34.96185, -76.68357)	Adams Creek rises in central Carteret County and flows north into Craven County and the Neuse River. For a part of its course, Adams Creek forms the boundary between Carteret and Craven Counties. A canal, completed in 1910, connects the headwaters of Adams Creek to the headwaters of Core Creek, forming part of the Intracoastal Waterway through the county.
Atlantic (34.88581, -76.33455)	<p>The town of Atlantic, originally called Hunting Quarters, was settled in the 1740s. The first post office opened there in 1880 and the name was changed to Atlantic at that time. The town was incorporated in 1905, but, by 1920, no longer functioned as a municipality. In 2010, Atlantic had a population of 543.</p> <p>Marine Corps Outer Landing Field (MCOFLF) Atlantic serves as a satellite airfield for MCAS Cherry Point. The Navy acquired 1,470 acres of land in early 1942 and construction commenced later that year. This landing field remains in operation today.</p>
Atlantic Beach (Bogue Banks, 34.69817, -76.76639 to 34.69628, -76.69681)	<p>In 1887, two Morehead City businessmen built a bathing pavilion on Bogue Banks, near the location of present day Club Colony, to compete with an existing pavilion owned by Morehead City's Atlantic Hotel. With nicer facilities than those provided by the hotel, this new bathing pavilion quickly became a commercial success.</p> <p>In 1898, the two developers split their holdings on Bogue Banks, one retaining the older bathing pavilion while the other built a new, much grander pavilion on the beach at today's Money Island Boulevard. This was the beginning of the development that became known as "Money Island Beach," which thrived over the years even as earlier pavilions declined in popularity.</p>

Site/Event	Description
	<p>Another bathing pavilion and ballroom was opened on the beach just east of present-day Henderson Boulevard in 1922. Named "Asbury Beach," the following year it was reserved exclusively for use by blacks.</p> <p>In 1926, a group of Morehead City and Beaufort investors formed two corporations, one to buy land and develop a new resort on Bogue Banks and the other to build a modern toll bridge across Bogue Sound, originating at 24th Street in Morehead City, to serve this new development. By the summer of 1928, both goals had been achieved and the new "Atlantic Beach" opened for business.</p> <p>This new resort development was located in an area that became known as the "Circle" (even though it is actually a triangle). Initially it contained two bathhouses, one each for men and women, separated by a large ballroom style dance hall called "The Pavilion." There were several accessory buildings constructed nearby, including a small office building for the developers. This new development was accessible by automobile, while the others were not as no roads yet ran east-west along Bogue Banks to carry motor traffic from the new Atlantic Beach bridge to the Money Island, Asbury, or other developments. Thus, Atlantic Beach prospered while the older, less accessible developments, declined.</p> <p>Unfortunately, fire broke out on 20 July 1929, destroying all of the new Atlantic Beach development except for the office building, which was later moved to an oceanfront lot to serve as a residence. This disaster was followed by the Great Depression in October of that same year and the owners of the Atlantic Beach property defaulted on their loans. Property ownership reverted to the loan holder, Manufacturers Bank and Trust Co. of New York.</p> <p>The bank sent staff to Atlantic Beach to review the property for a possible reconstruction and further development. Upon receiving a favorable staff report, the bank formed a new corporation, the Atlantic Beach and Bridge Company, to rebuild the resort and to operate the bridge.</p> <p>Two new bathhouses, a dance hall named "The Casino," and several drink stands were built in 1930 and the beach reopened for business. The following year construction was begun on the Atlantic Beach Hotel on the site of the present-day Crab's Claw Restaurant and adjacent beach access point parking lot. The tract of land surrounding The Circle was platted with lots and streets were extended to the east and west; lots were sold and, in 1932, the first cottage in Atlantic Beach was built.</p> <p>By 1934, there was sufficient development of Atlantic Beach that the 1928 toll drawbridge was purchased by the State of North Carolina and the toll was eliminated. Atlantic Beach was incorporated in 1937.</p> <p>In 1953, a swing-bridge replaced the old bridge and, in 1987, the current four-lane high-rise bridge replaced the swing-bridge.</p> <p>Atlantic Beach continued to grow and prosper after WWII and is today a prime beach vacation destination.</p>

Site/Event	Description
<p>Atlantic Hotel (Beaufort, 1859-1879, 34.71558, -76.66353)</p>	<p>Completion of the railroad into Carteret County in 1858 brought commerce to Carteret County, and it also brought tourists.</p> <p>Entrepreneur Josiah Pender, born into a wealthy family in Edgecombe County, recognized what the railroad could mean for tourism to the coast and in 1859, he built the 100 room Atlantic Hotel on the Beaufort waterfront. The hotel was three stories high, with wide porches on each floor around three sides of the hotel. It was constructed on pilings out over the water on Front Street and <i>The Goldsboro Messenger</i> newspaper reported at the time that it was the largest coastal resort hotel in North Carolina.</p> <p>The hotel quickly became a popular summer vacation destination and its reputation attracted guests from all over North Carolina, as well as from surrounding states as far away as Maryland.</p> <p>Following the Civil War, heirs of Josiah Pender, who had died during the war, renovated Beaufort's Atlantic Hotel and it reopened in June 1866. The Pender heirs operated the hotel for a number of years under the name of Pender and Page, but later leased the hotel operation to a series of different innkeepers. In 1874, Robert D. Graham of Charlotte purchased the hotel and gave strict orders to the staff to admit "only guests of the highest quality." Excursion trains were arranged from Charlotte to Morehead City, where sailboats were provided for the last leg of the trip to Beaufort. Soon, other excursion trains from Baltimore, Richmond, Western North Carolina, and even Knoxville, Tennessee, came to deliver tourists to enjoy the delights of the coast. North Carolina's politicians and well-to-do families from upstate routinely vacationed at the Atlantic Hotel...it became common practice for the Governor and many legislators to spend 2-4 weeks each summer at the Atlantic Hotel.</p> <p>An advertisement in <i>The Journal</i> newspaper from the mid-1870s listed that rooms were "\$2.00 per diem" and that the hotel provided "bathing in ocean or surf, in the sound, or in bathing houses immediately contiguous to the hotel." Tourist attractions for the hotel included salt water bathing, sailing on the sound, dances, and visits to Shackleford Banks to meet the whalers living there and for the annual pony "pennings" (round-ups).</p> <p>In 1879, the hotel's summer season opened as usual. The building had been refurbished and every room freshly painted. North Carolina's Governor T. J. Jarvis and his wife were guests for the entire month of August. The North Carolina Press Association had a convention planned at the hotel for 20-23 August 1879 and the hotel prepared to serve 1000 guests at the Grand Dress Ball to honor the Press Association on 21 August.</p> <p>However, on 17 August 1879, the wind shifted and began to increase in speed...the signs of an imminent storm were obvious. But, despite warnings, Governor Jarvis and the other vacationers at the hotel refused to leave. Early on the morning of 18 August 1879, an alarm was sounded for everyone to evacuate the building as the storm struck and, within a relatively short time, most of the Beaufort waterfront, including the Atlantic Hotel, was demolished by storm surge estimated to exceed eight feet.</p> <p>After the storm, the Atlantic Hotel was not rebuilt and the resort center of Carteret County shifted from Beaufort to</p>

Site/Event	Description
<p>Atlantic Hotel (Morehead City, 1880-1933, 34.72049, -76.70740)</p>	<p>Morehead City.</p> <p>Following the loss of the “old” Atlantic Hotel in Beaufort, in 1880 the Morehead City Hotel Company, a subsidiary of the Atlantic and North Carolina Railroad, constructed a “new” Atlantic Hotel in Morehead City, near the railroad’s port terminus. This made hotel accommodations in the area more convenient for the former patrons of the old Atlantic Hotel in Beaufort, since no ferry ride was required. After the storm of 1879, patrons also considered Morehead City to be a safer location.</p> <p>The new hotel was located near the end of Shepard Point, just west of today’s port facility, between 3rd and 4th Streets, on Bogue Sound. With passenger trains arriving and departing at its front door and the sound and ocean at its rear, the Atlantic Hotel quickly became a premier resort hotel and vacation destination for upstate visitors</p> <p>The new hotel, constructed in the “exuberant Victorian” style of architecture, had 233 rooms arranged around a grand ballroom and main dining room that seated three hundred. It opened on 21 June 1880 and immediately assumed the role of the lost Atlantic Hotel in Beaufort as coastal North Carolina’s premier resort destination. It was built with modern conveniences such as gas lighting and running water. The building housed its own barber shop, telegraph office, store, bar, billiard room, and “ten pin” alley. The hotel had expansive porches along the front, while boardwalks at the back along Bogue Sound incorporated separate bathing houses for ladies and gentlemen.</p> <p>North Carolina’s governor, state politicians, and wealthy families from upstate immediately began to book summer vacations at the new hotel. It was expanded two or three times and records show that almost 3,000 guests registered for the 1884 season.</p> <p>Until WWI, the hotel remained the top summer vacation destination for upper class North Carolina families. But, the war turned the 1917 and 1918 seasons for the hotel into disasters. Then, in 1919 the influenza epidemic struck. It wasn’t until 1921 that the “old crowd” began to come back to the hotel for summer vacations.</p> <p>Despite the hard times of the Great Depression and increased hotel competition, work on the Atlantic Hotel began in late winter of 1933 to get it ready for the summer season. But, on 15 April 1933, a fire started in the hotel and the blaze quickly destroyed the structure. The Atlantic Hotel was not rebuilt and, later, a number of vacation cottages were built along the waterfront. Only the Front Street Camp Seagull/Seafarer Outpost remains from this era.</p>
Aquarium	see “Pine Knoll Shores”
Back Sound	Back Sound is the sheltered waterway north of Shackleford Banks between the Newport River and the Barden Inlet channel.
Banks/Barrier Islands	North Carolina’s barrier islands (often referred to by the poorly defined term “Outer Banks”) formed nearly 18,000 years ago when coastal areas submerged during the Holocene epoch. High sand ridges built up along the mainland beaches by wind and water action, during the last period of glaciations. As the sea level rose, the ridge system failed, causing low-lying areas behind to flood. As a result, lagoons and shallow sounds were formed, leaving the existing dune ridges as barrier islands.

Site/Event	Description
	<p>Openings in these islands, call “inlets,” are formed by the wave action and shifting sands. Most inlets are temporary, either migrating along the coast or closing altogether as near shore currents transport sand parallel to the coastline. Permanent inlets occur at or near where the mouths of significant rivers provide enough force to maintain stable water flow. All inlets, though, represent but a momentarily stable configuration within a dynamic system that continuously moves and changes, sometimes slowly over long periods of time, sometimes literally overnight.</p> <p>The Carteret County barrier islands are located 1-15 miles offshore, forming Bogue, Back, and Core Sounds between them and the mainland. In Carteret County, from south to north, these barrier islands include Bogue Banks, Shackleford Banks, and Core Banks.</p> <p>Bogue Banks, 25.4 miles long, extend eastward from Bogue Inlet near the mouth of the White Oak River to Beaufort Inlet at the mouth of the Newport River.</p> <p>Moseley’s 1733 map labels the barrier island east of Bogue Inlet as “Bogue Banks” and the shallow sound on its north side as “Bogue Sound.” In 1738, James Wimble’s “Chart of His Majesties Province of North Carolina” identifies “Boug Inlet,” but names Bogue Banks as “Stanford Island or Boug Bank.” On the 1775 Mouzon map, the island is labeled “Stanford Island.” The first official survey map of North Carolina was published in 1808 and identifies Bogue Inlet, but Bogue Banks is identified as “Borden’s Banks,” named for the wealthy Beaufort family that owned almost all of the island at the time. These same place names are used in the 1833 McRae-Brazier map that is the second official map of North Carolina. Evidently, it was not until the 1850s, when U.S. Coast Survey maps began to identify Bogue Banks as “Bogue Island” and later as “Bogue Banks,” that the Borden name was replaced with the island’s original name.</p> <p>“Bogue” is undoubtedly one of the oldest place names in the county. Bogue Banks is the only barrier island in Carteret County that has bridges to it and has been developed.</p> <p>Some geologists find that Bogue Banks is unique, being more permanent and contrasting sharply with the more common transgressive, storm overwash-dominated barrier islands. Only the central portion of the island, where it is narrowest, is subject to overwash and storm breaches, and then only relatively rarely (though Cheesemans Inlet existed from about 1750 until 1810 and Hurricane Hazel in 1954 opened two inlets in eastern Emerald Isle, one at 2nd Street and another between 19th and 23rd Streets).</p> <p>Shackleford Banks, about 9 miles long, is part of the Cape Lookout National Seashore and runs eastward from Beaufort Inlet to Barden Inlet. The first record in Carteret County relating to what later became known as “Shackleford Banks” was a 1713 deed from Henry Somerset, Duke of Beaufort and one of the Lords Proprietors, to John Porter for a “tract of land containing 7,000 acres; lying on the sand banks between Drum Inlet and Old Topsail Inlet,” encompassing today’s Shackleford Banks and South Core Banks, including Cape Lookout.</p> <p>Sometime between 1713-1723, John Porter (never having set foot on the island) sold his 7,000 acres of “sand</p>

Site/Event	Description
	<p>banks” to John Shackelford (the correct spelling of the surname was “Shackelford,” but the name was misspelled as “Shackleford” in the deed and that spelling has endured) and Enoch Ward (Shackelford's son-in-law). Then, in 1723, John Shackelford and Ward divided this tract of land; Enoch Ward was allocated one "moity" (half) being from Cape Lookout Bay to Drum Inlet" and John Shackelford one "moity" running from "Old Topsail Inlet to Cape Lookout Bay." Thus, Ward became owner of South Core Banks, while Shackelford owned the banks that would later bear his name, though it took some years for that name to come into common usage. On Moseley's 1733 map of North Carolina, Shackleford Banks was named “Cape Lookout Island.”</p> <p>Between 1723 and 1805, the land on both banks was passed on to various sons, while smaller tracts of 50 to 250 acres were sold to others. By 1825, there was a substantial population on Shackleford Banks and this population increased steadily until 1896-99 when a series of severe storms and hurricanes forced the residents off the island.</p> <p>Shackleford Banks is home to a small herd (around 120) of “Banker Ponies,” one of the only two herds of feral horses that remain along the North Carolina coast from colonial times. From the days of earliest settlement until 1958, many Down East landowners kept their livestock (cattle, hogs, sheep, and horses) on barrier islands, using them as “free range” pastures. As part of the effort to preserve at least some of the rapidly developing barrier islands in their natural condition, the North Carolina State Legislature passed a law in 1957 requiring that all livestock on the barrier islands be removed by 1 July 1958. An exception was made for the horses on Core and Shackleford Banks, all of which were collected onto Shackleford Banks. Over the centuries, Banker Ponies have adapted to their somewhat harsh environment. They do have Spanish blood in them, as do most wild horses in the U.S., since the Spanish introduced the horse to America in the 16th century.</p> <p>Core Banks, about 45 miles long, are also part of the Cape Lookout National Seashore. These banks are generally oriented northeast-southwest and stretch from Barden Inlet to Ocracoke Inlet. These islands, along with the adjacent sound, take their name from the Coree Indians who lived in this area prior to white settlement. The southern tip of South Core Banks is Cape Lookout and nearby are the Cape Lookout Light Station, Life-Saving Service Station, and Coast Guard Station. At the north end of North Core Banks lies the abandoned village of Portsmouth.</p> <p>Drum Inlet (at or near its current location) has historically divided Core Banks into North Core Banks (sometimes referred to as “Drum Island”) and South Core Banks (known to surf fishermen as “Davis Island”). An inlet at this location appears on maps as early as 1671 and it is named “Drum Inlet” on John Lawson’s map of 1709.</p> <p>Today’s Old Drum Inlet opened around 1899 just south of Mile 18 (as designated by the National Park Service). This inlet closed naturally in 1910, but was reopened by storm surge from the hurricane of 15 September 1933. Old Drum Inlet immediately began to shoal and reclose, but, in order to maintain this channel to the ocean for Down East fishermen, the inlet was periodically dredged from 1939 until 1952. Old Drum Inlet closed again in January 1971. New Drum Inlet was artificially opened that same year near Mile 22. Old Drum Inlet was reopened in 1999 by Hurricane Dennis.</p>

Site/Event	Description
	<p>In 2005, Hurricane Ophelia deposited sand in Old Drum Inlet, which closed shortly afterwards, and opened an inlet near mile 24, named Ophelia Inlet. The small “islet” created between Ophelia Inlet and New Drum Inlet migrated northwards, eventually closing New Drum Inlet. Hurricane Irene, which made landfall near Cape Lookout in September 2011, reopened both New and Old Drum Inlets and widened Ophelia Inlet to point it is now merging with New Drum Inlet.</p>
<p>Barden Inlet (34.62970, -76.54555)</p>	<p>Barden Inlet, which now separates South Core and Shackleford Banks, was formed by the hurricane of 15-16 September 1933. The inlet is named in honor of longtime New Bern Congressman Graham A. Barden, who help obtain government funding for dredging the inlet in 1938 to improve access for Down East fishermen to the ocean. Since then, the inlet has been dredged a number of times, the last time in 2010 when dredged sand was pumped onto South Core Banks beach to help protect the Cape Lookout Lighthouse Station.</p> <p>This is not the first time that an inlet has appeared at or near this location. Maps dated 1733, 1737, 1738, 1770, and 1775 show no inlet in the area, but maps dated 1808, 1833, and 1861 do show one. However, these inlets did not last and maps dated 1865, 1882, and 1896 indicate that the inlet had closed, and it remained closed until reopened by the hurricane in 1933. Thus, during most of the history of this area, there was no inlet, just a shallow tidal "drain" between Core Sound and Cape Lookout Bight that could be easily waded at low tide.</p>
<p>Bayview Cemetery</p>	<p>The oldest cemetery in Morehead City, Bayview Cemetery straddles North 20th Street between Fisher Street and Calico Creek.</p>
<p>Beaufort (34.72012, -76.66542)</p>	<p>Beaufort, which lies on the east side of the Newport River, is the third oldest town in North Carolina, dating from 1713. Beaufort has been the county seat since Carteret Precinct was established in 1722. Based on 2010 census data, Beaufort has a population of about 4,000 and is considered the historical and cultural center of the county.</p> <p>On 20 December 1707, Farnifold Green obtained a “patent” (land grant) for the south end of the peninsula formed by the Core (now Newport) and North Rivers, facing Topsail Inlet. One month later, on 21 January 1708, Peter Worden secured a patent for 640 acres on the west side of North River, part of which overlapped Green’s patent. By October of that year, Worden recognized Green’s ownership and, on 30 October 1708, he cleared Green’s title by giving him a deed for “...one certain Messuage or tenement of Land situate lying and being on the South side of North River, near to the Point of Land called Newport Town, with all its rights and privileges....” The wording of this deed indicates that at least some settlement at the site may have already occurred, lending credence to the town’s claim that it was “established” in 1709.</p> <p>Sometime between 1708 and 1713, Green sold his land to Robert Turner and, in March 1713, Turner laid out a town encompassing 100 acres. He obtained permission from the Lords Proprietors to rename the town from Newport Town to Beaufort in honor of Henry Somerset (1684-1714), Duke of Beaufort, who was then Palatine of Carolina, the highest ranking Lord Proprietor.</p> <p>It has been commonly reported that Beaufort is located on the site of an older, seasonal Coree Indian fishing village called “Cwarioc,” meaning “fish town.” But, according to historian Charles L. Paul, “Cwarioc” appears to be a</p>

Site/Event	Description
	<p>shortened version of the name Cwareuuock, one of the several names applied to the Coree Indian tribe that lived in the area. There is no documentation that "fish town" is a translation of "Cwarioc" or even that a Coree village existed on this site. Thus, references to "fish town" should be considered to be nothing more than folklore.</p> <p>Growth of the town was slow. In 1718, the pirate Blackbeard visited Beaufort and described it as "a poor little village." (We know that on 3 June 1718, pirates Edward Thatch and Steed Bonnet, with three small ships and their much larger flagship <i>Queen Anne's Revenge</i>, passed through Topsail Inlet into Beaufort Harbor. The <i>Revenge</i> ran hard aground on the edge of the channel and was abandoned after several failed attempts to free it. Recent research shows that Blackbeard went by the name Edward Thatch, not Edward "Teach" as many historians have recorded. Apparently, the name "Teach" was an often-repeated error made by the Boston <i>News-Letter</i>, the colonies' only newspaper at the time, in its reports of the pirate's exploits.)</p> <p>Although the town of Beaufort was laid out in 1713 with the permission of the Lords Proprietors, it was not officially incorporated by the Colonial government until ten years later. In the meantime, on 19 October 1720, Robert Turner sold the 780 acres that included the town lands to Richard Rustull (or "Russell") for 150 pounds sterling and then moved to the Pamlico River area. At least 39 lots were sold during this period, and in 1722, when Carteret Precinct was created, Beaufort was chosen to be the site of its courthouse.</p> <p>The act of the colonial Assembly of 23 November 1723 officially incorporated Beaufort into a town and set up certain guides for its development. First, the plan of the town was enlarged 100 acres to 200 acres, Lots already sold were to be reserved to their owners and places laid out for a church, a townhouse, and a market place were also to be reserved, The rest of the land was to be divided into half-acre lots and sold for 30 shillings each, with the provision that the buyer must build a house, not less than 15 by 20 feet, within two years. If this condition were not met, the title for the lot was to lapse and it was to be resold at the same price. Of the 30 shillings received for the first sale of the lots, 20 were to go to Richard Russell, owner of the town land, and the rest to purchase guns and to fortify the town, The money received for the resale of lots was to be used for the building of a church and for such other uses as the church wardens and the vestry should think fit.</p> <p>As years passed, lots in Beaufort were transferred back and forth from one owner to another, but there seems to have been little overall growth. In 1737, John Brickell, writing in his <i>Natural History of North-Carolina</i>, described Beaufort as a town with a pleasant prospect, but it was "small and thinly inhabited." Even as late as 1748, the list of "taxable" (free males over 16 and slaves over 10) for the whole county numbered only 320. Approximately one-tenth of these lived in Beaufort, which sets the number of taxables within the town at about 30-35.</p> <p>Beaufort's growth continued to remain very slow throughout the 18th century. North Carolina Governor George Burrington wrote in 1731 that Beaufort had acquired "little success & scarce any inhabitants." A French visitor in 1765 found Beaufort "a small village not above 12 houses." The "inhabitants seem miserable, they are very lasy [lazy] and indolent, they live mostly on fish and oisters [oysters], which they have in great plenty."</p>

Site/Event	Description
	<p>In Europe, there were two wars in the period of 1739-1748, the War of Jenkin's Ear (1739-1743) and the War of Austrian Succession (1744-1748). In colonial America, these two conflicts were considered to be merely one long war that was called King George's War. Because of hostilities in Europe, the French and Spanish encouraged privateers to raid, plunder, and generally harass English colonies from the French base in Nova Scotia, Canada and from the Spanish citadel at St. Augustine, Florida.</p> <p>In 1741, and again in 1744, Spanish privateers harassed the coast of North Carolina, especially off Ocracoke Inlet. Then, in 1747, they entered Topsail Inlet and threatened the town of Beaufort. Militia troops, hurriedly mustered under command of Major Enoch Ward, held off the Spanish until 26 August 1747 when the raiders captured the town. However, Colonel Thomas Lovick and Captain Charles Cogdell gathered sufficient local troops to force the Spanish from the town by early September.</p> <p>By the spring of 1773, the inhabitants of Beaufort petitioned the government of the colony to be allowed representation in the colonial Assembly. The petition also made it clear that Beaufort could claim such representation as a right since the town had 60 families, the number required for such representation by a law of 1715. Justified as it might have been, Beaufort's petition was not granted, due it seems, to the efforts of Royal Governor Josiah Martin.</p> <p>On 19 October 1781, after losing the Battle of Yorktown in Virginia, General Cornwallis, commander of the British forces in the South, surrendered his army to General Washington, effectively ending the "active" Revolutionary War. The peace, however, was far from secure as no treaty had yet been signed with England. General Washington implored people to remain alert and armed. As it turned out for Beaufort, the Washington's warning was prophetic.</p> <p>In late March 1782, four vessels of the British Navy left Charleston, South Carolina, for the North Carolina coast to take prizes and capture a quantity of goods believed to be in Beaufort. On 4 April, the British fleet entered Beaufort Harbor without identifying itself and seized all of the pilots and townspeople who went out to greet the ships. In the early morning hours of 5 April, a British landing party rowed ashore and captured Beaufort itself, driving off the handful of local militia. The British spent the next five days plundering the town, including burning a few houses, and skirmishing with local militiamen.</p> <p>On 10 April, the British returned to their ships, but remained in the harbor. During that time, their attempts to land on adjacent Bogue and Shackleford Banks for water were repulsed by the militia. Finally, after an exchange of prisoners, the British departed on the afternoon of 17 April.</p> <p>Beaufort was never a significant commercial port. Neither of the two short rivers on which it is located, the Newport and North, gave access to the interior of the state. The town had no rail link to the rest of the world until 1905 and its only overland route was via a crude county road to Havelock and New Bern that more or less followed the route of today's N.C. 101 (which explains why the 1890 town gates, located on U.S. 70 near its intersection with Mulberry Street, are located on the east side of the town). Morehead City was not connected to Beaufort by a road bridge until</p>

Site/Event	Description
	<p>1927. Thus, there were no major transportation systems in place to allow cargo to be shipped between inland locations and Beaufort until well into the 20th century.</p> <p>For Carteret County, the menhaden fishery, which grew steadily after 1880, was the major economic engine from about 1900 until at least the mid-1960s. In the 1940s and 1950s, the Beaufort waterfront was the epicenter of this fishery and home to as many as dozen “fish houses” and menhaden processing plants, with docks and wharfs along Taylor Creek that were jammed with menhaden fishing boats (locally called the “Pogey Fleet”), often docked 2 and 3 deep. But, after 1960, the severely overtaxed fishery simply collapsed and, by 1970, the menhaden fleet home docked in Beaufort was reduced by over 50% and had essentially disappeared before 2000.</p> <p>Beginning in the 1950s, changes to Beaufort were led by then mayor John Costlow, who headed Duke Marine Laboratories and was director of the newly formed Beaufort Historical Association. In 1957, the route of U.S. 70 through Beaufort was relocated from Ann Street to Cedar Street as the construction of the new Grayden Paul Bridge over Gallants Channel was completed, shifting through-traffic away from the waterfront and historic areas of town.</p> <p>By the late 1960s, most of the piers, docks, and merchant buildings on the south side of Front Street in Beaufort were in sad shape. Some downtown businesses had closed as commercial menhaden fishing collapsed and others were abandoned after repeated flooding by Hurricanes Hazel (1954), Connie (1955), Diane (1955), Lone (1955), and Donna (1960). To address this, the Town obtained an urban renewal grant for redevelopment of the waterfront between Queen and Turner Streets and began to tear down old structures, replacing them with a new boardwalk and extensive “town docks” that were designed to attract tourists.</p> <p>In 1979, the legislature gave Beaufort authorization to lease the new docks to a private operator for a period longer than 10 years, the maximum time allowed by state law until that time. Consequently, the newly constructed docks were leased on a 50-year basis to an operator who immediately began to expand and improve them, including building a new office and restaurant building abutting them. Today, “Beaufort Docks,” located at ICW mile 202, is a popular stop for recreational watercraft traveling the ICW between Florida and the northeast.</p> <p>In 2010, Beaufort had a population of approximately 4,000, making it the third largest municipality in Carteret County, after Morehead City and Newport).</p>
Beaufort Historic District (34.72012, -76.66542)	A twelve block area of Beaufort from Cedar Street on the North to Taylor Creek on the south, between Live Oak Street and Gallants (Beaufort) Channel, the Beaufort Historic District was registered in 1974. This area represents Beaufort as it was in about 1860 and includes 16 historically significant buildings, the Old Burying Ground, and the Beaufort Historic Site. Click here for a map of the district and descriptions of historic Beaufort buildings.
Beaufort Historic Site (Corner of Turner and Ann Streets, 34.71822, -76.66467)	<p>The Beaufort Historic Site, established and operated by the Beaufort Historical Association, depicts 18th and 19th century coastal North Carolina and is home to several historic structures (some of which are relocated from other sites within the town):</p> <ul style="list-style-type: none"> • Leffers Cottage & Garden (c1778): Rustic cottage that was once home to Samuel Leffers, a schoolmaster,

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	<p>merchant, and clerk of the court (and who is thought to have later built the Hammock House). The primitive house provides the perfect setting to showcase artifacts relating to the daily chores of cooking, spinning, sewing, candle making, and weaving in the Colonial period.</p> <ul style="list-style-type: none"> • Carteret County Courthouse (c1796): The oldest wood-framed courthouse in North Carolina. • John C. Manson House (c1825): This elegant Federal-style house stands on its original site as an excellent example of the Bahamian architecture prevalent in Beaufort. It boasts exact replications of the historic decorative faux finishes found on the interior walls and exterior doors of the house. • Josiah Bell House (c1825): This Victorian house served as the residence of the influential Bell family of Beaufort. • The Old Jail (c1829): The Old Jail has 28-inch thick masonry walls. The jailer and his family coexisted here with the prisoners, though the jailer's quarters were much cozier than those of the inmates. This jail remained in use until 1954. • Apothecary and Doctor's Office (c1859): The apothecary remains essentially unchanged in appearance since it was built. It houses a collection of medicinal and pharmaceutical artifacts, most original to the shop. The Herb Garden, located behind the building, features a variety of plants and herbs that are an example of what was used for medicinal and cooking purposes during Colonial times.
Beaufort Inlet (34.69401, -76.67072)	John Lawson's 1709 map of North Carolina labeled the waterway between Bogue and Shackleford Banks as Topsail Inlet, connecting Bogue Sound and the Corantine River (later renamed the Newport River) to the ocean at future Port Beaufort. The 1733 Edward Moseley map included an inset titled "Port Beaufort or Topsail Inlet." The 1808 and 1833 official North Carolina survey maps label the inlet as "Old" Topsail Inlet ("New" Topsail Inlet is located at the southwest end of Topsail Island in Pender County, North Carolina). But, as the town of Beaufort began to grow, after about 1840, Old Topsail Inlet became known as Beaufort Inlet.
Bettie (34.78670, -76.59509)	Bettie is the first Down East community encountered after crossing the North River while traveling east on U.S. 70 from Beaufort. It lies between the North River bridge and Ward's Creek bridge. This community is commonly thought to have been named for Bettie Gillikin, daughter of the Otway postmaster, who delivered mail in the area before the Bettie Post Office was established in 1904.
Bogue (34.69931, -77.02995)	Bogue is a small residential community on N.C. 24, east of Cape Carteret, that developed during and after World War II adjacent to Marine Corps Outer Landing Field (MCOLF) Bogue, an auxiliary aircraft landing field associated with MCAS Cherry Point. Both the landing field and the town are named for nearby Bogue Sound. In 2010, the town had a population of 684.
Blockade Runners	see "Civil War"
Bogue Banks	see "Banks/Barrier Islands"

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Bogue Inlet (34.64181, -77.11087)	<p>Bogue Inlet is the waterway connecting Bogue Sound to the Atlantic Ocean at the west end of Bogue Banks. The first time the name “Bogue” appears is as “Bogue Inlet” in Lawson’s map of 1709. By 1733, Moseley’s map labels the barrier island east of Bogue Inlet as “Bogue Banks” and the shallow sound on its north side as “Bogue Sound.” In 1738, James Wimbles’ “Chart of His Majesties Province of North Carolina” also identifies “Boug Inlet.” The 1770 map published by John Collett is the most detailed map up to that date and it too identifies Bogue Inlet. The first official survey map of North Carolina, published in 1808, again identifies Bogue Inlet.</p> <p>While the origins of the name “Bogue” have not yet been determined, there are several possible sources:</p> <ul style="list-style-type: none"> • Bogue is an English nautical verb meaning “to fall off from the wind; to edge away to leeward.” • Bogue is the first or third person singular conjugate of the Spanish verb “bogar,” meaning “to row” (another nautical term). • Bogue may be a transliteration of the French “bouge” (noun) meaning “shanty” or “bouger” (verb) meaning “to move away from” (which is similar to the English meaning given above). <p>The Bogue Inlet Life-Saving Service Station, one of the last stations established, was built in 1905 on the west end of Bogue Banks, about a half mile from Bogue Inlet. It became a U.S. Coast Guard Station in 1915 and is still in operation. In the late 1940s, new station facilities were constructed and the original Life-Saving Service Station building was declared surplus and, in 1950, was purchased by an individual and moved to Cedar Point to serve as a private residence.</p>
Bogue Sound	The sheltered body of water separating Bogue and Shackleford Banks from the mainland between Bogue Inlet in the west to the Newport River in the east. It appears to have gained its name from Bogue Inlet that drains it.
Bogue Sound Blockhouse	see “Civil War”
British Sailors Interred at Bayview Cemetery	<p>Three British sailors, victims of a German U-boat attack on their ship, are interred at Bayview Cemetery (West Cemetery, North Addition, Square 56, Lot 3), Morehead City, Carteret, North Carolina. These sailors died when their vessel, the Motor Vessel (MV) San Delfino (Official Ship No. 166580), a British twin screw diesel tanker of 8,072 gross tons, was torpedoed and sunk during the early morning hours of 10 April 1942 at position 35° 35’ N, 75° 06’ W (approximately 15 miles due east of Rodanthe in Hyde County, off the North Carolina Outer Banks) by the submarine U-203 (Kapitänleutnant Rolf Mützelburg commanding) while in route from Houston, Texas for Halifax, Nova Scotia and then Hull, England carrying a cargo of 11,000 tons of aviation fuel.</p> <p>According to several reports, twenty-four crew members and four gunners were lost from a total ship's complement of fifty. These twenty-eight personnel were in a single lifeboat that drifted into the burning aviation fuel around the ship and was engulfed by the flames. The twenty-two survivors (the ship's captain, 19 crew members, and two gunners) were in a second lifeboat, later picked-up by the HMT <i>Norwich City</i> and taken at Morehead City.</p> <p>In the week following the sinking, the bodies of John Latta Fisher, sailor, British Merchant Navy, and Maldwyn Jones,</p>

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	<p>gunner, Royal Artillery, washed ashore on Core Banks and were taken to the morgue in Morehead City for identification by Naval Intelligence and subsequent burial at Bayview Cemetery. These bodies were identified by Aycock Brown, civilian agent for Naval Intelligence at Morehead City.</p> <p>A month later, a third body came ashore. This body was never officially identified, but recent research shows that it to be James Robinson Watt, sailor, Merchant Navy. He was buried with his two shipmates at Bayview Cemetery.</p> <p>The gravestones were provided by the War Graves Commission of the U.K.</p>
<p>Broad Creek (34.72617, -76.93882)</p>	<p>1. Broad Creek rises in western Carteret County and flows southeast into Bogue Sound. It appears on the Moseley map of 1733.</p> <p>2. A small unincorporated community along N.C. 24 west of Morehead City, situated along both banks Broad Creek near where it empties into Bogue Sound.</p>
<p>Calico Creek (34.72844, -76.73311)</p>	<p>Calico Creek rises in central Carteret County and flows east/southeast into the mouth of Newport River. An English ship, loaded with calico cloth, is said to have wrecked near Beaufort in a storm in the 18th century. Afterward, pieces of calico were found draped over bushes growing along the creek.</p>
<p>Camp Albemarle (34.72806, -76.89420)</p>	<p>Camp Albemarle, located on N.C. 24 near the intersection with Hibbs Road, is a summer camp on the shore of Bogue Sound that is associated with the New Hope Presbytery, a Mid-Council of the Presbyterian Church (USA) serving Eastern North Carolina. Founded in 1953, the camp provides summer programs for over 700 boys and girls each year and hosts year around retreat and conference activities.</p>
<p>Camp Lejeune</p>	<p>See "Military Facilities"</p>
<p>Camp Morehead by the Sea</p>	<p>During the period 1938-1994, Camp Morehead by the Sea, located on Bogue Sound about 8 miles west of Morehead City, was a popular competitor to several much larger coastal summer camps for boys and girls that served families throughout Eastern North Carolina.</p> <p>Camp Morehead was founded by Clifford Rankin "Pat" Crawford, a.k.a. "Captain Pat", (1902-1994). Crawford was a baseball standout for the Davidson College Wildcats at first base in the early 1920s. Also a basketball player and an honor student, Crawford went on to play major league baseball for the New York Giants, the Cincinnati Reds, and the St. Louis Cardinals. Crawford was a utility player for the Cardinals' famous "Gas House Gang" that won the 1934 World Series. Crawford retired from baseball at the end of the 1934 season. In 1937, he and his wife Sarah purchased a 20-acre site on and opened Camp Morehead by the Sea in 1938. Crawford sold the camp in the early 1990s, but in 1996 Camp Morehead closed. The site has since been lost to residential development.</p> <p>Today, a roadside historical marker, erected by homeowners at the Camp Morehead site, is located along NC-24, approximately 1 mile west of the Morehead City corporate limits.</p>
<p>Camp Sam Hatcher (34.73676, -76.90630)</p>	<p>Owned and operated by the East Carolina Council of the Boy Scouts of America, Camp Sam Hatcher is a 35-acre property within the Croatan National Forest that is used for weekend outings by both scouting and non-scouting groups from throughout the region. The camp is "semi-primitive," with potable water access at most campsites, along with latrine facilities. There is central program pavilion and a lodge with a meeting area.</p>

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	<p>The camp is named in honor of Dr. Samuel Westbrook Hatcher Sr. (1918-1966), a prominent doctor in Morehead City and an active Boy Scout leader. Hatcher contributed both time and money to local Boy Scouts and helped design the Boy Scout camp that bears his name. He died during the camp's construction.</p> <p>The Boy Scout camp is adjacent to the Camp Sam Hatcher Preserve, owned by the North Carolina Coastal Land Trust, that includes 200 acres along Gales Creek. This property hosts longleaf pine, sandhills, and savanna habitat with rare plants and animals as residents.</p>
<p>Cape Carteret (34.68834, -77.06663)</p>	<p>The Town of Cape Carteret is a crossroads community located at the intersection of N.C. 24 and N.C. 58 in western Carteret County. In 2010, it had a population of about 2,100 residents.</p> <p>Cape Carteret was developed by William Britton McLean (1911-1986) on property purchased in the 1950s.</p> <p>With the incorporation of Cape Carteret in June 1959 and continued development on Emerald Isle, improved access to the western end of Bogue Banks became a priority. At the time, the only access to Bogue Banks was through Morehead City and across the Atlantic Beach Bridge. Requests to the State for a ferry service to Emerald Isle went unfulfilled. Mr. McLean, on his own, began dredging a channel from Cape Carteret to what is now Island Harbor Marina at Emerald Isle. He then purchased surplus car ferries in Virginia and parked them at Cape Carteret until ferry docks could be completed. The ferries, however, were never used. In 1961, the State of North Carolina began daily ferry service to and from Emerald Isle. Ferry service continued until the Cameron Langston Bridge was completed in 1971.</p>
<p>Cape Lookout (South Core Banks, 34.59036, -76.53686)</p>	<p>Cape Lookout, at the south tip of Core Banks, is one of the three capes and shoals in North Carolina that extend outward into the Atlantic Ocean, the others being Cape Fear and Cape Hatteras. These capes have been dangers to shipping traveling along the coast since the 16th century.</p>
<p>Cape Lookout Light Station (South Core Banks, 34.61646, -76.52891)</p>	<p>The Cape Lookout Lighthouse today is the second lighthouse constructed on this site. The first Cape Lookout Lighthouse was completed in 1812. That lighthouse consisted of a brick central tower with a granite staircase enclosed by an octagonal outer wood tower covered in wood shakes and painted with large horizontal red and white stripes. The 96 foot high tower was constructed on a tall sand dune just southeast of the current lighthouse and its light was 104 feet above sea level.</p> <p>Congress authorized the construction of a lighthouse at Cape Lookout in 1804 and an entry in the records at the Carteret County Courthouse in Beaufort, NC, dated 18 February 1805 shows the gift of land by Joseph Fulford and Elijah Pigott for the lighthouse site.</p> <p>Funding for the lighthouse was slow in coming from Congress, however, and it was not until 1810 that the Secretary of the Treasury of the United States instructed the Collector of Customs in Beaufort to publish the description of the proposed lighthouse and keeper's quarters to be built near Cape Lookout in local newspapers to solicit bids for their</p>

Site/Event	Description
	<p>construction. This solicitation was also placed in other newspapers along the east coast with all bids to be sent to Washington, DC.</p> <p>In 1811, the contract for the Cape Lookout lighthouse was awarded to Benjamin Beal, Jr., Duncan Thaxter, and James Stephenson of Boston. The light tower and keepers' quarters were completed the following year at a cost of \$20,678.54.</p> <p>From the beginning, seamen complained that this lighthouse was inadequate. The light itself wasn't bright enough and the tower was too low for the light not to be blocked by the commonly occurring morning and evening coastal haze. Even so, it continued to serve. By the early 1850s, the old lighthouse was in need of such extensive repairs that the Lighthouse Board began planning to replace it with a new, taller structure. In 1857, Congress appropriated \$45,000 to build a new lighthouse. This budget reflected that the Lighthouse Board realized that low-cost construction and poor quality lamps and reflectors were no longer adequate and the new Cape Lookout Lighthouse and its light were to be of quality construction, designed to last a long time.</p> <p>The new lighthouse consists of a conical (technically, the frustum of a cone or "truncated" cone) brick tower with its light at least 150 feet above sea level. Construction was completed in September 1859 and the lighthouse was placed in service in November of that year.</p> <p>The U.S. Lighthouse Board ordered a first order Fresnel lens from Lemonnier-Sauter, a French manufacturer, to be installed in the new lighthouse. This large lens (about 8 feet high and 6 feet in diameter) was specifically designed for use with seacoast lights. It was constructed in eight sections, or "faces", of 45-degrees each, with prisms contained within brass structural frame members. Due to the lighthouse's location, two of these sections were blanked-off by metal panels so the light was displayed in a 270-degree arc since a display on the land side was unnecessary.</p> <p>The initial light source for the new lens was called a "five wick and chimney lamp" and burned whale oil. In 1859, as the new lighthouse neared completion, the 1856 Fresnel lens, which had been in storage in New York City since the fall of 1857, was then shipped south and installed.</p> <p>The Cape Lookout Lighthouse was designed and constructed by the Corps of Engineers, United States Army, under the supervision of Captain William Henry Chase Whiting (1824-1865). In May 1857, Whiting submitted "tracings of section and elevation of 1st order L.H. Tower" to the Lighthouse Board for its approval.</p> <p>An original drawing of the Cape Lookout Lighthouse is noted "Drawn under the direction of Lieut. Wm. H. C. Whiting, Corps Engr." This drawing is undated, but since we know that Whiting was promoted from Lieutenant to Captain in late 1858, this drawing had to have been prepared prior to the lighthouse's completion and was probably part of the design drawings, even though "as-built" changes were made it (apparently after 1873, since the "checkers" daymark specified in 1873 is illustrated).</p>

Site/Event	Description
	<p data-bbox="443 256 1822 378">On 19 September 1859, the Lighthouse Board issued the following announcement: "Official information has been received at this office from Captain W. H. C. Whiting, Corps of Engineers, U.S. Army, that the new lighthouse at Cape Lookout has been completed.... The new lighthouse will be lighted for the first time at sunset on Tuesday, the first day of November next, and will be kept burning that and every night thereafter until further orders....."</p> <p data-bbox="443 410 1822 472">A "keeper's quarters" was built at the same time as the 1812 lighthouse, located southeast of the tower on another high sand dune. This small, story-and-a-half house (about 800 square feet) served the keeper for almost 50 years.</p> <p data-bbox="443 505 1822 656">From 1812 to 1859, there was a sole lighthouse keeper who, with his family, occupied the keepers quarters. However, with the building of the new lighthouse, two assistant keepers were assigned in September 1859 and Whiting renovated the base of the 1812 lighthouse to provide additional quarters for these two assistants. (The 1812 keeper's quarters was still standing in 1906, but disappeared soon thereafter. Part of the brick foundation is still visible on a dune just southeast of the 1812 lighthouse site.)</p> <p data-bbox="443 688 1822 899">When the "new" light tower was constructed in 1859, the base of the "old" (1812) light tower was renovated as quarters for the three keepers. But, by 1873, the old structure was again in poor condition and that year the current lighthouse keepers' quarters was built to house the "principal" keeper (called "the Captain") and his two assistants. Finally, a "principal keeper quarters" and adjacent summer kitchen were constructed in 1907. Each house was provided with a fresh water cistern system, a privy, and, later, a partitioned "fuel shed" for storing wood and coal for heating and cooking (lost to storm surge during Hurricane Isabel in 2003). It wasn't until 1934 that indoor plumbing arrived as each house was fitted with toilets and a septic system.</p> <p data-bbox="443 932 1822 1083">The 1873 keepers' quarters was originally constructed with four rooms on the first floor separated by a central hall and stair. One of the rooms was designated as the office, one the kitchen, one the sitting room, and one a bedroom. Four additional bedrooms were located on the second floor. After completion of the principal keeper quarters in 1907, the 1873 building was renovated to create a duplex with individual downstairs and upstairs quarters for each of the assistant keepers and their families.</p> <p data-bbox="443 1115 1822 1326">Lighthouse Service rules did not allow women and children to reside "at isolated stations, where there are two or more keepers" sharing quarters. Thus, from 1859 until 1907, when separate quarters for their families were provided, wives and children of keepers lived ashore (typically on small family farms) or in town at Beaufort or Morehead City. Since the keepers could rotate their shifts at Cape Lookout, each was able to spend significant time with his family...typically working two weeks and being off one week. Rules required that the keeper or one of his assistants be present at the station at all times, but operations typically required that two keepers be on duty so that the long night shift could be shared.</p> <p data-bbox="443 1359 1822 1414">Contrary to popular accounts, the exterior paint scheme on the Cape Lookout Lighthouse is no "accident" or mistake. Responding to complaints by ship captains and owners, on 17 April 1873 the Lighthouse Board ordered the three</p>

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	<p>North Carolina red brick lighthouses (Lookout, Hatteras, and Bodie Island) painted with different “day marks”: "Cape Hatteras tower will be painted in spiral bands, alternately black and white. Cape Lookout tower will be checkered, the checkers being painted alternately black and white. Body's (sic) Island tower is now painted black and white horizontal bands."</p> <p>While numerous other lighthouses use the same daymark as the Bodie Island and Cape Hatteras lights, the Cape Lookout daymark is unique. Locals often referred to the paint scheme of the Cape Lookout tower as "diamonds" instead of "checkers" and a connection with the shoals at Hatteras, named Diamond Shoals, was made. Some folks erroneously assumed that the Cape Lookout Lighthouse had gotten the pattern intended for the Cape Hatteras Lighthouse, but, based on the Lighthouse Board orders of 1873, this obviously is not the case. Another story is that locals often called the shoals at Cape Lookout "Diamond Shoals," but that too appears to be a myth.</p> <p>Records form 1873 clearly show that the orientation of the checkers was intentional. However, there is no documentation to support claims that they provide specific navigational warnings (a black "diamond" is a danger sign in navigational aids that did not come into use until much later) and no other U.S. lighthouse daymark is designed to serve as a directional aid. The original painter lines are, reportedly, still partially etched into the bricks and even today help guide repainting.</p> <p>For many years after 1873, the abandoned 1812 lighthouse continued to stand. Official records still listed it late into the 19th century, but an 1880s photograph shows that it was no longer there. The tower seems to have disappeared in the 1870s, sometime after the 1873 keepers' quarters was constructed. Today, brick shards and parts of the foundation, along with a few stone steps mark the tower's location. Over the years, most of the granite from the tower foundation and stairs was salvaged and used in the construction of a number of storage and service buildings at the light station, all of which have since disappeared.</p> <p>Whale oil was used as the primary light fuel from 1859 until 1883, when kerosene was introduced. Then, in 1912, the Cape Lookout light was significantly improved when it was fitted with an "incandescent oil vapor" (IOV) lamp, which operated much like today's Coleman camping lantern. IOV lamps consumed half as much fuel as wick lamps and were nearly three times as bright, adding three or four miles of visibility. Because the fuel burned cleanly in the new lamps, keepers no longer had to toil long, hot hours cleaning soot from the lens and lantern glass. Lower fuel consumption also meant fewer trips hand carrying kerosene up the stairways. This IOV lamp produced approximately 77,000 candlepower.</p> <p>The light "characteristic" was changed in 1914 from fixed to flashing, with two 10-second eclipses each minute, i.e., the light was on for 20 seconds, then off for 10 seconds. This was accomplished by modifying the lens with an "occulating mechanism". This mechanism consisted of opaque metal plates secured to a rotating stand that turned on a central lubricated bearing assembly, much like a wheel at the end of an axle. The motive force for rotation was supplied by a battery-powered motor. A "falling weight" clockwork type mechanism (similar to that of a coo-coo clock) regulated the speed of rotation. Weights were suspended down the center of the lighthouse by a series of</p>

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	<p>cables that were looped through small rings that were fashioned into each landing of the stairway. As the rotating stand turned, so did the mechanism. In order to keep the mechanism rotating, the light keeper had to periodically crank the clock system weight back up to the top. (Evidence of the clockworks remain today with the cable holes drilled in the Watch Level floor plates and the two stair treads that were shortened to allow the cables and weight to pass.) From 1913 drawings, it appears that a battery-charging system was located at the base of the tower and a wire extended up the central stair column to the battery, located at the Lantern Room level.</p> <p>In 1933, the lightship LV-72 was decommissioned. Its electric light, consisting of four 250W lamps, was salvaged and installed within the existing Fresnel lens, increasing light output to 160,000 candlepower. Electric power for the new light was provided by two new 5 kW gasoline-powered generators with two sets of 200 Amp lead-acid storage battery racks installed in the Summer Kitchen.</p> <p>In 1950, the light was fully automated by the Coast Guard, with a "sun sensor" to turn the beacon on and off. Power from the Cape Lookout Coast Guard Station generators was routed via an overhead pole line to serve the lighthouse. The generators in the Summer Kitchen were removed, as were the two fuel oil tanks at the Oil House.</p> <p>Finally, in 1982, an underwater electric cable was run to the lighthouse from Harkers Island and the pole line from the Coast Guard Station was removed, as the station was decommissioned that year. A new emergency generator was installed in the base of the tower to provide power when electrical service from Harkers Island was lost (however, that generator no longer functions.) It is reported that the 1982 electrical cable was replaced sometime during the mid-1990s.</p> <p>During the late 1960s and early 1970s, the Coast Guard, which had assumed operational control of U.S. lighthouses in 1939, began planning modernization of the Cape Lookout light. In 1975, the 1856 first order Fresnel lens and its 1933 electric lamps were removed and two 1000-watt Model BCD-24 airport beacons were installed. Each beacon consisted of quartz halogen lamps, a reflector, and lens housed in an aluminum fixture. The twenty-four-inch diameter beacons each had two lamps, but only one was active at a time...when the active lamp burns out, a drum rotates automatically and engages the electric contacts of the second lamp, effectively changing itself (though manual intervention is required when the second lamp finally burns out).</p> <p>In 2017, the airport beacons were replaced with a new LED lamp, powered by photovoltaic solar panels installed in the nearby woods. The current light is a 12v DC powered non-rotating beacon programmed to "flash" on every 15 seconds. It is a multi-tier optic (equivalent to the Vega VLB-44) that has an effective range of approximately 14 nautical miles.</p> <p>The 1856 lens was sent to the Coast Guard Support Center at Portsmouth, Virginia (now USCG Base Portsmouth), which opened on 4 November 1975. The transfer of the lens was protested by citizens of Carteret County and a proposal to place the lens on display at the fledgling N.C. Maritime Museum in Beaufort was put forth. Both the National Park Service at the new Cape Lookout National Seashore and the local Coast Guard Commander</p>

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	<p>supported this proposal. The Coast Guard response, though, stated that "...it is appropriate to retain this unique lens for display on Coast Guard property." Evidently, the importance of having the lens for display on its property was later negated by Coast Guard operational needs. In 1994, the Cape Lookout lens was installed at Block Island Southeast Lighthouse in Rhode Island since it satisfied that lighthouse's need for a 270-degree lens.</p> <p>In 1992, the U.S. Coast Guard "renovated" the light tower with new paint, re-mortaring of damaged brick courses, and installing replica windows made of treated wood. Structural steel framing was added above the Service Room level to stabilize the top of the tower. Each of these renovations, however, have resulted in other problems that remain to be corrected.</p> <p>In 2010, exterior renovations to the gallery and Service Room were made. Some of the 1992 steel reinforcement was removed and modified to provide better access from the Service Room to the gallery and the gallery handrail was replaced. Following these improvements, the light tower was opened for public climbing in July 2010. In 2015, the light tower was repainted.</p>
<p>Cape Lookout National Seashore (Harkers Island, North Core Banks, South Core Banks, and Shackleford Banks)</p>	<p>The Cape Lookout National Seashore (abbreviated "CALO" by the National Park Service) encompasses 28,243 acres of undeveloped Shackleford and Core Banks and is a unit of the National Park Service. The park is approximately 56 miles long, extending from Beaufort Inlet to Ocracoke Inlet.</p> <p>The State of North Carolina began efforts to establish a state park on Core Banks in the 1950s and early 1960s by condemning and purchasing land from private landowners who could show clear title to property. But, by the mid-1960s it was apparent that the undertaking was beyond the capacity of the state alone and efforts were begun to establish a national seashore, similar to the one that had been established at Cape Hatteras in 1953.</p> <p>An Act of Congress, signed by President Lyndon Johnson, authorized Cape Lookout National Seashore on 10 March 1966. The stated purpose of the park was to "conserve and preserve for public use and enjoyment the outstanding natural, cultural, and recreational values of a dynamic coastal barrier island environment for future generations."</p> <p>In 1973, all of the property that had been acquired by the State of North Carolina on Core Banks was transferred to the federal government for the new Seashore. Just prior to the transfer of land, the state worked with contractors, volunteers, the National Park Service, and the military to gather and remove almost 3,000 abandoned vehicles and to tear down or burn nearly 400 fishing shacks to return the islands to a more "natural" state.</p> <p>Funds were appropriated by Congress and Cape Lookout National Seashore was established in 1976 with its temporary headquarters in Beaufort.</p> <p>The Seashore eventually acquired additional property on the east end of Harkers Island for its headquarters facilities and to serve as a gateway to the park. In 1993, park headquarters moved from the Beaufort waterfront to Harkers Island's "Shell Point," named for a "midden" of oyster and other shells discarded there by Indians over the years. A two-story administrative headquarters and visitor center was established in a renovated hotel building.</p>

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	<p>In 1986, Shackleford Banks was added to the park.</p> <p>In 2014, the Town of Beaufort provided space within the old Post Office building on Front street to house a reception center and ferry service facility, operated by the National Park Service.</p>
<p>Cape Village Historic District (South Core Banks, 34.60776, -76.53648)</p>	<p>Cape Village, sometimes referred to as Coast Guard Village, was placed on the national historic register in 2000.</p> <p>While it is called a “village,” it was never an established community such as Diamond City, but was simply a collection of houses built around the Life-Saving Service and Coast Guard Stations near Cape Lookout, about two miles south of the Cape Lookout Light Station. There are 17 important structures, built between 1887 and 1960, that remain in the area designated as the Cape Village Historic District.</p> <p>The Cape Lookout Life-Saving Service Station was built in 1887 and manned in 1888. Prior to World War I, the Life-Saving Service crew was made up almost exclusively of men whose families had lived in Carteret County for generations. These surf men lived at the station while on duty, but during the inactive season returned to their permanent homes in Morehead City, Beaufort, and Down East.</p> <p>Before 1916, the station keeper was the only one of the crew who lived year-round at the Cape. He had separate quarters in the station, but since his family could not be accommodated, he appears to have had a house near the station by 1893. It appears not to have been a full-time residence, however, and in the early twentieth century as motor boats began to make Cape Lookout more accessible, few if any of the Life-Saving Service crew chose to live there year-round.</p> <p>By 1909, the station was nearly twenty years old and, in spite of regular repairs and maintenance, was beginning to show its age. But, no real improvements had been made until the spring of 1916 when major repairs to the station were finally made.. In addition to repainting the interior, the crew laid new flooring in the kitchen and in the surfmen’s “loffing room,” and they replaced cords to the counterweights in the building’s double-hung windows.</p> <p>In creating the Coast Guard in 1915 by merging the Life-Saving Service and Revenue Cutter Service, Congress also made appropriations for new construction to replace some of the run-down buildings inherited from the old Life-Saving Service. By May 1916, plans had been finalized for the new Coast Guard Station at Cape Lookout, and on 9 May 1916, the keeper recorded that he had received six sets of “plans, specs, and forms of proposal for new Coast Guard Station at this place.”</p> <p>In early August 1916, the district superintendent approved the final plan for the site, and on August 25, contractor W. B. Shull arrived to begin work. Although there had been some consideration to building the station in a new location, the low rise on which the old life-saving station sat could not be matched elsewhere, and somewhat to the surprise of the station keeper, the decision was made to build the new Coast Guard station on the site of the old Life-Saving station. So, over the last week in August and the first two in September, the old station was jacked up and rolled to a</p>

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	<p data-bbox="443 228 1814 289">new site barely sixty feet northwest of its old location. When it was moved, the old station was also reoriented, with the boat room doors facing northeast rather than southeast, as they had originally.</p> <p data-bbox="443 321 1814 472">Construction began on the new building by the middle of September 1916, and as the new station was going up, the crew was engaged in building new walks and fences as the station compound was rearranged to accommodate the new construction. The new station was completed in 1917 and occupied on 24 January 1918. Between WW I and WW II, the station served as a typical Coast Guard installation, with life-saving remaining a part of the station's role through 1942.</p> <p data-bbox="443 505 1814 591">During WWII, the old Life-Saving Service station was used to house Navy radio beacon operators during WWII, but after the war, the building was declared "surplus" by the Coast Guard. It was sold and relocated as a private residence in 1957.</p> <p data-bbox="443 623 1814 711">The Coast Guard Station remained as an active installation until 1982 when the Cape Lookout Station was merged with Fort Macon Station and the Cape Lookout installation ownership was transferred to the National Park Service. The station was registered as an historical place in 1989.</p>
<p data-bbox="184 716 344 808">Carolina City (34.72390, -76.74483)</p>	<p data-bbox="443 716 1814 841">While John Motley Morehead was building his railroad to Shepard Point, other eastern North Carolina businessmen also saw the potential of a port town and development in Carteret County. Thomas R. Underwood and John M. Rose, of Fayetteville, with the backing of New York financiers, also had visions of a port connected to Beaufort Harbor, with a railroad system to support it.</p> <p data-bbox="443 873 1814 1024">Although Morehead had beaten them to Shepherd Point, these men found that ships of up to 12-foot draft could still reach three miles up Bogue Sound to the area of present-day 35th Street. In June 1853, they formed the Carolina City Land Company. On 5 November of that year, they purchased 904 acres of land three miles west of Shepard Point for \$10,000. The tract had over one and a half miles of water frontage along the shore of Bogue Sound and extended inland to encompass much of the land known today as Oaksmith Acres, Camp Glenn, and Mandy Farms.</p> <p data-bbox="443 1057 1814 1143">The new Carolina City development got off to a good start. The town was platted with lots and streets extending 4,500 feet along Bogue Sound and about 3,700 feet inland. When the railroad was completed in 1858, its tracks passed along Carolina City's Railroad Street and by its railroad station on the way to Morehead City.</p> <p data-bbox="443 1175 1814 1295">There were a total of 1308 lots laid out in Carolina City. In addition, whole city blocks were set aside for both a school and a park, while other lots were earmarked for use by churches. Sale of lots began and totaled \$17,000 the first year. Growth was not rapid, but was steady. A town landing/wharf was built on Bogue Sound, approximately where the Division of Marine Fisheries is located today, served by a spur line from the railroad.</p> <p data-bbox="443 1328 1814 1414">The most important building in Carolina City was the Carolina Hotel built by John Parrott of Kinston about 1859. It was a three-story hotel that occupied an entire city block and was served directly by the railroad. The Carolina Hotel soon became a popular resort for visitors arriving by rail to the Carolina City station or by water, either by private boat</p>

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	<p>or via scheduled steamship service from New Bern.</p> <p>A turpentine works went into operation and a small post office was established before 1860.</p> <p>Morehead City developed slightly more rapidly than Carolina City by virtue of its railroad terminus and deep water port. Still, the two towns remained very close in size. The 1860 Census showed Morehead had 31 families with a population of 165 whites, four free blacks and 147 slaves while Carolina City showed 25 families with a population of 149 whites and six free blacks (no slave total was listed).</p> <p>Efforts to revive the development of Carolina City after the Civil War failed. Although a few more lots were sold over the years (ultimately, a total of 545 lots sold), the settlement never reached a point of sufficient size or industry to become incorporated as a functioning town. In the 1870 Census, residents of Carolina City were lumped under the heading "Morehead Township."</p> <p>Ultimately, the Carolina City Land Company went bankrupt and was required to sell off its holdings by the Superior Court of Carteret County during the 1889 spring term. The entire inventory of unsold lots, streets and undeveloped land still held by the company was sold and the area is now part of Morehead City...there is nothing today to show that the town ever existed.</p>
<p>Carrot Island (34.71331, -76.66731)</p>	<p>Across Taylor Creek from the Beaufort waterfront lies Carrot Island, part of the Rachel Carson National Estuarine Research Reserve.</p> <p>By 1885, Town Marsh across from the Beaufort waterfront had more than doubled in length due to accretion and its northern shoreline had moved northward enough to have made the Taylor Creek channel almost unusable. In 1893, Beaufort asked the federal government to build a breakwater on Town Marsh to protect the channel and the town's waterfront. This initial request was denied, but in the early 1900s the U.S. Army Corp of Engineers did begin dredging the mouth of Taylor Creek, using Carrot Island as a dredge material deposition area. Before the dredging, Carrot Island was essentially a tidal marsh with some elevated hammocks. By the 1930s the island had been built up by the dredged material to the point that it provided significant protection for the town from high winds, flooding, and storm waves.</p>
<p>Carteret Community College (Arendell Street at 35th Street, Morehead City, 34.72314, -76.75050)</p>	<p>Carteret Community College, located in Morehead City, is the only institution of higher learning within Carteret County. The college was founded in 1963 as Carteret County Industrial Education Center, a unit of Wayne County Technical Institute. It became an independent institution named Carteret County Technical Institute in 1968. The name was changed to Carteret County Technical College in 1979 and then to Carteret Community College in the 1980s. Today, the college is one of 59 institutions comprising the North Carolina Community College System and has an average enrollment of 1,700-1,800 students (not including continuing education courses enrollments.)</p> <p>Carteret Community College operates under an "Open Door" admissions policy, in accordance with the North Carolina Administrative Code, and accepts all persons who are at least 18 years of age and have received a high school graduation equivalency.</p>

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<p>Carteret County Home (299 N.C. 101, Beaufort, 34.73071, -76.64992)</p>	<p>The Carteret County Home is one of the few county homes still standing. Known in the late 1800s as “poorhouses,” these facilities provided the less fortunate with room and board. To qualify for residency, tenants had to give up all worldly goods and were expected to help tend crops and maintain the building and grounds. Applicants had to be examined by the county doctor and found to be "physically unable to support himself."</p> <p>Although there were preceding county home facilities, this facility was officially opened on 1 June 1914. The original structure contained four rooms for the caretaker in what is now the main 2-story structure and six dormitory style rooms for residents. Each room measured 12' x 13' and contained only a bed and small parlor stove. These small rooms had plastered walls, heart pine floors, a brick chimney, and wooden V-groove ceilings, with one window and one door. There was no indoor plumbing at the time. In 1917, four additional rooms for residents were added. An extension off the main house center section was also built to serve as an infirmary where the county physician could care of residents' medical needs.</p> <p>When the Social Security Act was ratified in North Carolina in 1937, there were only 14 residents still living in the county home. The home became economically unfeasible to operate when the number of tenants dwindled to seven and it closed in 1942.</p> <p>In the summer of 1943, the County Home re-opened to house 150 farm laborers working local fields as part of the war effort. After WWII, the old building was purchased and the twenty small dormitory style rooms were combined to make three-room apartments that were used until the mid-60s when it was once again closed. By the early 1980s, the building had soon become an eyesore.</p> <p>However, new owners saw its potential as an inn and began a long renovation process and the building is now listed on the National Historic Register. Abandoned once again, the property changed hands in 1996 and the new owners converted the original 20 tenant rooms into 10 two-room suites and re-opened the facility as a bed and breakfast inn. The inn closed in 2014.</p>
<p>Carteret County Public Library (1702 Live Oak Street, Beaufort, 34.72957, -76.63971)</p>	<p>The first library in Carteret County is thought to have started about 1910-1911 in the old courthouse building located at the corner of Turner and Broad Streets in Beaufort. The fate of this library is unknown, but it evidently did not remain in operation very long.</p> <p>The Beaufort Community Club (today known as the Beaufort Woman's Club) was organized in 1921. Soon after, a library committee was formed, donations of books and funds were solicited, and, in March 1922, a public library was opened in a vacant office on Front Street. The initial library collection contained about 120 volumes and an annual membership fee of \$1.00 was established. From 1922 until 1926, the library was relocated to two different sites in downtown Beaufort, while its collection grew to over 550 volumes.</p> <p>In 1926, the library was relocated to the Courthouse Annex, the former graded school on Courthouse Square. Here, the books were kept in what had been the principal's office. When this space became too small, the library was</p>

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	<p>moved to a larger room on the first floor.</p> <p>In 1934, American Legion Post 99 offered the library use of its clubhouse, a log cabin on Turner Street that had heat, lights, and water. This proposal was accepted and the library moved again. That same year, the library was selected as a Work Projects Administration (WPA) project, entitling it to federal funding to pay the salary of a librarian.</p> <p>Library operations continued at the American Legion log cabin for several years, but, as time went by, there was some pressure from Post 99 for the library to be relocated.</p> <p>A few blocks away, on the corner of Broad and Pollock Streets, the passenger train depot built in 1907, then owned by the Town of Beaufort, was vacant and the town agreed to make the depot available for use as a library. The 2,570 square foot depot required considerable refurbishing, but the Beaufort Woman's Club raised funds for the work and, in December 1940, the library moved into its new home</p> <p>In February 1943, the Beaufort Library was incorporated as the Carteret County Public Library.</p> <p>In the 1950s, Carteret County Library came under increasing pressure from the State Library Commission to obtain enough local funds to hire a trained librarian. And, in May 1956, the library did hire a trained librarian, but when she resigned in 1959, succeeding librarians remained untrained. To address this problem, the Carteret County Public Library Board of Trustees began consideration of the idea of sharing a librarian with Craven County and creating a regional library system. On 1 October 1962, the Carteret County Board of Commissioners signed the contract merging the Carteret County Public Library with the Craven-Pamlico Library, forming the Craven-Pamlico-Carteret Regional Library that continues to operate the libraries in both counties today.</p> <p>By 1961, the condition of the old Train Depot had deteriorated significantly. The Friends of Carteret County Public Library was organized and a movement was started to construct a new library building on a vacant lot on Turner Street. The Beaufort Woman's Club, local businesses, and numerous individuals supported the project, which was made supported by significant federal and county funding. Groundbreaking for the new library took place in November 1970 and it opened to the public at the end of 1971. Over 28,000 books were moved from the Train Depot into the new 7,500 square feet facility at 210 Turner Street.</p> <p>As the county population grew rapidly from 1970 through 2000, particularly in the western part of the county and on Bogue Banks, the demand for library services also grew. Branch libraries were established at Newport (between 1956 and 1959), Pine Knoll Shores (1981), and Cape Carteret (1997). And, in 2012 a library branch was established Down East at Otway. But, overcrowded conditions at the Turner Street main facility continued. To address this issue, in 2010, the county leased (at very favorable terms) a large space in a shopping center on the east side of Beaufort and relocated the main library to a new facility there.</p>
Carteret General	In 1912, only a few years after graduating from medical school, Dr. Benjamin Franklin Royal (1884-1971), along with

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<p>Hospital (now Carteret Health Care) (3500 Arendell Street, Morehead City, 34.72617, -76.74634)</p>	<p>another physician, opened Morehead City's first hospital since the military hospitals of the Civil War period. This hospital consisted of 7 beds located on the second floor of a commercial building in the downtown area.</p> <p>This small hospital was soon deemed woefully inadequate and a new 26 bed facility was built in 1918 by Dr. Royal on the Morehead City waterfront at 812 Shepard Street. This three-story brick building housed patients and medical treatment areas on two floors, while the third floor was used as a nurses' residence. In 1928, the town of Morehead City assumed responsibility for the operation of the hospital.</p> <p>By 1958, the old hospital was deemed to be too small and to provide inadequate services for the growing population of county and an effort began to develop a new hospital. Since bond funding was required to finance a new hospital, ownership of the hospital was transferred to Carteret County and, in 1960, the citizens of the county passed a bond referendum to support construction of a new hospital to be built on vacant Camp Glenn property. The hospital opened in 1967 with a capacity of 100 beds.</p> <p>Over the years, the hospital has expanded several times and is currently authorized to house 135 beds for inpatient treatment. A new birthing center was opened in the 1990s and new emergency department was added in 2004. A new addition, opened in late 2015, was slated significantly improve outpatient and ancillary services provided by the hospital.</p> <p>The 1918 hospital remains in use today as a rehabilitation and skilled nursing facility operated by a private company.</p>
<p>Cedar Island (35.01595, -76.31867)</p>	<p>Cedar Island was settled by the Lupton, Goodwin, and Day families in the late eighteenth century. It is the mainland terminus for the North Carolina state ferry that connects Carteret County to Ocracoke Island in Dare County. It is also home to the Cedar Island Wildlife Refuge, created in 1964, that encompasses almost 14,000 acres.</p> <p>Two post offices were established on Cedar Island in the early 1900s, one on the east end of the island named Lola and another west end named Roe (named for John Riley Roe, a respected local minister). In the 1960s, these two post offices were consolidated into one and the name Cedar Island was established for the entire community.</p>
<p>Cedar Island Wildlife Refuge (34.91343, -76.36480)</p>	<p>Cedar Island National Wildlife Refuge is located on the end of a peninsula marking the southern end of Pamlico Sound. The refuge lies five miles West of the Atlantic Ocean and about 40 miles northeast of Beaufort. Established in 1964, the refuge consists of approximately 11,000 acres of irregularly-flooded, brackish marsh and 3,480 acres of pocosin and woodland habitat. The marsh and surrounding waters provide wintering habitat for thousands of ducks and nesting habitat for colonial water birds.</p>
<p>Cedar Point (34.67775, -77.09536)</p>	<p>The Town of Cedar Point has a long history. In 1713, the King of England issued a land grant of 2,080 acres, located in western Carteret County on the White Oak River and known as "Cedar Point," to Thomas Lee of Virginia. In 1765, 1,040 acres of that land grant were deeded to William Hill of Carteret County, whose descendants lived on a plantation there for the next 150 years (see "Octagon House"). In 1788, William Borden of Carteret County acquired the remaining 1,040 acres of Cedar Point.</p> <p>Over many years, this small agricultural and fishing community remained essentially unchanged. But, development</p>

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	paralleling that of adjacent Emerald Isle followed the completion of N.C. 24 in the 1950s and brought first tourists and then residential development. Today, Cedar Point consists of a narrow strip of retail outlets along both sides of N.C. 24 from N.C. 58 to the White Oak River, along with residential development between N.C. 24 and Bogue Sound. In 2010, Cedar Point had a population of about 1,300 residents.
Cheesemans Inlet (Bogue Banks, 34.69931, -76.74937)	Cheesemans Inlet reportedly was open between 1750 and about 1810, although Bowditch's <i>Practical Navigator</i> of 1821 still listed it as open. The inlet covered a fairly wide stretch of Bogue Banks, as evidenced by the low-lying land just west of today's Atlantic Station Shopping Center at the Hoop Pole Creek area in Atlantic Beach. The origins of the name "Cheesemans" are unknown.
Cherry Point	See "Military Facilities"
Civil War	<p>For Carteret County, the Civil War lasted from April 1861, when Governor Ellis ordered the Cape Lookout Light to be darkened and secessionists from Beaufort took possession of Fort Macon, until 1877, when Federal troops were removed from the county.</p> <p>Beaufort: Following the Union occupation of Carolina City and Morehead City, and to thwart Confederate threats to bombard Beaufort from Fort Macon if the Union army attempted to occupy that town, during the night of 25 March 1862, two companies of the 4th Rhode Island Regiment shoved off by boat from Morehead City. These troops were quietly ferried past Fort Macon by slave boatmen, landed at Beaufort's wharf, and marched into the town while its residents were mostly asleep. Not a shot was fired.</p> <p>Beaufort, being the largest Carteret County town at the time, by far, was selected to become headquarters of a military sub-district, reporting to the Union general staff in New Bern. And, during the attack on Fort Macon, artillery "spotters" at the Atlantic Hotel in Beaufort helped direct Union fire onto the Fort.</p> <p>The occupation of Beaufort was more contentious than in neighboring Morehead City. First, the town had to accommodate a large number of black freedmen and ex-slaves who arrived from surrounding areas to seek the protection of Union occupation troops, a population that increased significantly after emancipation in 1863 (see "Union Town"). Second, in 1864, Union occupation forces, which had been made up of units from Northern and Midwestern states, were replaced by troops of North Carolina Union Volunteers, North Carolina men, some even from Beaufort, who had enlisted on the Union side. Obviously, neither of these situations sat well with Beaufort's residents.</p> <p>Blockade Runners: As the U.S. Navy's blockade of the east coast expanded and tightened, the Confederacy began to depend on "blockade runners," ships designed to be fast and "stealthy," capable of passing through the naval blockade undetected and delivering needed war supplies from Europe. One of these vessels was the C.S.S. <i>Nashville</i>, a 1221-ton side-wheel steamer, that was originally a passenger ship built in 1853. She was seized by the Confederacy at Charleston, South Carolina, in 1861 and converted to a lightly-armed cruiser. <i>Nashville</i> made one combat cruise under the Confederate Navy flag, returning to American waters early in 1862. She captured and burned the schooner <i>Robert Gilfillan</i> on 26 February 1862 and, two days later, ran the blockade into Beaufort,</p>

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	<p>remaining there until mid-March, leaving just before the arrival of Union troops, when she went to Georgetown, South Carolina. This was Carteret County's only association with a blockade runner until 1864.</p> <p>The steam powered blockade runner <i>Pevensey</i> was lost on 9 June 1864 when it was run aground onto the beach of Bogue Banks by the Union supply ship <i>New Berne</i>. On the day she ran aground, the ship's crew was disoriented, thinking they were much closer to Cape Fear than they actually were. The <i>Pevensey's</i> crew rigged the ship's boilers to explode to destroy the ship and made it onto shore, but were quickly captured by federal troops and taken to Fort Macon. The ship grounded just off the beach about nine miles west of Beaufort, near present-day Pine Knoll Shores. The wreck captivated beachgoers for years, becoming known locally as the "Iron Steamer" giving its name to the nearby Iron Steamer Pier and Motel, both now demolished.</p> <p>Bogue Sound Blockhouse (34.73373, -76.83521): This blockhouse was one of the outlying fortifications of Newport Barracks, built in the summer of 1862 by Company K, 9th New Jersey Volunteers to guard the intersection of the Bogue Sound Road and Newport Road. The three story log blockhouse was surrounded by a ditch and earthworks for protection and armed with a single howitzer. Confederate forces captured the blockhouse, after it was abandoned by its Union defenders, and burned it on 2 February 1864. The blockhouse site is located within today's Brandywine residential subdivision and has been lost to development. (A Civil War Trails interpretive marker is located inside the east entrance to Gethsemane Memorial Gardens near the intersection of N.C. 24 and McCabe Road.)</p> <p>Cape Lookout Lighthouse (34.61646, -76.52891): Before the end of April 1861 (and before North Carolina seceded), Governor Ellis sent a telegram to the U.S. Lighthouse Board district superintendents and lighthouse keepers along North Carolina's coast with instructions to immediately extinguish their lights, even though he had no authority to do so. In early June 1861, the newly created CSA Lighthouse Board went one step further, sending instructions to all district superintendents to dismantle, remove, and safely store the valuable lamps and lenses from all coastal lights. The immediate goal of the CSA was to prevent capture of the coastal lights by Union forces. But, there was also a desire to protect the lights so that when hostilities were over, the lights and lens could be reinstalled and returned to service. At this time, no one in either the North or the South anticipated that the Civil War would last more than a few months.</p> <p>The Beaufort District Lighthouse Superintendent, Josiah Bell, had three lights under his control: the Cape Lookout Lighthouse, the 50-foot tall Fort Macon Lighthouse that marked the Beaufort Inlet channel, and its 30-foot tall range light located on the inlet side of the fort. From various payment vouchers, we know that Bell had the lamps and lenses removed by a local "machinist," padded with blankets, and placed in storage between 21 June and the end of September 1861.</p> <p>In November 1861, Bell wrote a letter to the CSA Lighthouse Board stating, "I have in my charge all the lenses and lighting <u>Complete</u>, of the two lighthouses." Bell underlined and capitalized the word "complete," which debunks the</p>

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	<p>oft-heard stories about the lights' being damaged by retreating Confederate military. In early March 1862, as Federal forces were closing in on Morehead City and Beaufort, Bell arranged for the lamps and lenses in his care to be packed and shipped by railroad from Morehead City to Raleigh for safekeeping.</p> <p>With Federal occupation of Carteret County, Cape Lookout Lighthouse again came under U.S. government control. The U.S. Navy, of course, wanted the lighthouse operational and installed a 3rd Order Fresnel lens and new lamp on a temporary basis. This was lighted on 1 March 1863 to return the lighthouse to duty.</p> <p>The last military action in Carteret County occurred when a small band of Confederate soldiers made their way to the Cape Lookout Lighthouse, reaching it on the night of 2 April 1864. Kegs of black powder were placed at the base of the light tower and ignited. Three days later, Col. John N. Whitford of the 67th North Carolina Infantry proudly reported to his superiors that the lighthouse had been destroyed beyond repair. He also claimed the raiders had blown up the original 1812 tower that stood nearby. However, reports of Union commanders tell a very different story. In a letter to his superiors, Benjamin Dove, commander with the North Atlantic Blockading Squadron, described the Confederate soldiers as "four or five mischievous persons." He wrote that an attempt was made to destroy the light, but it was only partially successful. Two kegs of powder were exploded, glass was shattered, and the oil storage building was destroyed. Dove reported that a small crew from the supply ship William Badger was sent ashore and "...repaired the damage sufficiently to keep the light going, but not so bright as usual." As for the destruction of the 1812 lighthouse, that did not happen either; that structure remained standing and continued to serve as the light keepers quarters until 1873.</p> <p>Both Union and Confederate reports indicate that the oil supply house, a small wooden building east of the light tower, was destroyed. Physical and historical evidence indicates that the lowest section of the iron spiral staircase was badly damaged. Due to iron shortages during the war, replacement steps were not available and this section of stairs was temporarily replaced with wooden steps.</p> <p>In early April 1865, Union troops reached Raleigh and accepted the surrender of the city. On 13 April 1865, two young Federal officers were dispatched to the State Capitol, which had been hurriedly abandoned by the Governor and other state officials less than 48 hours before. They found a large pile of boxes and loose parts that were the lenses, lamps, and other apparatus from the lighthouses and harbor lights of coastal North Carolina, stacked head-high in the rotunda between the House and Senate chambers.</p> <p>Fortunately, the Cape Lookout lens was among those found in Raleigh and it was shipped to the Lighthouse Board's lamp shops on Staten Island, New York.</p> <p>The shops at Staten Island were flooded with dismantled, and often damaged, lenses from all over the South. Since the cost of replacing damaged lenses could not be supported by a government dealing with the costs of war and reconstruction, the decision was made to send many of these lenses back to their original French manufacturers for</p>

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	<p>repair. The Cape Lookout lens was one of the first be shipped to France on 28 November 1865. In August 1866, the repaired lens arrived at the docks in New York.</p> <p>In 1868, after repairs to the lighthouse stairs, the 3rd Order lens that had been installed in 1863 was removed and the original 1856 1st order lens was reinstalled (where it remained until 1975 when it was replaced by “modern” aero-beacon lights).</p> <p>Carolina City (34.72352, -76.74483): By August 1861, a large number of Confederate troops had established themselves in Carteret County, garrisoning Fort Macon and establishing other positions on Bogue Banks. These encampments included a large camp at Carolina City and several smaller camps: Camp Argyle, whose exact location is unknown, used from October to December 1861; Camp Burgwyn, located at today’s Atlantic Beach; Camp Canal in Morehead City; Camp Vance, located one mile west of Morehead City, used as winter quarters from November 1861 to January 1862; and Camp Wilkes, situated about two miles west of Fort Macon. The Confederate encampment at Carolina City rapidly expanded and by early 1862 it encompassed an area of about one square mile.</p> <p>Many of the soldiers who were stationed in exposed encampments on Bogue Banks contracted disease, especially malaria, and Parrot’s Hotel in Carolina City was utilized by the Confederate Army as a hospital.</p> <p>As Union troops advanced on Carteret County in late March 1862, Confederate troops put the torch to Parrot’s Carolina Hotel and a turpentine distillery in Carolina City, along with barracks at Camp Vance. Some of the Confederates encamped at there were moved to Fort Macon to strengthen the fort’s garrison, but most were withdrawn to strengthen Goldsboro and Wilmington. Carolina City was abandoned.</p> <p>After its occupation by Union forces on 22 March 1862, Carolina City became the center for Union operations against Fort Macon. Carolina City’s landing on Bogue Sound, with its rail spur, was used to transport soldiers and supplies onto flat bottom scows and other small vessels for the short trip over to Bogue Banks. Heavy artillery to be used in the anticipated attack on the fort were easily carried down to the landing on rail cars and loaded directly aboard vessels for transport to Bogue Banks.</p> <p>Carolina city was continuously occupied by Union forces until 1868.</p> <p>Fort Macon (34.69628, -76.67828): When the Civil War started, North Carolina had not yet seceded from the Union. At that time, Fort Macon was the only military installation in Carteret County, but it had no garrison troops, only a caretaker, U.S. Army Sgt. William Alexander, and his wife. That was the situation on 14 April 1861 when, immediately after learning that shots had been fired at Fort Sumter, Josiah Pender, the forty-two-year-old owner of Beaufort’s Atlantic Hotel, led a small group of friends to Fort Macon and demanded its surrender. Sergeant</p>

Site/Event	Description
	<p data-bbox="443 228 1392 256">Alexander promptly agreed and this ad hoc force took possession of Fort Macon.</p> <p data-bbox="443 297 1814 508">On 20 May 1861, North Carolina seceded and joined the Confederate States of America. Governor John W. Ellis and the North Carolina Legislature immediately began a process of preparing the state for war. In response, local militia companies began to organize across North Carolina. Josiah Pender, in order to legitimize his seizure of Fort Macon before North Carolina had seceded, organized a militia company to serve as the garrison for the fort. His company was officially mustered into service as the aptly named "Beaufort Harbor Guards" on 1 June 1861 with nearly a hundred men. The Guards garrisoned the fort until regular Confederate States Army troops took over Fort Macon on 20 August 1861.</p> <p data-bbox="443 548 1814 667">Once Fort Macon was in its possession, the Confederate Army began a major effort to rehabilitate the run-down, long-neglected fort that had not been garrisoned since 1849. Cannons were procured from Charleston, Richmond, and Norfolk and repairs and improvements were made during the fall of 1861 to make the fort more defensible, enabling it to repel the warships of the Union Navy that were expected to attack Beaufort Harbor at any moment.</p> <p data-bbox="443 708 1814 946">With the capture of Carolina City, Morehead City, and Beaufort in late March 1862, Union forces immediately began the process of ferrying weapons supplies to Bogue Banks for an assault on Fort Macon. Union sailors from the Union Navy Blockading Squadron off the inlet made a landing on Shackleford Banks on 29 March and the first landing of Union army troops on Bogue Banks was made on the same day. Also on 29 March the railroad bridge over the Newport River was rebuilt, enabling Union forces to bring up a regular flow of supplies and the heavy cannons that would be used to bombard Fort Macon. Over the next two weeks, 19 companies of infantry, two artillery companies, and three batteries of siege guns were ferried across Bogue Sound to Bogue Banks at Hoop Pole Creek, about five miles west of the fort.</p> <p data-bbox="443 987 1814 1105">A battery of four 8-inch mortars was established 1,280 yards west of the fort, along with a battery of three 30-pounder Parrott Rifle cannons 1,480 yards from the fort, and yet another battery of four 10-inch mortars 1,680 yards from the fort. Near the end of April, these gun emplacements were completed and Union Gen. Parke proposed to Confederate Col. Moses J. White that he and his North Carolina troops at the fort surrender. White refused.</p> <p data-bbox="443 1146 1814 1357">On 25 April 1862, Union forces opened fire at approximately 5:30 A.M. During most of the morning, the fort's return fire was heavy, silencing the Union 10-inch mortar battery for a time. Union gunners, on the other hand, were missing the fort because it was obscured by the smoke from Confederate guns. The turning point of the battle came when Union signal officers established in the Atlantic Hotel on the Beaufort waterfront began signaling range corrections to the three batteries, bringing their fire on target. By noon, almost every shot from the three Union batteries then hit in or exploded over the fort. Confederate gunners were frequently driven to cover, causing the fort's fire to slacken. The protective smoke cloud disappeared and the Union gunners could clearly see their target.</p> <p data-bbox="443 1398 1814 1424">During the afternoon, the Union Parrott Rifle battery caused great destruction. Rifled cannons represented the latest</p>

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	<p>technological advance in artillery at the time, giving power and long-ranged accuracy that totally eclipsed anything regular smoothbore cannons could ever hope to achieve. This power and accuracy surprised Union and Confederate gunners alike and allowed the Union gunners to both knock out the fort's guns and also to breach the tiny strip of the fort's walls exposed above its surrounding earthen glacis.</p> <p>Knowing there was a gunpowder magazine containing 10,000 pounds of gunpowder in the walls behind the fort's southwest angle, Union gunners concentrated their fire on the wall at this point in hopes of triggering a magazine explosion. By 4 p.m., the walls adjacent to the magazine were cracking, threatening the entire fort with total destruction. Recognizing this danger, Col. White decided to surrender Fort Macon and, at about 4:20 p.m., the guns fell silent when a flag of truce was displayed from the fort.</p> <p>A suspension of hostilities was granted throughout the night until early on the morning of 26 April, when the Confederates met to sign the terms of surrender for Fort Macon. Later, Union troops marched up from their trenches and formally took possession of the fort, lowering the Confederate flag at 10:10 a.m. Afterward, the Confederates were paroled and allowed to go home until exchanged. Thus, the "siege" of Fort Macon lasted only 11 hours. A capitulation agreement, with very generous terms, was signed the next morning and the fort's Confederate garrison was paroled.</p> <p>This battle was the second time in history that rifled cannons were used against an old style masonry fort, clearly demonstrating the obsolescence of these fortifications as a way of defense. A detailed study in 1865 recommended extensive and expensive modifications to the fort and its weaponry, but nothing was ever done to improve it...Fort Macon had simply out-lived its defensive usefulness.</p> <p>A Civil War Trails marker located at the entrance to Fort Macon includes an interpretive sign describing the Fort and military action of March-April 1862.</p> <p>Fort Ocracoke: Fort Ocracoke, a Confederate fortification constructed in May-June 1861 to protect Ocracoke Inlet, was situated on Beacon Island, two miles west-southwest of Ocracoke village. The fort was described as a "...square redoubt with epaulments, constructed of moist sods twenty four feet thick and capable of resisting any bombardment directed against it. The middle of the terreplein was occupied by an earth bombproof mound covering a cistern of eighteen thousand gallons capacity and two...galleries for the storage of munitions. The armament of the fort consisted of two eight-inch Columbiads and seven thirty-two pound cannon."</p> <p>Confederate forces abandoned and partially destroyed the fort in late August 1861 when the troops there were relocated to defend against the Union assault on nearby Hatteras Island.</p> <p>On the morning of 17 September 1861, Union forces landed on Beacon Island. This landing party found the fort empty, its guns spiked and everything of value removed. To destroy the fort, the landing party packed flammable</p>

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	<p>material up against the guns, added kegs of gunpowder in strategic places, and ignited the powder. The Union Marines and sailors then rowed to Portsmouth Island, where they found a four-gun battery, also deserted, which they was torched.</p> <p>Gales Creek Blockhouse (34.73298, -76.90062): This blockhouse was one of the outlying fortifications of Newport Barracks, built in the summer of 1862 by Company K, 9th New Jersey Volunteers to guard the coast road from Wilmington. The three story log blockhouse was surrounded by a ditch and earthworks for protection and armed with a single howitzer. Confederate forces captured the blockhouse, after it was abandoned by its Union defenders, and burned it on 2 February 1864. The exact location of the blockhouse is unknown, but it was probably located just north of the current Gales Creek bridge on N.C. 24 where the old road skirted the upper reaches of the creek.</p> <p>“Hoophole” Creek (34.70082, -76.77470): The name “Hoophole” is a misspelling of the creek’s actual name, “Hoop Pole Creek.” A “hoop pole” is a straight slender length of green sapling wood, usually hickory or white oak, that was used to fabricate hoops to retain the staves of wooden barrels. A highway historical marker on N.C. 58 in Atlantic Beach (along with a Civil War interpretive marker) is incorrectly entitled “Hoophole Creek.”</p> <p>Since Hoop Pole Creek is located only about five miles west of Fort Macon, directly across Bogue Sound from Carolina City, it was a convenient location for offloading weapons and supplies ferried over from Carolina City for the assault on Fort Macon in April 1862.</p> <p>Huggins Island Fort (34.66753, -77.10217): Huggins Island, located just east of Bear Island in the mouth of Bogue Inlet, is a 225-acre island visible from Cedar Point and Swansboro that is now part of Bear Island State Park. A Confederate earthwork fort was built there in December 1861 for defense of Bogue Inlet. It mounted six 32-pound cannons and was garrisoned by Company B, 36th North Carolina Regiment. The fort consisted of a “bombproof,” an underground chamber that served as a shell-proof magazine (constructed with timbers with soil above); a barracks building for the garrison (probably a simple log building); and an earthwork battery. The battery is shaped as a simple open horseshoe-shaped "redan," ditch and embankment earthworks, protecting the battery.</p> <p>On 19 February 1862, the Confederate garrison was withdrawn to Wilmington. The fort’s guns and other ordinance were apparently transported first to Morehead City and then, probably by rail, to New Bern to aid in that city’s defense. These weapons ultimately fell into Union hands when New Bern was captured by Union forces on 14 March 1862.</p> <p>On 17 August 1862, Union troops temporarily took possession of Swansboro and Huggins Island Fort and made a half-hearted attempt to destroy the fortifications. Today, the site, which is accessible only by boat and is part of Hammocks Beach State Park, holds significance as the only almost unspoiled example of Confederate earthwork fortification surviving on the North Carolina coast.</p>

Site/Event	Description
	<p>Morehead City: Morehead City was occupied by Union troops on 23 March 1862. During the occupation period, Morehead City served as a coaling and repair station for the U.S. Navy. The railroad from New Bern and points north was used to transport coal and military supplies to Morehead City to supply the Navy's blockading ships and, later in the war, support the build-up for attacks on Fort Fisher at Wilmington, 75 miles southwest.</p> <p>Union soldiers were stationed in Morehead City and occupied some of the buildings in town as barracks. Officers took over the Macon House hotel and other town facilities were used as hospitals for military victims of a yellow fever outbreak in New Bern. Some troops were also bivouacked in tents at the old Confederate camp at Carolina City and there are vague reports of a Union encampment between 9th and 10th Streets in Morehead City, at that time the location of the west town gate.</p> <p>Newport Barracks (34.77648, -76.85373): The Confederate 7th North Carolina Infantry built an encampment called Camp Graham near where the railroad and the road from New Bern to Morehead City crossed the Newport River at the town of Shepherdsville (now named Newport) to serve as their quarters for the winter of 1861-1862. After the capture of New Bern by Federal troops, and anticipating an attack on Fort Macon by advancing Federal forces, the Confederates abandoned their encampment and burned both bridges over the Newport River.</p> <p>Abandoned Confederate Camp Graham was occupied by Union forces on 22 Mar 1862 and by 29 March the railroad bridge over the Newport River was rebuilt.</p> <p>Beginning the following month, the Confederate encampment was expanded to include outlying fortifications, a hospital, a headquarters building and barracks, stables, and defensive earthworks. This union complex was named Newport Barracks after the adjacent river.</p> <p>Two fortifications, each consisting of earthwork redoubts, were constructed: one on the north side of the Newport River and one on the south, just west of the main barracks complex. While no name is recorded for the north fort, the south fort was named Fort Ripley in honor of Col. Edward H. Ripley, 9th Vermont Infantry, who assumed command of Newport Barracks in 1863. (For unknown reasons, Fort Ripley later became known locally as Fort Benjamin.) Additionally, the Newport Barracks complex was protected by two blockhouses, one located near Gales Creek and one near Bogue Sound.</p> <p>In support of a Confederate action to recapture New Bern, a force of almost 2,000 men under command of Gen. James G. Martin advanced from Wilmington in late January 1864. On 2 February 1864, Martin's troops overran the Union blockhouse at Gales Creek, about 15 miles west of Morehead City, and the Bogue Sound blockhouse, located about two miles south of Newport Barracks, as they marched towards New Bern. The Union fortifications in and around Newport were garrisoned at the time by a company of the 2nd Massachusetts Heavy Artillery, the 9th</p>

Site/Event	Description
	<p>Vermont Infantry, and two cavalry companies.</p> <p>In late afternoon on 2 February 1864, Martin's Confederate force, advancing northward along the New Bern/Morehead City road (now U.S. 70 Business), drove the Vermont troops back from Fort Ripley toward Newport Barracks. The Massachusetts artillery company quickly abandoned their fortifications on both sides of the Newport River and retreated. That left the remaining Union troops no choice but to also retreat across the river and then east to Beaufort. But, as they left, the Union troops set fire to the Barracks buildings and both the railroad and road bridges over the Newport River.</p> <p>While Martin's Confederates captured valuable supplies and equipment, they soon learned that the main Confederate attack on New Bern the day before had failed and, upon that news, they abandoned Newport Barracks and turned back to Wilmington.</p> <p>A Civil War Trails marker located at the intersection of Main Street and East Railroad Boulevard includes an interpretive sign describing Newport Barracks and the military action of 2 February 1864.</p> <p>Portsmouth (35.06929, -76.06570): Even before 20 May 1861, when North Carolina seceded, Portsmouth was already under Confederate jurisdiction. An advance party of volunteer militia from Beaufort County had been sent ahead with supplies to prepare for the rest of the troops. Additional troops from Hyde County and Beaufort County were stationed on the beach where they established a 4-gun battery. However, in August 1861, these troops were sent to Fort Ocracoke on Beacon Island and then moved to Fort Hatteras on Hatteras Island in response to the Union threats there.</p> <p>The Portsmouth Marine Hospital was used as the base and barracks for Confederate troops in the village. This camp, called Camp Washington, was abandoned by Confederate troops in August 1861.</p> <p>On 17 September 1861, Union forces landed at Portsmouth and torched the abandoned Confederate fortifications. Records indicate that the Marine Hospital was used by Union troops after March 1862, but it is unclear exactly how long they used it. A letter by Union Brigadier General Innis N. Palmer, written in 1864, suggests that encampments at Ocracoke Inlet were not being used by the Union at that time, since Union ground forces controlled almost all of the Eastern North Carolina mainland between Carteret County in the south and Pasquotank County in the north by April 1862.</p> <p>Union Town (34.72163, -76.66202): In late 1861, the U.S. Congress enacted legislation that prohibited Union forces from returning fugitive slaves to their owners after they escaped to behind U.S. Army lines, essentially canceling the 1850 Fugitive Slave Law. Thus, the occupied areas of eastern North Carolina became a safe haven for these fugitives, triggering massive "boatlifts" by escaped slaves who commandeered any vessels they could find to ferry large numbers to Union territory, primarily at New Bern and Beaufort.</p>

Site/Event	Description
	<p>New Bern was called the “Mecca for freedom” as the city quickly became a refugee center for thousands of eastern North Carolina slaves seeking freedom and safety behind Union lines. In an effort to accommodate them, the U.S. Army established three resettlement camps in and around the city. These were consolidated in 1863 into one, known as the “Trent River Settlement,” that later was renamed James City in honor of Reverend Horace James, chaplain of the 25th Massachusetts Regiment, who was the superintendent of the camp.</p> <p>At Beaufort, a camp for refugee blacks was established in an area north of Cedar Street and, after 1863, grew rapidly. By 1865, there were 3,245 ex-slaves and refugee black freedmen living in a tent city, earning the encampment the nickname “Union Town.” Union Town was the second largest black refugee camp in North Carolina, after James City and, to this day, the predominately black neighborhood of Beaufort that was the site of Union Town north of Broad Street between Town Creek and Live Oak Street, remains separated from Beaufort’s older, predominately white historic district.</p>
<p>Clubfoot and Harlowe Creek Canal (34.83436, -76.74710)</p>	<p>During its early years, Beaufort was the staging area for shipments overseas or to northern colonial ports from those inland plantations that were close enough to the Newport River or the sounds to use water for transport of naval stores, salt fish, and tobacco. But, there was only the long, ocean-side water route between Beaufort and the inland ports of New Bern and Washington. So, in an effort to reduce the remoteness of Beaufort and thereby spur its development, a plan was conceived to construct a north-south canal through Clubfoot and Harlowe creeks to connect the Newport River to the Neuse River and open a water route between Beaufort and New Bern.</p> <p>Authorized by a 1766 act of the colonial legislature and planned since 1795, finally in 1815 the legislature authorized the formation of the Clubfoot and Harlowe Creek Canal Company and construction began. Actual digging of the 2-1/2 mile long canal that connected Harlowe Creek on the north side of the Newport River with Clubfoot Creek on the south side of the Neuse River was slow work, accomplished primarily by pick and shovel work by slaves. In 1821, a lock with earth dikes was constructed, but it soon failed and was replaced by a more structurally sound lock. The canal was fully operational by 1827, but it attracted little or no interest after 1830 and was never an economic success, falling into such disrepair by 1856 that it was abandoned.</p> <p>In 1880, the abandoned Clubfoot and Harlowe Creek Canal was repaired and re-opened as the New Bern and Beaufort Canal. Again, however, it was not a great financial success and was acquired by the State of North Carolina in 1891.</p> <p>The poor economic performance of the canal did not dampen a desire for a better water connection between the ports of Beaufort and Morehead City to the rest of mainland North Carolina. Finally, in 1911, a new canal was dredged to connect Core Creek, which flows into the Newport River, to Adams Creek, which empties into the Neuse River. This 10-mile long canal remains in use today as part of the Intracoastal Waterway. The Clubfoot and Harlowe Creek Canal ceased operation soon after the new canal was completed and today it is maintained as a recreational paddling trail by both Craven and Carteret Counties.</p>
<p>Core Banks</p>	<p>See “Banks/Barrier Islands”</p>
<p>Core Creek</p>	<p>Core Creek rises in north central Carteret County and flows south to connect with the Newport River north of</p>

Site/Event	Description
(34.78859, -76.68509)	Morehead City and Beaufort Inlet. A canal, completed in 1911, connects the headwaters of Adams Creek to the headwaters of headwaters of Core Creek, forming part of the Intracoastal Waterway through Carteret County.
Core Sound	Core Sound is the sheltered body of water between the mainland and Core Banks, between Barden Inlet and Pamlico Sound. The sound is named for the Coree Indians who lived in the area before white settlement.
Core Sound Waterfowl Museum (Harkers Island, 34.69174, -76.53043)	<p>The Core Sound Waterfowl Museum (CSWM) was organized in 1992 and opened in a temporary location next door to the Harkers Island Elementary School in 1993. A permanent facility, located on 16 acres owned by the National Park Service at the east end of Harkers Island, opened in the fall of 2009.</p> <p>CSWM provides permanent exhibits reflecting the art of waterfowl decoy carving, along with artifacts reflecting everyday life as experienced by Core Sound communities in the past.</p>
Coree Indians	The Coree Indians, the tribe for whom Core Sound is named, occupied lands on the south side of the Neuse River in today's Carteret and Craven counties and, according to at least one source, their seasonal hunting and fishing territory included Core Banks.
Coree War	As white settlers intruded into Coree Indian's territory along the Neuse River and began to settle in the area north of present-day Beaufort, conflict between the colonists and the Corees resulted in the colonial government declaring war on the tribe, defeating them in the "Coree-Nynee" (Coranine) War of 1706-1708. After this defeat, the Coree survivors moved inland to seek protection of their allies, the Tuscarora, leaving Carteret County to its white settlers.
Craven County	<p>Craven County was named in honor of William, Earl of Craven, who lived from 1606-1697 (shown at left). His death preceded the establishment of Craven County, and he never had the pleasure of visiting the county which carries his name. The official Craven County seal was designed and adopted in 1981, using the coat-of-arms of the Earl, which is also the coat-of-arms of his nephew, William, Lord Craven, who succeeded him as Lord Proprietor of Carolina.</p> <p>Craven County, originally included as a precinct of Bath County, was established in its present form in 1712. New Bern became its county seat in 1722, and was also the capital of the colony and first state capital until 1794. Because of its location, situated between the Albemarle and Cape Fear, Craven County grew in size and importance during the mid-18th century due to the significance of its county seat as a river port. As Craven County moved into the 19th century, it continued to flourish as the developing railroad system served to further New Bern's commercial dominance, wealth and cultural sophistication.</p> <p>The county was captured by Union forces in early March 1862 and served as the regional command center for the Federal government for the remainder of the Civil War. After the Civil War, the county slowly recovered for the war's disastrous economic impacts. Today, the county is supported by tourism, MCAS Cherry Point at Havelock, and retirees, who have flocked to the region's mild climate, golf courses, and waterside development.</p>
Croatan National Forest (Add GPS coordinates)	The Croatan National Forest was established on 29 July 1936 and named "Croatan" after the Indian tribe that lived along the coast of North Carolina at the time of the "Lost Colony" in 1587. It is home to wildlife such as deer, black bears, turkeys, alligators, and birds. It is also home to rare and endangered species such as the red-cockaded woodpecker and the Venus Flytrap.

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	<p>In the 1880s, when forest resources were becoming depleted around the Great Lakes, logging and lumbering interests moved South and large-scale commercial logging began in Carteret County. Aside from stripping the coastal forests of old-growth trees, logging “slash” left behind fueled forest fires that destroyed large swaths of remaining woodlands.</p> <p>The Croatan initially encompassed 77,000 acres in Craven, Carteret, and Jones Counties that the federal government acquired in 1933-1935 to preserve what little of the coastal forests that remained and to implement reforestation experiments. Today, the Croatan covers 159,885 acres bordered by the Neuse and Trent Rivers on the north, N.C. 24 on the south, the White Oak River on the west, and the Clubfoot and Harlowe Creek Canal on the east. There are 56,828 acres of Carteret County within the boundaries of Croatan National Forest.</p> <p>Major sections of the Croatan are fragmented by adjacent and interwoven tracts of private land, especially near major highways (U.S. 70, U.S. 17, N.C. 101, N.C. 24, and N.C. 58). About half of the lands located within the Croatan boundaries are “inholdings,” lands owned by other federal agencies; state, county, or local governments; private individuals; and/or corporate entities. These inholdings are, in many cases, impose limits on managing the forest to benefit the public.</p>
<p>Davis (Add GPS coordinates)</p>	<p>The unincorporated village of Davis (known as Davis Shore prior to the establishment of a post office there in 1882) was settled by William T. Davis in the 1700s. An Army camp was opened in Davis during World War II, and some of the old camp buildings remain along the water’s edge.</p> <p>Davis was the epicenter of waterfowl hunting on Core Sound. From the 1800s until the 1960s, Davis was the destination for wealthy hunters from inland and the North who traveled by train to Morehead City (and, later, Beaufort) and then by water to hunting lodges and hunt clubs around the Sound. During the winter waterfowl season, Davis “shoremen” worked as hunting guides, first using live bird decoys and later developing hand-carved wooden decoys, a craft that has since transitioned into an art form. This waterfowl hunting culture is still widely celebrated Down East and the annual Core Sound Decoy Festival at Harkers Island draws several thousand attendees each year. In 2010, Davis had a population of 422.</p>
<p>Davis Ridge (Add GPS coordinates)</p>	<p>Prior to the Civil War, slavery and the relationship between blacks and whites was somewhat different in Carteret County than in the North Carolina’s counties whose economy was predominately “plantation-based.” In 1860, slaves accounted for 45 percent of the total population in the nineteen tidewater counties of eastern North Carolina. However, only 24 percent of Carteret’s population were slaves, most of whom worked on the water as sailors, boatmen, pilots, fishermen, and stevedores, not on large plantations as field labor. The navigational skills of these black watermen were well recognized and white waterman in the county typically worked side-by-side with the few slaves that they may have owned. The distribution of slaves in the county in 1860 was uneven, but the Slave Census of that year does show slave-owning being prevalent throughout Down East Carteret County, especially in Portsmouth.</p> <p>Essentially all of Carteret County came under Union Control by early April 1862. This triggered a great movement of fugitive slaves to Union protection at encampments at James City near New Bern and Union Town in Beaufort. By</p>

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	<p>the end of 1863, relatively few blacks remained Down East. As the state implemented restrictions on freed blacks after Reconstruction closed in 1877, culminating in the Jim Crow laws of 1898 and 1900, there was a concentrated effort by Down East whites to “clear out” the remaining blacks in that part of the County.</p> <p>One exception to this situation was the black Davis family living at Davis Ridge. Davis Ridge is a section of relatively high ground on the eastern shore of Jarrett Bay, west of the community of Davis. There, a black community was established by Sutton Davis, an ex-slave (once owned by a white planter and ship builder on Davis Island named Nathan Davis).</p> <p>Based on the research of historian David S. Cecelski, we know that Sutton Davis led many of his fellow slaves on Davis Island to freedom at James City in 1862. In 1865, he bought four acres on Davis Ridge from his ex-master and settled there. Over the following years, Sutton Davis and his children acquired 220 more acres and Davis Ridge became Carteret County’s first and only independent black community.</p> <p>Davis, with his thirteen children, built and operated two menhaden fishing schooners. He opened one of the first successful menhaden processing plants in North Carolina. To augment their fishing, the family farmed their acreage on Davis Ridge.</p> <p>By the 1920s, there were seven black families living at Davis Ridge. But, the hurricane of 15 September 1933 destroyed most of the community and its residents dispersed, some to other areas Down East and some to Beaufort.</p>
<p>Diamond City (Shackleford Banks, 34.63689, -76.53421)</p>	<p>By 1870s, there was a large community on the east end of Shackleford Banks, supported by fishing and whaling. For a short time, a whale and "porpoise" (dolphin) oil processing plant established by a New Jersey man named Gardiner operated there. The settlement had no name, being referred to as simply "the eastern end" or "Lookout Woods."</p> <p>In the early 1880s, most community residents were of the opinion that a more definitive community name should be adopted. There was, however, disagreement as to what the name should be and the matter was not resolved until it was brought to the attention of Joe Etheridge, superintendent of the life-saving stations in the area in 1885. Noting that the distinguishing feature of the community was the Cape Lookout Lighthouse that towered above it to the east, he suggested that a logical name would be "Diamond City" after the daymark pattern painted on the lighthouse. The suggestion is said to have met with immediate approval and the name Diamond City was quickly adopted.</p> <p>Almost in the center of the Diamond City was a sand dune estimated to be twelve hundred feet long, four hundred feet wide, and at least forty feet high. For many years, the dune offered Diamond City protection from Atlantic storms and provided an elevated platform for sighting passing whales.</p> <p>By 1895, the population of Diamond City approached 500. The residents built a schoolhouse, which also served as a general meeting center and for religious services.</p>

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	<p>But, significant hurricanes in the late 1890s brought an end to Diamond City. In 1896, surge from two storms flooded many homes. Then, the storm surge from a hurricane on 17-18 August 1899 devastated Diamond City. Homes were washed away, the small amount of fertile land was overwashed, cattle and other livestock were killed, and graves were uncovered or washed away. Residents began to leave Diamond City and it was totally abandoned by 1903. Except for some grave markers and few foundation stones, nothing remains of Diamond City today.</p> <p>Two out of three of the families of Diamond City moved to Harkers Island and, by 1902, the population there was four times what it had been only two years before.</p> <p>These same storms forced the people living further west on Shackleford Banks off the island, also. Some moved down to Bogue Banks to an area called "Gillikin" (now Salter Path). A few moved to lots they bought in the "Promise Land" in Morehead City, while others went to Marshallberg.</p> <p>Some of the Shackleford Banks houses were torn down, board by board, and rebuilt at their new locations. Others were cut in half, or even moved whole, using a pair of boats joined together by long planks to form a twin-hulled barge.</p>
<p>Dog Racing Track (4900 Block of Arendell Street, Morehead City, 34.73336, -76.78832)</p>	<p>The Hollywood Kennel Club opened a dog racing track in 1948 on Arendell Street at Mansfield Parkway in Morehead City. This facility included a dog track with extensive grandstands, a press facility, and support buildings and it was very popular with both locals and tourists during the summer racing season. In 1953, and again in 1956, the track hosted Miss North Carolina Pageants, sponsored by the local Junior Chamber of Commerce</p> <p>In 1953, the North Carolina's legislature made gambling at the track illegal and it was closed. About it was abandoned and then demolished in 1970. The site is now occupied by the Parkway Shopping Center.</p>
<p>Down East</p>	<p>"Down East" is the designation for that part of Carteret County located east of North River. The area is divided into small communities along or near U.S. 70 from North River to Cedar Island, often described as the Core Sound communities.</p> <p>Until the late 1920s, there were no roads in this part of the county and the last Down East communities were not finally connected by roads and bridges until the mid-1930s. Travel between communities and to the much larger town of Beaufort involved a lengthy water trip, much shortened after about 1910 when the use of gasoline engines for boats began to be adopted.</p> <p>Most settlers in this area depended on small plot farming (raising, primarily sweet potatoes, corn, and some cotton), augmented by fishing (finfish, shellfish, porpoises, whales, etc.) Generally, both fishing and farming were at "subsistence" levels and there was little economic development aside from small-scale fisheries, boat-building, and, in the early days, naval supplies. To augment their food supply, these fishermen/farmers trapped and shot waterfowl that were plentiful in the sounds and marshes during the winter.</p> <p>The early isolation of Down East resulted in the preservation of a regional dialect that retains some seventeenth-</p>

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	<p>century English features and is sometimes referred to as an Ocracoke or Down East “brogue.” The speakers are locally called “Hoi Toiders” because their pronunciation of the phrase “high tide” is very similar to pronunciation in parts of southwest England, home of the Royal Navy. (Linguists find that most brogue dialects along the U.S. eastern seaboard, including in Norfolk, Charleston, and Boston, are derived from the very affected accent used within the Royal Navy in the 17th and 18th centuries.) The Down East brogue is alive and well today and is often source of both amusement and confusion for tourists.</p>
<p>Emerald Isle (Bogue Banks) (Add GPS coordinates)</p>	<p>The westernmost thirteen miles of Bogue Banks make up the Town of Emerald Isle, an area that was mostly uninhabited until the 1950s when small family vacation cottages and house trailers began to appear. The land forming today’s Emerald Isle was purchased in 1946 by seven investors from the Red Springs area of southeastern North Carolina. The name was selected by the developers who, viewing the island from an airplane, said that it was so green that it reminded them of Ireland. The town was incorporated in 1957.</p> <p>In 1960, ferry service between Cape Carteret and Emerald Isle began to provide access to Emerald Isle and the western half of Bogue Banks and, in 1971, a high rise bridge was built to replace the ferry (see “Cape Carteret”).</p>
<p>Fishing</p>	<p>Fishing, first for subsistence, then for commercial purposes, and now for recreation, has always been an important part of Carteret County:</p> <p>Whaling: By 1666, the coast of North Carolina was recognized as a promising whaling ground. Right whales, and other whale species, migrated along the coast each year. From December through April, whales move northward fairly close to shore and it is this migration that was the target of whalers.</p> <p>From the very earliest settlement days, the processing of whale carcasses that washed up on the beach was an important economic activity on the outer banks. New England whalers made an appearance along the coast 1726-1727 and maps from 1756 and 1765 show "whaler’s huts" on Shackleford Banks, near where Diamond City was to rise, that indicate that shore-based whaling was underway.</p> <p>While some whalers sometimes spotted whales from their anchored vessels, the more common approach was to maintain watch from a tall elevation on shore. The tall sand dune at the east end of Shackleford Banks (the future site of Diamond City) was ideal. Then, having spotted their prey, whalers launched small boats for the attack and typically captured the whale within sight of shore.</p> <p>The extent of those early shore-based whaling operations at Cape Lookout is not well known, though there are indications that one or more crews were whaling there almost continuously over a period after 1750 until the industry collapsed about 1900. The economics of this fishery were based first on whale oil and, later, on the use of whale baleen for women’s corset stays.</p> <p>Commercial Fishing: As early as 1585 the great abundance of fish in the Core Sound area was noted and in 1709 John Lawson listed forty-one types of fish and eighteen types of shellfish found along the coast of North Carolina. Red drum, a fish which Lawson described as being found in “greater Number ... than any other sort,” were being</p>

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	<p>caught, salted, and exported to other colonies very soon after settlement began. Core Sound was a center of this drum fishing activity as indicated by the fact that by 1709 an inlet through Core Banks was named Drum Inlet.</p> <p>Seafood other than red drum was exported at a very early date. For instance, in 1710 Baron de Graffenried inscribed on his map of the Swiss and German settlement at New Bern that "...fish, oysters, crabs, clams, and many other things" were brought to his colony from the Core Sound area.</p> <p>Though extensive records are lacking, it is evident that the export of seafood remained an important factor in the economy of the area throughout the colonial period. Some indication of the importance of commercial fishing during the colonial period can perhaps be inferred from a record dated 1 January 1789 that shows that no less than 212 barrels of salted fish were exported from the town of Beaufort in the preceding six months.</p> <p>The next commercial fishery that developed in Carteret County centered around mullet because of the popularity of salted mullet, especially in Eastern North Carolina. By 1880, a greater quantity of salted mullet came from Carteret County than from all other Atlantic coast locations combined.</p> <p>Shad, herring, sea trout, Spanish mackerel, bluefish, oysters and clams were also part of the county's sea crops by the late 1800s. These were harvested with pound nets, seine nets, and long-haul nets. While most fish were salted before shipping, fresh fish and shellfish were packed in ice and sent by rail to New Bern, where they were either forwarded by rail to other destinations or by steamer to Elizabeth City. For mullet, about half were shipped fresh, on ice, while the other half was salted and packed in barrels.</p> <p>In 1880, nine fish processors in Beaufort and Morehead City were shipping two-to-three railroad car loads of fish, particularly mullet, each week, totaling almost 900,000 pounds of fresh fish yearly from Carteret County. Sailing vessels brought ice from as far away as Maine for storage in ice houses in Morehead City and Beaufort to supply fish dealers. Local fish dealer Anthony Wade rode the train to Goldsboro and back with a supply of fresh seafood, selling it out of the baggage car at stations and at crossroads. Other fish dealers adopted this system and the rail line earned the nickname "the Old Mullet Line" during this era.</p> <p>While mullet fishing remained an important industry, menhaden fishing and the processing of menhaden into oil and fertilizer became the major type of fishing in Carteret County after 1880 and continued to expand until the fishery collapsed about 1960. Menhaden fishing was initially limited to the sounds, but as fisherman became more adept, menhaden boats became larger and the fishery shifted offshore.</p> <p>Menhaden swim near the surface of the water in schools sometimes as large as a football field. Catching menhaden involved a small "striker boat" (later, aircraft were used for this purpose) to locate the schools of menhaden. A "mother" vessel would then drop two smaller purse seine boats into the water. Holding opposite ends of a very long net, the two boats traveled in a circle around the school of menhaden, trapping the fish inside. Then the net was "pursed," or closed at the bottom, then towed to the mother ship where the loaded net was winched aboard and the</p>

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	<p>menhaden transferred to a storage hold. When loaded to capacity, the mother ship retrieved its satellite boats and steamed to a menhaden processing factory to unload.</p> <p>For Carteret County, the menhaden fishery was the major economic engine until at least the mid-1950s. In the 1940s and 1950s, the Beaufort waterfront was home to as many as a dozen “fish houses” and menhaden processing plants, with docks and wharfs along Taylor Creek that were jammed with menhaden fishing boats (locally called the “Pogey Fleet”), often docked 2 and 3 deep.</p> <p>After WWII, menhaden vessels and their purse seines made technological advancements that increased the scope and efficiency of the fishery. The result of all these improvements were significantly larger annual menhaden catches that, in turn, prompted even more, better equipped vessels to enter the fishery. But, after 1960, the fishery, severely overtaxed, simply collapsed. By 1970, the menhaden fleet home docked in Carteret County was reduced by over 50% and, by 1990, had essentially disappeared. Finally, in 2005, the last menhaden processing plant in the county closed and its two remaining vessels were sold for scrap.</p> <p>Finfishing, shellfishing, and shrimping remain active fisheries in the county, though catches have been reduced due to runoff pollution and changes in water conditions resulting from climate change (temperature change and increased acidity), but, most significantly, simply due to overfishing after WWII.</p> <p>A monument located on the Morehead City waterfront, commissioned by the North Carolina Fisheries Association in 1998, memorializes the men who were the mainstay of Carteret County’s commercial fishing industry. The monument is a sculpture of a commercial fisherman pulling in his nets, designed and cast in bronze by artist Douglas Alvord.</p> <p>Recreational Fishing: The signs at the Morehead City limit on N.C. 24 and U.S. 70 read “Morehead City, Fisherman’s Paradise” and, from the 1880s until about 2000, that was certainly true. Today, it remains true for offshore fishing for king mackerel, Spanish mackerel, dolphin, wahoo, etc. and, seasonally, for tuna, but inshore fishing has been significantly restricted due to declines in habitat and fish resources.</p> <p>A major element in the rise of recreational offshore fishing as an economic engine for Carteret County has been the Big Rock Blue Marlin tournament held each year.</p> <p>Until 1956, big game blue marlin fishing was thought to be something restricted to the warmer waters of the Gulf of Mexico. Fishermen who had harvested fish from North Carolina coastal waters for centuries had never caught a blue marlin. But sailors from cargo ships that offloaded at the Morehead City port would tell residents they had seen blue marlin not too far from shore. While most dismissed this as “bar talk,” a few wishful thinkers hoped the stories were true.</p> <p>The members of Morehead City’s Fabulous Fishermen Club, a collection of local fishing enthusiasts, began to</p>

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	<p>wonder how they could find out if there were blue marlin off North Carolina's coast. In 1957, the club convinced local business leaders to put up a cash prize of a couple hundred dollars to encourage the area's fledgling charter boat industry to head further offshore to find these elusive fish.</p> <p>On 14 September 1957, a Raleigh angler aboard a local charter boat landed a 143-pound blue marlin. This catch would forever change the face of fishing along the N.C. coast. The charter captain radioed back to port and word of the catch spread throughout Morehead City. When the boat finally pulled into port, it was greeted by a large gathering and blaring police sirens. An impromptu parade along the waterfront ensued, the main feature of which was a child's red wagon filled with silver dollars that was presented to the lucky fishermen.</p> <p>While no one knows exactly where this historic catch was made, most thought that the boat had reached a spot where the Gulf Stream current crosses a structure on the continental shelf called the "Big Rock." From this spot, the tournament takes its name.</p> <p>Early Big Rock events could hardly be considered "tournaments." There were few rules and the competition was restricted to the members of the Fabulous Fishermen Club. Some of the early prizes resembled booty from a scavenger hunt (a 1965 newspaper article detailed that the winner's prizes included one quart of varnish). But, these humble beginnings gave way to a huge growth in prize money that no one could have predicted. In 1974, the winning boat received \$800 in prize money. Ten years later, the purse reached \$70,000 and, in 1996, was \$743,000. Since then, first prize has topped \$1 million each year.</p> <p>Early on, the competition consisted of a handful of charter boat captains hoping to win a few dollars and the bragging rights that came with a Big Rock victory. Nowadays, hundreds of anglers participate, representing the best marlin fishermen in the world...each hoping to win this "Super Bowl" of recreational offshore fishing.</p> <p>In 2013, a monument to the Big Rock Blue Marlin Tournament Monument was dedicated. The monument consists of a 17-foot tall bronze blue marlin sculpture above a granite tiled fountain located on the triangular "jib" property between Evans and Shepard streets (between 7th and 8th Streets) in downtown Morehead City. The monument is designed serve as a perpetual trophy for both the Big Rock Blue Marlin Tournament and the Big Rock Keli Wagner Lady Anglers Tournament, with the names of all past and future winners of these tournaments memorialized.</p> <p>This monument replaced an older monument dedicated to the sport fishing charter fleet that is headquartered on the Morehead City Waterfront. Captain Ottis Clifton Purifoy (1911-1981) maintained the retired charter boat "Barracuda," his first boat, on the jib property for many years as a monument to the Morehead City charter boats. Capt. Ottis, as he was known, operated a fish market and restaurant nearby from the 1940s until the late 1970s. In the 1950s and 1960s, he maintained a fleet of nine sport fishing boats that operated as the "Lucky Seven Fishing Fleet," providing overnight-stay Gulf Stream fishing charters for tourists.</p> <p>While offshore fishing remains very good and is a major component of the county's economic structure, gamefish</p>

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	<p>such as red drum, grey and speckled seatrout, and flounder has been so overtaxed by both commercial and recreational fishermen targeting these species that size and catch limits have become so restrictive that inshore fishing is rapidly becoming a “catch and release” fishery.</p>
<p>Fort Dobbs (Bogue Banks, 1756, 34.69780, -76.67601)</p>	<p>Following raids along the outer banks of North Carolina by Spanish privateers during King George’s War (1739-1748), North Carolina’s colonial government recognized the need for coastal defenses to prevent future attacks and began efforts to construct coastal forts.</p> <p>The eastern point of Bogue Banks (the same location as both Fort Hancock and Fort Macon in the future) was determined to be the best location from which a fort might guard the entrance to Beaufort Inlet. In 1756, construction began on a small earthworks fort known as Fort Dobbs. However, Fort Dobbs was never finished and the inlet remained undefended during the American Revolution.</p>
<p>Fort Hampton (Bogue Banks, 1808-1825, 34.69734, -76.67433)</p>	<p>In 1807, when it first appeared that the United States might have to fight a second war with Great Britain, the military began planning to build a chain of coastal forts for the country's defense. As a part of this defensive chain, a small masonry fort named Fort Hampton, in honor of North Carolina Revolutionary War hero Colonel Andrew Hampton, was built in 1809 to guard Beaufort Inlet. This fort was located at the eastern end of Bogue Banks, near the site of the older Fort Dobbs.</p> <p>Although it was the smallest of the federal government forts built at this time, Fort Hampton was typical of other forts in its shape. Facing the inlet, it had a horseshoe-shaped parapet that was seven feet high and constructed of oyster shell cement called “tabby.” The parapet wall was fourteen feet thick at the base tapering to eight feet at the top.</p> <p>Connecting the two prongs of the horseshoe-shaped parapet, and enclosing the work, was a two-story barracks building that could accommodate one company of fifty men. Beside the barracks, there was a small, separate brick gunpowder magazine.</p> <p>For the next few years, Fort Hampton was garrisoned by small detachments of troops and during the War of 1812 its presence is credited with forcing British warships to keep their distance even though the fort’s guns were never fired.</p> <p>However, there were significant issues with the fort. First, there were problems with keeping the fort garrisoned. In July 1812, the Army withdrew the fort’s garrison to other service. Four local militia companies were quickly recruited to occupy the fort and the surrounding harbor area. But, when no British attack materialized, the militia was ordered home in November and replaced by a company of infantry regulars from the 10th U.S. Infantry. Then, during July 1813, the British made a raid into Ocracoke Inlet. Fearing this to be the beginning of an invasion, North Carolina’s coastal inhabitants went into near-panic. At this critical time, the Army suddenly withdrew the company of regulars at Fort Hampton to other duty, and again North Carolina militia troops were hurriedly rushed in to fill the gap. Militia troops continued to occupy Fort Hampton for the remainder of 1813, replaced by elements of the 43rd U.S. Infantry in early 1814. The fort was garrisoned by these regulars until the end of the war in 1815.</p> <p>The second problem was that the fort’s battery was poorly designed. Originally, the fort's guns were mounted on</p>

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	<p>very low gun carriages, so low they could not fire over the crest of the parapet. To correct this condition, the gun platform behind the parapet was raised so that gun barrels were elevated above the parapet. However, this change exposed gun crews to enemy fire from the knees up. To address this situation, the gun carriages had to be raised and the platform lowered to its original level. Further, since the guns faced only toward the water, the fort remained vulnerable to attack from its land side (a problem shared with its successor, Fort Macon); an enemy force could land on Bogue Banks west of the fort and assault it from the rear (exactly what Union forces did to capture Fort Macon 40 years later).</p> <p>Until 1819, the fort was intermittently occupied by small detachments from an artillery company shared with Fort Johnston at Cape Fear Inlet. By 1820, Fort Hampton was abandoned, a victim of congressional military cutbacks.</p> <p>Wind, current, and tide action caused steady erosion of the north and east ends of barrier islands and, by 1820-21, engineers making shoreline surveys found that the high tide line at Fort Hampton had already advanced to the base of the fort's front parapet. Finally, storm surge and overwash from an early season hurricane on 3-4 June 1825 claimed the fort.</p>
<p>Fort Hancock (Shackleford/South Core Banks 1778- 1780, 34.62711, -76.52824)</p>	<p>North Carolina recognized early during the Revolution that the Cape Lookout Bight was an excellent harbor. But, without fortifications, it was considered a vulnerable a target for invasion for use as a safe port by the British. The French privateer Captain Denis de Cottineau steered his frigate <i>Ferdinand</i> into the harbor in February 1778 and he, too, noticed the site's potential as a harbor of refuge. In fact, as he fled the British warship <i>Emerald</i>, de Cottineau believed that the whaler's cabins he saw along the shore of Shackleford Banks were the makings of a rude fort. (The commander of the <i>Emerald</i> was apparently deceived as well, since he chose not to enter the Bight after de Cottineau.)</p> <p>De Cottineau was in America with a cargo of supplies to aid the fight for American independence. Also on board the <i>Ferdinand</i> was Luis-Antione Jean-Baptiste, le Chevalier de Cambray, who was a captain of artillery with engineering skills. De Cambray surveyed the area and believed Cape Lookout Bight offered an advantageous military position both to the state of North Carolina and to Continental forces. Thus, in their desire to aid the cause of American independence, the two men determined that a permanent fort should be constructed and undertook the project immediately, largely at their own expense.</p> <p>The fort was completed and garrisoned by mid-May 1778. Since the state was having difficulty in providing cannon for the fort, de Cottineau donated six cannons and two swivel guns, with ammunition, from his ship. He also contributed 10 experienced gunners.</p> <p>The installation was named Fort Hancock, possibly in honor of Enoch Hancock, the man on whose land it was built. The fort never saw military action and it was dismantled in 1780.</p> <p>While the exact location of the fort is unknown, anecdotal accounts place it at a site that is now covered by the waters of Barden Inlet.</p>

Site/Event	Description
<p>Fort Macon (Bogue Banks, 2303 East Fort Macon Road, Atlantic Beach, 34.69120, -76.67883)</p>	<p>The War of 1812 demonstrated the weaknesses of the existing coastal defenses of the United States and prompted the U.S. government to implement construction of an improved chain of coastal fortifications. Fort Macon was a part of this chain, built to replace Fort Hampton to protect Beaufort Inlet.</p> <p>Fort Macon was designed by Brig. Gen. Simon Bernard and was built by the U.S. Army Engineers Department. It was constructed in the dunes at the east end of Bogue Banks, some 900 feet southwest of the old Fort Hampton site. It was named after North Carolina's eminent statesman of the period, Nathaniel Macon. Construction began in 1826, but the fort was not completed until December 1834. It was improved with modifications made during 1841-1846.</p> <p>As a result of congressional economizing, the fort was actively garrisoned before the Civil War only during the years of 1834-1836, 1842-1844 and 1848-1849. Outside these periods, an ordnance sergeant, acting as caretaker, was the only military personnel stationed at the fort.</p> <p>Learning from the loss of Fort Hampton, the Army Engineer Department made shoreline erosion control a top priority for the new Fort Macon. An initial erosion control scheme was constructed in 1831, consisting of a groin field constructed of rows of wood pilings at right angles to the beach and filled with brush that was weighted down with brickbats and logs. While these crude groins did temporarily stabilize the beach, the wood quickly deteriorated, leaving the fort again vulnerable to the encroaching inlet.</p> <p>In December 1840, Captain Robert E. Lee arrived with direct orders to study the erosion issues and provide a solution. His 1841 report recommended construction of two new stone groins on the ocean beach. Those groins were built in 1842, and four additional groins were added in 1844 and 1855. The six groins lining the ocean beach and inlet point managed to maintain the shoreline in its relative position for approximately 40 years.</p> <p>During the Civil War, after its capture from the Confederates in April 1862, the U.S. Army actively occupied Fort Macon until 1877, when it was deactivated.</p> <p>In the 1870s, problems with inlet shoreline erosion at Fort Macon reappeared, resulting in 360 feet of erosion on the west side of Beaufort Inlet. Funding was appropriated by Congress for improvements to "stabilize" Beaufort Inlet and, between 1883 and 1890, three new stone groins were added, a cast-in-place concrete groin was built over an 1844 stone groin, and stone revetments along the high water line of the inlet beach were constructed. This combination of erosion control structures managed to stabilize the inlet until the construction of four new groins in 1907, after which the ocean beach experienced a period of shoreline buildup and a sand spit developed that extended 2,800 feet from the fort's walls.</p> <p>Following the sinking of the U.S.S. <i>Maine</i> on 15 February 1898, North Carolina recruited two regiments of white troops and a third regiment of black enlisted men and officers. The two white regiments were quickly decimated by disease and never saw active duty, but the first three companies of the all-black 3rd North Carolina Regiment, with approximately 380 men, arrived at Fort Macon on 30 May 1898. Since the fort was almost derelict, they established</p>

Site/Event	Description
	<p>Camp Russell, a temporary encampment close to the fort. Seven additional companies of black volunteers arrived in early July and on 19 July the ten companies were mustered into service as the 3rd Regiment of North Carolina. Fort Macon's six remaining Civil War-era mortars were remounted and the fort's garrison was augmented by part of a company of U.S. Artillery.</p> <p>Given Beaufort's residual dislike for black troops left over from the Civil War, coupled with rising white supremacy rhetoric in the state at the time, serious conflicts between white townspeople and black troops broke out in August 1898. In September, the regiment was transferred to Camp Poland, near Knoxville, Tennessee. After the Treaty of Paris ended the war on 10 December 1898, the regiment returned to North Carolina and was disbanded in February 1899.</p> <p>In 1903, the U.S. Army completely abandoned the fort and, in 1923, offered it for sale as surplus military property. However, at the request of North Carolina's leaders, the Federal government agreed on 4 June 1924 to sell the fort and most of the surrounding reservation to the state for the sum of \$1 to be used as a public park. This was the second area acquired by the state (after Mt. Mitchell) for the purposes of establishing a state parks system.</p> <p>During 1934-1935, the Civilian Conservation Corps workers restored the fort and established public recreational facilities that enabled Fort Macon State Park to officially open on 1 May 1936 as North Carolina's first functioning state park.</p> <p>At the outbreak of World War II, the U.S. Army leased the park from the state and garrisoned it with Coast Artillery troops and guns. The fort was garrisoned from December 1941 to November 1944 and, on 1 October 1946, returned it to the state.</p> <p>By the 1940s, though, erosion once again threatened the site and in 1949 the shoreline at Fort Macon had receded to the same position as in the 1880s. Then, the 1950s brought a series of strong hurricanes that exacerbated erosion of the beach surrounding Fort Macon. The state constructed a new stone groin in 1961 that lined the west side of the shipping channel and extended 675 feet seaward from the inlet. This groin was extended in 1965 and again in 1969. This groin is the Fort Macon "rock jetty" at the inlet that is visible today.</p>
<p>Fort Macon Lighthouse and Range Light (Fort Macon, Bogue Banks) (Add GPS coordinates)</p>	<p>In 1852, Congress appropriated \$5,000 for a lighthouse and range light to assist vessels entering Beaufort Inlet. The construction of these lights was completed under the superintendence of Captain Daniel P. Woodbury of the Army Corps of Engineers. While sometimes called the Bogue Banks Lighthouse, "Fort Macon Lighthouse and Range Light" is its correct name.</p> <p>To build the lighthouse, Woodbury selected a site back from the shifting beach on a large spit of stable, dry land adjacent to the marsh about 200 yards northwest of Fort Macon, within the boundaries of today's adjacent Coast Guard station. Construction began in the summer of 1854 and the lights were put into operation on 20 May 1855.</p> <p>Plans called for a brick lighthouse tower with a two-story building attached to be used for storage of supplies. The</p>

Site/Event	Description
	<p>plans originally depicted the tower as being circular. When constructed, however, the tower was built as an octagon. Also included in the lighthouse plans was a small, two-story keepers house, although it is unclear if this was ever built.</p> <p>The lighthouse was fitted with a fixed 4th Order Fresnel lens that stood fifty feet above sea level and was visible 12-13 nautical miles out to sea. In conjunction with the lighthouse, a "range light" (sometimes referred to as the Fort Macon Beacon) consisting of a fixed white light projected by a 6th Order Fresnel lens on a 30 ft. tall wooden tower, was installed just south of Fort Macon. Together, these two lights provided vessels entering Beaufort Inlet guidance to avoid the Beaufort Bar...aligning the two lights indicated the proper course for the main channel.</p> <p>In the summer of 1861, both lights and their lenses were removed and, in early 1862, were shipped to Raleigh for safekeeping.</p> <p>One of the key considerations in preparing Fort Macon for use at the beginning of the Civil War was that the fort's cannons needed a clear field of fire in all directions; tall structures outside the fort that could in any way interfere with the guns, such as the lighthouse and range light, had to go. On the evening of 27 March 1862 the fort's garrison toppled the lighthouse onto the ground, where it broke apart into sections (that have since disappeared). On the following morning the range light was also pulled down.</p>
Gales Creek	<p>1. Gales Creek rises in southwestern Carteret County and flows south into Bogue Sound. It appears on the Moseley map of 1733 and probably named for Christopher Gale (c1679–1735). Gale was one of the first five Town Commissioners for the new town of Beaufort when it was incorporated in 1722. The act of incorporation also provided that Carteret Precinct was to have a church called the Parish of St. John. Twelve men were appointed to compose the first vestry and Christopher Gale was one of these twelve. Gale also served as Chief Justice of the General Court for the colony of North Carolina.</p> <p>2. A small community along N.C. 24 west of Morehead City, situated along both banks of Gales Creek where it empties into Bogue Sound (Add GPS Coordinates).</p>
Gales Creek Blockhouse	see "Civil War"
Gallants Channel/ Gallants Point (34.72163, -76.66996)	<p>Gallants Channel, also called Beaufort Channel, connects Taylor Creek and the Newport River on the west side of Beaufort.</p> <p>John Galland (c1698-c1730) was the stepson of colonial Governor Charles Eden. About 1726, he received a patent for acreage in Core Sound signed his by brother-in-law John Lovick. Galland became clerk of court for Carteret County in 1727 and continued in that position until December 1729.</p> <p>Part of Galland's acreage north of Beaufort became known as Galland's Neck or Galland's Point. Over time, the name "Galland" morphed into "Gallant." Today, Gallants Point is the site of the Michael J. Smith Field, while Gallants Channel is the adjacent waterway.</p>

Site/Event	Description
Gloucester (Add GPS coordinates)	Between Marshallberg and Straits is the small community of Gloucester, named in the early 1900s by Captain Joseph Pigott for the Massachusetts town he loved.
Goose Creek (34.69780, -77.01066)	Goose creek rises in southwest Carteret County and flows southwest into Bogue Sound near the community of Bogue, just east of MCOLF Bogue.
Hadnot Creek (34.75114, -77.11200)	Hadnot Creek rises in western Carteret County and flows about 5 miles southwest into White Oak River. The creek was named for an early settler.
Hammock House/ White House (Beaufort, 34.71406, -76.63933)	<p>Maps of Beaufort and Topsail Inlet from 1733 until 1793 show a “White House,” located east of the town and indicated as a navigation marker for the deep water channel through the inlet. Most historians have concluded that the “White House” shown on these early maps and the “Hammock House” that stands today are the same house, built sometime around 1708-1710. The builder of the “White House” remains unidentified, though some historians tend to credit Farnifold Green, the original land grant holder.</p> <p>Mary Warshaw, a Beaufort historian, contends that this interpretation is incorrect. Her research shows that the “White House” was built early in the 18th century, but that the Hammock House was not built until sometime between 1795 and 1800. In her view, these are two different houses whose individual histories appear have been combined.</p> <p>While it is said that several early figures of Beaufort’s history lived in the “White House” as early as 1713, the earliest <i>documented</i> owner was Thomas Austin Sr. In 1725, when Richard Rustull Sr. sold the estimated 200 acres comprising the land known by the name “Port Beaufort,” its eastern boundary was described as being “100 yards to the eastward of the hammock that Thomas Austin formerly lived on” [records show that Austin sold that property in 1719]. This locates the “White House” on the west side of the town’s eastern boundary, within the town limits of Beaufort.</p> <p>The “White House” was mentioned in James Winwright’s 1744 will. Winwright had acquired the house and land when he purchased it from John Pinder in 1742. In 1754, the 100 acres adjoining the eastern boundary of Beaufort, described as “Taylors Old Field” and containing the “White House” property, was sold at public auction by Winwright’s estate.</p> <p>In 1765, a Robert Williams purchased the 25 acres “...known by the name White House....”</p> <p>Then, in 1795, Samuel Leffers, Beaufort’s early school teacher, purchased the 25-acre “White House” property that included the house, a windmill and other improvements from Elias Albertson Jr.</p> <p>In an 19 October 1800 letter to his brother John in Long Island, New York, Samuel Leffers wrote, “My situation at present is agreeable, my new [emphasis added] house is calculated to my fancy and pleasantly situated, we have a fine prospect of the Sea, in front have a good garden and spring of water and are [located] about 200 yards from the</p>

Site/Event	Description
	<p>eastern most boundary of Beaufort town.” <i>This letter seems to imply that Leffers had built a new house on the “White House” property sometime between 1795 and 1800, located some 300 yards east of the older “White House.”</i> Warshaw concludes that the location given in this letter means that Leffer built a new house on the “White House” property and it is the Hammock House.</p> <p>If Warshaw is correct, the “White House” was lost long ago; perhaps before 1800, since Samuel Leffers seems to have found need to build a new house on the “White House” property by that date.</p> <p>The Hammock House acquired its name from the fact that the house was built on a "hammock", a "fertile raised area" about 12 feet above sea level. The first recorded use of “hammock” as a name was when the property was advertised for sale in 1843 as “Cook’s Hammock,” most likely since Henry M. Cooke owned the house and property from 1811 until 1831, having purchased it from Samuel Leffers.</p> <p>Originally, Taylor Creek came up to the front lawn of the house. Today, however, the house is over 500 feet from the water.</p> <p>During the Civil War, Union officers were quartered in the house. Three of them set out from the house one evening and were never seen again. In 1915 workmen digging near the back porch found their remains. During renovations in the 1965, a human scapula bone also was uncovered.</p> <p>The Hammock House is sometimes referred to as “Blackbeard’s house” (particularly by or for tourists), since a tale circulates that the pirate Edward Thatch stayed there for a while during his visit to Beaufort in 1718. If Thatch came ashore at all during that visit, he would have stayed at the “White House,” since the Hammock House was not built until 82 years later. All of the stories concerning Blackbeard and the Hammock House must be classed as undocumented folklore.</p> <p>Today, the Hammock House is a privately owned residence.</p>
<p>Harkers Island (34.70990, -76.58034)</p>	<p>Harkers Island, originally called "Davis Isle," "Crane Island," or "Craney Island," was first titled to Farnifold Green by the Lords Proprietors in 1707. Ebenezer Harker purchased the island in 1730, settled there with his family, and built a plantation and boat yard. The island became known as Harkers Island soon after his death. His will divided the island between his sons James, Ebenezer Jr., and Zachariah. The Harker heirs were generally slow to divide or to sell their inheritance and even by 1900, there were only twenty-eight families living scattered about the island. In 2010, Harkers Island had a population of 1,207.</p> <p>Harkers Island remained isolated until ferry operations between the island's west end and Gloucester on the mainland began in 1926. The only means of travel along the island was via a footpath through the middle of the Island cleared around 1900 by the island residents. In 1926, to provide access to the new ferry, Carteret County enlarged the path into a road, paving it with oyster shells salvaged from an Indian "midden" at the east end of the island, appropriately called Shell Point, and added a road running north-south to connect the ferry landing. In 1936,</p>

Site/Event	Description
	<p>these roads were hard-surfaced.</p> <p>The Harkers Island ferry was retired in 1941 when a wooden drawbridge was constructed. There was great controversy over this bridge. Most of the Island's residents wanted a bridge that connected the west end of Harkers Island to Lennoxville Point, near Beaufort. But, the North Carolina Highway Commission had other ideas and the new bridge connected the west end of Harkers Island to the mainland between Otway and Smyrna, in the area of Straits. This increased the travel distance from Harkers Island to Beaufort from 4 miles to almost 20 miles, much to irritation of island residents.</p> <p>The entire island was incorporated as the Town of Harkers Island in 1957.</p>
<p>Harlowe (34.84836, -76.76071)</p>	<p>The Harlowe community is located in the north-central part of Carteret County. It is named for John Harlow, who bought land on the south side of the Neuse River at Frayls Creek (now Harlowe Creek) on 22 January 1712. Located along N.C. 101 near the Craven County boundary, Harlowe today consists of two communities, Harlowe in Carteret County and North Harlowe in Craven County. Today, Harlowe (along with North Harlowe) consists of scattered rural residential developments between N.C. 101 and the Neuse River.</p>
<p>History Museum of Carteret County (1008 Arendell Street, Morehead City, 34.72276, -76.71723)</p>	<p>The History Museum is owned and operated by the Carteret County Historical Society. Its mission is to foster and promote public knowledge of, and interest in, the history and culture of the peoples of Carteret County. This 13,000-square-foot facility houses museum exhibits, the Jack Spencer Goodwin Research Library, a conference/classroom, the Les A. Ewen Auditorium/Banquet Hall, the Museum Store, and Society offices.</p> <p>The History Museum houses an extensive collection of textiles, period clothing, furniture, military memorabilia, glassware and artwork, all representing the past of Carteret County. The library has more than 10,000 books and publications, along with an extensive photo file documenting the history of Carteret County. The genealogy materials and the Civil War history collections are especially notable.</p>
<p>Hoophole Creek/Hoop Pole Creek</p>	<p>see "Civil War"</p>
<p>Huggins Island Fort</p>	<p>see "Civil War"</p>
<p>Indian Beach (Bogue Banks, 34.69137, -76.86092)</p>	<p>West of Salter Path on Bogue Banks is Indian Beach, a small incorporated town that was chartered in 1973. Indian Beach today consists of a marina, two or three mobile home parks, and several high rise condominium developments.</p>
<p>Intracoastal Waterway</p>	<p>World War I, the first conflict in which submarines were widely used, demonstrated the need for a protected route for bulk cargo transportation along the United States' eastern and southern coasts. In 1924, Congress incorporated the Inland Waterways Corporation, which is generally regarded as the beginning of modern water carrier operations, and in 1925 authorized construction of a "Louisiana and Texas Intracoastal Waterway," the beginnings of an east coast Intracoastal Waterway (ICW). By the end of World War II, the ICW was completed, running from its unofficial northern terminus in New Jersey, where it connects with the Atlantic Ocean at the Manasquan Inlet, then around the</p>

Site/Event	Description
	<p>Gulf of Mexico to Brownsville, Texas.</p> <p>The ICW between Norfolk, Virginia, and Wilmington, North Carolina, including the section through Carteret County, was completed in 1932. The ICW route through the county, from north to south, starts at the Core Creek-Adams Creek Canal juncture with the Neuse River (Mile 185), connects to the Newport River north of Morehead City (Mile 200), then makes a 90-degree turn westward at the Morehead City port “turning basin” (Mile 206), where it connects to Bogue Sound, finally exiting the county at its intersection with the White Oak River at Cedar Point (Mile 225).</p>
Iron Steamer/ <i>S.S. Penvensy</i>	see “Civil War”
Lukens/Lukens Island (Merrimon/South River, 34.97471, -76.58564)	<p>The unincorporated community of Lukens was located on Lukens Island on the east side of the South River in Down East Carteret County. It was abandoned after the hurricane of 15 September 1933 and the church, school, and several houses were moved across the river to the communities of South River and Merrimon.</p> <p>In 2013, the North Carolina Coastal Land Trust, partnering with the State of North Carolina, the Marine Corps and the Navy, acquired development rights to Lukens Island from the island’s owners. The Lukens Island conservation trust helps protect against development that would be incompatible with the Piney Island target range used by MCAS Cherry Point. The property is not only near the range, but within the flight path of military aircraft. The 678-acre property includes pine and hardwood forests that slope into estuarine waters along the banks of Brown’s Creek, a relatively pristine tidal creek. The land is primarily used by its owners for timber management and recreation such as hunting.</p>
Mansfield (34.72920, -76.78567)	<p>An unincorporated community originally located west of Morehead City, now within the Morehead City corporate boundary.</p> <p>Mansfield is located on the high ground just west of Peletier Creek and appeared as a town on state highway maps from 1922 until 1962. A street that intersects Arendell Street at the 4900 block is named Mansfield Parkway and a residential development on the west side of Mansfield Parkway is named Mansfield Park. These are the only surviving evidence of this community.</p>
Marine Hospital (Portsmouth, 35.06929, -76.06570)	<p>Congress, following a British practice, established a system providing “Relief for Sick and Disabled Seamen” by an act of 16 July 1798, signed into law by President John Adams. This was, in reality, a compulsory, payroll deduction, health insurance scheme that operated as the Marine Hospital Service. Under the plan, money was deducted by the ships’ masters from the monthly pay of each seaman (“hospital money”), and paid to the Collector of Customs at each port of entry. The collector, in turn, disbursed the funds, procuring for sick and disabled seamen “relief” in the form of medical care, nursing, medicines, lodging, and board, as available locally.</p> <p>In 1828, the Marine Hospital Service contracted with Dr. John W. Potts to establish a hospital at Portsmouth. Dr. Potts rented a small house for the purpose, but as commerce increased through the ports of Portsmouth and Ocracoke, the facility proved to be woefully inadequate.</p> <p>In 1842, Congress appropriated \$8,500 to build a hospital at Portsmouth and the Marine Hospital opened on 1</p>

Site/Event	Description
	<p>October 1847 with a doctor, a nurse, and three slaves. It was the first building in North Carolina built specifically to be a hospital. The Portsmouth Marine Hospital was a two-story building with large porches on both levels. Each of the 16 rooms had its own fireplace and two to four windows. Even the physician was able to have his own room. It was the most elaborate structure ever built at Portsmouth: a 50 by 90 foot pine building with a plastered and whitewashed interior and an exterior covered with cypress shingles.</p> <p>During the 1850s, use of the hospital steadily dwindled. At times during the last half of that decade, most hospital beds were empty. The expense of maintaining the facility at this remote and meteorologically hostile site became apparent to Congress, and plans were started to construct North Carolina's "main" marine hospital at Wilmington (a plan that was interrupted by the Civil War) and in 1860, the Portsmouth Marine Hospital closed.</p> <p>The hospital building was not used as a hospital again after the Civil War and was abandoned by the federal government by 1872. Over the years afterward, it was put to a variety of uses, including dance hall, weather station, and telegraph station. Finally, in 1894, the hospital was destroyed by a mysterious fire.</p> <p>After the Civil War, the United States Marine Hospital Service continued to grow. It was extensively reorganized in 1870, became the United States Public Health and Marine Hospital Service in 1902, and then was established as the United States Public Health Service in 1912.</p>
<p>Marine Sciences (Beaufort, 34.71709, -76.67299)</p>	<p>Zoologists established a marine life study field station in Beaufort as early as 1860 and in the 1870s military officers stationed at Fort Macon published a series of articles detailing the marine life found in the area. The first local sustained marine research was sponsored by the Chesapeake Zoological Laboratory of The John Hopkins University. Professors and students from the school conducted their first summer laboratory in 1878 at Hampton, Virginia, moving the next year to Crisfield, Maryland. Beginning in 1880 they rented a house on the waterfront in Beaufort to house ten to twelve researchers on a seasonal basis. In 1883 they moved back to Hampton, returning to Beaufort each season in 1884, 1885, and 1886.</p> <p>In 1902, the U.S. Bureau of Fisheries established a research center on the northern half of Pivers Island, across Gallants Channel from Beaufort. This facility was designated as the U.S. Fish and Wildlife Laboratory until sometime after 1957 when it became a laboratory operated by the National Atmospheric and Oceanic Administration (NOAA), designated as the National Ocean Service Center for Coastal Fisheries and Habitat Research.</p> <p>During the 1930s, Dr. A.S. Pearse and his colleagues from Duke University were also attracted to Pivers Island and its surrounding marine life for their summer field studies. The island afforded an excellent location for a field station and, through the subsequent efforts of Dr. Pearse and others, the land was acquired and by 1938 the first buildings were erected. The facility was designated as the Duke University Marine Laboratory, a campus of Duke University and a unit within the Nicholas School of the Environment.</p> <p>The NOAA and Duke University marine research laboratories on Pivers Island demonstrated the importance and viability of marine research in the central North Carolina coastal area, anchored by Carteret County.</p>

Site/Event	Description
	<p>The NOAA's Center for Coastal Fisheries and Habitat Research (CCFHR) conducts research to enhance recreational and commercial fishing. Jointly sponsored by the National Ocean Service and National Marine Fisheries Service, the CCFHR conducts laboratory and field research on estuarine processes, near shore and ocean ecosystems biological productivity, the dynamics of coastal and reef fishery resources, and the effects of human influences on resource productivity.</p> <p>Today, the Duke University Marine Laboratory's mission is both education and research in the basic ocean processes, coastal environmental management, marine biotechnology and marine biomedicine. The lab provides educational, training, and research opportunities year-round to about 3,500 persons annually, including undergraduate, graduate and professional students enrolled in the university's academic programs; visiting student groups who use the laboratory's facilities; and scientists who come from North America and abroad to conduct their own research. The resident faculties represent the disciplines of oceanography, marine biology, marine biomedicine, marine biotechnology, and coastal marine policy and management.</p>
<p>Marine Sciences (Morehead City, 34.72314, -76.74559)</p>	<p>The marine research by NOAA and Duke University facilities located in Beaufort has been augmented by the Institute of Marine Sciences (IMS), an off-campus research, education, and service unit of the University of North Carolina at Chapel Hill, and North Carolina State University's Center of Marine Sciences and Technology (CMAST), both of which are located on the old Camp Glenn site in Morehead City near 35th Street.</p> <p>IMS is a major element of the internationally recognized UNC-CH marine sciences program, established in 1947. The Institute's mission is to conduct cutting-edge research, train young scientists, provide expertise to governmental agencies and industry, and to promote new knowledge to inform public policy. In addition to providing the opportunity for innovative research, the Institute's location is ideally suited for experiential learning. The adjacent sounds, outdoor ponds (with both concrete and earthen enclosures), and indoor aquarium facilities provide habitats for controlled and natural experiments. A fleet of trucks and vans, outboard motor-powered boats, and a modern 48 foot coastal vessel are available for field studies.</p> <p>CMAST is a near neighbor of the IMS. This 51,000 sq. ft. facility, which opened in August 2000, houses NCSU's graduate marine sciences programs including faculty, staff and students from three of the university's colleges, as well as offices of the N.C. Sea Grant Program, Carteret County's Cooperative Extension offices and labs, and offices of Carteret Community College. CMAST's principal mission is to discover innovative solutions to questions and problems in marine systems and provide effective communication of these discoveries. By promoting multidisciplinary studies among research scientists, educators and extension specialists from the participating NC State University colleges, enhancing interaction with other educational institutions and agencies concerned with marine sciences and coastal natural resources.</p>
<p>Marshallberg (Add GPS coordinates)</p>	<p>Down East, south of Smyrna, is the unincorporated community of Marshallberg, built on a peninsula between Jarrett Bay and Core Sound. This is the site of a 287 acre farm granted to George Bell in 1713 by the Lords Proprietors. The small community took shape after the Revolutionary War, with most residents making a living as farmers and fishermen. The community was named "Marshallberg" in honor of Matthew Marshall who ran the mail boat from</p>

Site/Event	Description
	Beaufort when the post office opened there in 1890. In 2010, Marshallberg had a population of 403.
Merrimon (34.95315, -76.63366)	The unincorporated community of Merrimon, originally called simply Adams Creek, was named for Augustus Summerfield Merrimon from Asheville, North Carolina, who served as a U.S. Senator from 1873 to 1879. Merrimon was much admired by Edward F. Carroway, the community's first postmaster when a post office opened there in 1881, and he selected Merrimon for the community name. Rural Merrimon encompasses 67.1 square miles, of which 46.4 square miles is water, with a 2010 population of 657.
Michael J. Smith Field (Carteret County Airport, Beaufort, 34.72503, -76.65521)	<p>A general aviation airport serving Carteret County is located at Beaufort and is named for Michael J. Smith, a native of Beaufort who died in the Space Shuttle <i>Challenger</i> disaster. The facility was formerly known as the Beaufort-Morehead City Airport and has three asphalt paved runways: Runway 3/21, measuring 4,191 x 150 ft.; Runway 8/26 at 4,249 x 100 ft.; and Runway 14/32 at 4,000 x 100 ft. The airport is owned by Carteret County and managed by an airport authority.</p> <p>In the 1930s, Beaufort native Earl Taylor learned to fly. At the time, Carteret County had no landing strips, so in 1937 Taylor built a 1,400 foot east-west grass strip on property he owned adjacent to a failed residential development named West Beaufort. When Carteret County took over the land of the West Beaufort subdivision for non-payment of taxes, it gave Taylor permission to use to use the property for a second, north-south grass landing strip. In 1941, the legislature gave Carteret County permission to maintain airport facilities.</p> <p>When WWII broke out, the Coast Air Patrol (CAP) was authorized to establish a base of operations at Beaufort for its submarine patrol flights and begin use of the existing grass landing strips in 1942. To improve airfield operations, the county leased its airport property to the U.S. Navy under agreement that the government would build new, paved runways. Thirty-seven acres were quickly cleared and their elevation raised to seven feet above sea level by dredging and filling.</p> <p>The north-south runway, paved with asphalt, was completed in January 1943 and CAP Base 21 was established. At the end of July 1943, even as work on additional runways continued, CAP operations at Beaufort were merged with those at Manteo and both were transferred to a new base in Virginia. By 10 December 1943, CAP Base 21 was abandoned.</p> <p>In 1946, the Navy ended its lease and returned the airfield property to Carteret County, which then leased to facility to Earl Taylor, who operated a flight school there for many years.</p> <p>In the summer of 1946, Southeast Airlines began commercial air service to the airport. But, that service terminated within its first year of operation due to insufficient demand. Piedmont Airlines maintained commercial flight operations into Beaufort during the summer tourist season (May-October) from 1947 until 1962, when service ended, again due to lack of passenger traffic. For a short period (1973-1976), Wheeler Airlines provided passenger service to Beaufort using small commuter aircraft, but that too failed. Since 1976, the airport (and Carteret County) has had no commercial air service.</p>

Site/Event	Description
	<p>On January 28, 1986, the Space Shuttle <i>Challenger</i> exploded 73 seconds after its launch as mission STS-51L from Kennedy Space Center. The seven crew members, including pilot U.S. Navy Captain Michael John Smith, died in the disaster. Investigators later determined that cold weather caused a seal in the craft's right solid rocket booster to fail, allowing pressurized hot gas from the solid rocket motor to reach the external fuel tank. The spacecraft broke apart and disintegrated over the Atlantic Ocean. The astronauts' bodies were recovered two months later and Smith was interred at the National Cemetery, Arlington, Virginia. A monument dedicated to Smith is now located on the waterfront in Beaufort.</p>
<p>Military (Carteret, Craven, and Onslow Counties)</p>	<p>Since 1900, the development of Carteret County has been strongly influenced by military facilities within the county, including Coast Guard Base Fort Macon and Camp Glenn. World War II brought significant permanent military facilities to neighboring Onslow and Craven Counties that continue to have significant impact on Carteret County and its economy.</p> <p>Coast Guard Base Fort Macon (34.69780, -76.68168): In 1904, the Treasury Department received permission from the War Department to build a life-saving station on the Fort Macon Military Reservation on Bogue Banks. The U.S. Life-Saving Service station started with one main building, two small storage sheds, and water supply facilities. When the War Department declared Fort Macon as surplus in 1924, 22.6 acres of the fort's land was transferred to the Treasury Department for the life-saving station. In 1939, the U.S. Coast Guard was created by merging the Life-Saving Service and the Revenue Cutter Service within the Treasury Department.</p> <p>In 1938, just prior to the merger, many improvements were made to the site, including construction of a larger main building with a watch tower, a boathouse with marine railway, an equipment building, and improved utilities. Of these facilities, the boathouse (less its marine railway) and the equipment building are remain in service today. An enlarged dock area was built by the Army in 1941 and was then turned over to the Coast Guard in January 1946. These docks were improved in 1946-1947 and a new engineering building was constructed in 1948. Shortly thereafter, the site was designated a Coast Guard Base.</p> <p>In the mid-1960s, Coast Guard Group North Carolina office was attached to the base, with responsibility for coordinating all North Carolina units. The old station house and main building were replaced by the current 70-man barracks in 1965.</p> <p>In 1982, Base Fort Macon expanded by absorbing the personnel and duties that had been assigned to Coast Guard Station Cape Lookout (and the Lookout base was closed). The base serves as a host for six Coast Guard commands and its responsibilities extend from Hobucken, North Carolina, in the north, to the North Carolina/South Carolina border in the south. In 2013, the North Carolina Group Office, redesignated as the North Carolina Sector Office in 1990s, was relocated from Base Fort Macon to Wilmington, North Carolina.</p> <p>Camp Glenn (34.69780, -76.68168): A large part of the 1861-1862 Confederate site at Carolina City was acquired by the state of North Carolina in 1907 for use by the National Guard. The installation was named Camp Glenn in honor of former Gov. Robert Broadnax Glenn (1905-1909). From 1911 until 1918, Camp Glenn served as a training</p>

Site/Event	Description
	<p>center for the National Guard in the eastern counties of North Carolina.</p> <p>Naval Air Station (NAS) Morehead City/Cape Lookout was an Navy air patrol base established at Camp Glenn near the end of WWI, originally attached to NAS Hampton Roads, Virginia. The air station utilized existing National Guard facilities, but a new aircraft hangar and rampways into Bogue Sound were constructed. Beginning on 17 September 1918, a squadron of six aircraft was regularly maintained there for submarine and rescue patrol duty. The base also served as a refueling station for aircraft flying patrols out of NAS Hampton Roads.</p> <p>At that time, Naval air patrols were being used to help locate German U-Boats that had begun hostile operations off the U.S. coast between Cape Cod and Cape Hatteras. During the summer of 1918, over two dozen ships were sunk by German mines, gunfire, or torpedoes or were scuttled after being attacked. In May 1918, U-151 cut the transatlantic cables to Canada and to South America and in July and August, two U.S. warships struck mines laid by U-117 and U-156 and one, the battleship U.S.S. <i>San Diego</i>, sank. The lightship stationed on Diamond Shoals at Cape Hatteras was sunk on 6 August 1918 by U-140. However, no additional U-Boat activity continued after August and WWI ended on 11 November 1918. On 1 February 1919, the air station was officially detached from NAS Hampton Roads and began operations as a separate NAS, but by 20 May 1919 the base was listed as “non-operating.”</p> <p>With WWI over, the Coast Guard turned its attention to the utilization of aircraft for saving lives along the coastal regions of the United States. To evaluate the concept, Morehead City was chosen to prove the worth of Coast Guard aviation. For fifteen months, the air station operated on an experimental basis and demonstrated the value of aviation to support Coast Guard missions. In 1921, the Coast Guard appealed to Congress for funds to continue an aviation program, but none were appropriated and the Coast Guard closed the air station by 1 July 1922.</p> <p>Sometime in the mid-1920s, the U.S. Navy returned Camp Glenn to state control. When the North Carolina General Assembly created the State Highway Patrol in 1929, it utilized the still vacant Camp Glenn facilities for housing and training of the first cadre of new officers, 27 of whom graduated that year.</p> <p>The Camp Glenn acreage, on both sides of Arendell and 35th Streets, is now utilized by an elementary school, which for its first two years was housed in old Camp Glenn buildings, as well as Carteret Community College, the UNC-CH Institute of Marine Sciences, the state’s Division of Marine Fisheries, the NCSU Coastal Marine Sciences and Technology Center, and Carteret General Hospital.</p> <p>MCAS Cherry Point (Add GPS Coordinates): To enhance Marine Corps combat air support capability in anticipation of World War II, Congress authorized construction Marine Corp Air Station (MCAS) Cherry Point on an 8,000 acre tract of swamps, farms, and timberland at the crossroads community of Havelock in Craven County. Clearing of the site began in August 1941, with extensive drainage and malaria control work. Actual base construction began in late November, just days before the attack on Pearl Harbor.</p>

Site/Event	Description
	<p>On 20 May 1942, the facility was commissioned as Cunningham Field, named in honor of the Marine Corps' first aviator, Lieutenant Colonel Alfred A. Cunningham. The completed facility was later renamed MCAS Cherry Point. It is said that the name "Cherry Point" comes from a post office established in the area to serve the Blades Lumber Co. employees in the 1920s. The post office closed in 1935. The original "Point" is located on the south side of the Neuse River, east of Hancock Creek, and the word "Cherry" came from wild cherry trees that at one time grew there.</p> <p>Cherry Point's primary World War II mission was to train Marine pilots for service in the Pacific theater. The air station also served as a base for anti-submarine operations with an Army Air Corps unit (22nd Antisubmarine Squadron) and, later, a Navy squadron, each being responsible for the sinking of a German U-boat just off the North Carolina coast during 1943.</p> <p>Today, Cherry Point is considered to be one of the best all weather jet bases in the world. The air station and its associated support locations now occupy more than 29,000 acres and its runway system is so large that the air station served as an alternate emergency landing site for NASA's space shuttle missions.</p> <p>MCAS Cherry Point is also the home of U.S. Navy's Fleet Readiness Center (FRC) East that provides maintenance, support, and rebuild capability for Navy and Marine aircraft.</p> <p>MCB Camp Lejeune (Add GPS Coordinates): Marine Corps Base (MCB) Camp Lejeune, located at nearby Jacksonville in Onslow County, got its start in the summer of 1940 when then Major General Thomas Holcomb, Marine Corps Commandant, ordered Major John C. McQueen to "...select a pilot, get a plane, and find us a training center." Within a month, McQueen embarked on an aerial survey of the Atlantic and Gulf coasts from Norfolk, Virginia, to Corpus Christi, Texas. Based on his survey, McQueen recommended the Onslow County site that included 14 miles of undeveloped beach between New River and Bear Inlets. He considered it to be an ideal area for training, maneuvering large formations, and artillery firing.</p> <p>Marine Barracks New River was formally established on 1 May 1941 (the base's official birthday), but construction of facilities at the new base had begun the previous month. Following the attack on Pearl Harbor and the United States' entry into World War II, the already breakneck pace of construction at Camp Lejeune was accelerated. By the end of the war, the base was the most modern of its kind in the nation.</p> <p>After President Roosevelt issued Executive Order 8802 in 1941 barring racial discrimination in defense programs, the first African American troops arrived to train at the Montford Point area of the base. Women were trained at the base in nearly all facets of the military (except combat) beginning in 1943. That same year, the camp hospital was completed and a dog training school was established.</p> <p>Today, MCB Camp Lejeune encompasses 246 square miles (almost 143,000 acres) and is the largest single concentration of Marines anywhere in the world. It encompasses the onshore, near shore, and surf areas adjacent to the Atlantic Ocean and New River and borders N.C. 24 for almost 30 miles through Onslow County and the city of</p>

Site/Event	Description
	<p>Jacksonville. Camp Lejeune currently provides post-basic training and includes the USMC School of Infantry that trains more than 18,000 Marines annually.</p> <p>Adjacent to Camp Lejeune is Marine Corps Air Station (MCAS) New River. Initially, Camp Lejeune included a small air station for training with close support attack aircraft. However, based on lessons learned early during the Vietnam War, airlift of Marine infantry via helicopter was recognized as a major component of combat operations and USMC air operations were expanded significantly. In 1968, the air station was recommissioned as Marine Corps Air Station (Helicopter) New River, marking its growth from a small training facility to a major operational airfield. MCAS New River was the first base equipped with the MV-22 Osprey and currently there are six operational Osprey squadrons stationed there.</p>
Mill Creek	<ol style="list-style-type: none"> 1. Mill Creek rises in central Carteret County and flows south into the estuary of Newport River. 2. Mill Creek is a small unincorporated community located on the north shore of the Newport River near the mouth of Mill Creek (34.77800, -76.74559).
Morehead City (34.72163, -76.71420)	<p>Morehead City was founded as one of North Carolina’s first “railroad towns.”</p> <p>John Shackelford, who had acquired over 1,400 acres throughout the county prior to 1714, sold the peninsula between Bogue Sound and Calico Creek, on the west side of the Newport River, to David Shepard in 1723. The peninsula became known as Shepard Point and ownership of the property eventually passed to David’s son, William.</p> <p>In 1791, William Fisher bought 600 acres from William Shepard, extending westward from the mouth of the Newport River. The youngest of William Fisher’s four daughters, Sarah, married Bridges Arendell, Sr., and they built their home on Shepard Point in 1834 on seventy acres of land that was a dowry from her father. Upon Fisher’s death, the Arendells inherited the remaining land on Shepard Point and continued to farm it.</p> <p>The “high technology” of 1840 was the railroad. But, North Carolina was slow to develop rail service and in that year ranked last among southern states in both railroad investment and miles of track construction. Progressives, led by John Motley Morehead, governor of North Carolina from 1841 to 1845, were determined to change that. In 1848, the legislature passed a railroad bill calling for an east-west railroad to connect the coastal plain with the Piedmont, opening the state for economic and industrial development.</p> <p>Morehead supported a new railroad that would stretch from Charlotte to Raleigh and then on to Richmond and helped form a new joint stock company, named the North Carolina Railroad, to finance its construction. Morehead proposed that the State of North Carolina would own half of the new railroad and the stockholders of the Raleigh and Gaston Railroad, whose existing track would be an integral part of the line, would own the other half. The Legislature approved this arrangement in January 1849 and by July 1850, the initial capital funds were raised and the various counties to be touched by the line had agreed on the route. John Motley Morehead was elected President of the new North Carolina Railroad (NCR). In 1851, railroad construction began and, in January 1856, the first train ran the entire length of the newly completed rail corridor from Charlotte to Goldsboro</p>

Site/Event	Description
	<p>Morehead also became interested in establishing a port on the coast of North Carolina, served by the new railroad that would extend to the western limits of the state. He ordered surveys for extending the railroad eastward to Beaufort Harbor and, in 1852, a bill was passed by the North Carolina legislature authorizing the construction of the railroad from Goldsboro to Beaufort Harbor and, in 1854, the Atlantic & North Carolina Railroad was organized with the state providing two-thirds of the capital and private investors providing the remaining third (these investors were bought out by the state in 1989).</p> <p>When this bill was passed, the Legislature had not yet decided where to locate the railroad terminus. Walter Quinn, a surveyor, was hired to measure distances and pick out the best place for the railroad to end. The places Quinn picked were (1) Gallant's Point on the west side of the channel near Beaufort, (2) Lennoxville (just east of Beaufort), (3) Shepard Point, and (4) Beaufort.</p> <p>In the meantime, ex-Governor Morehead had become convinced that Shepard Point was a better port location than Beaufort and as the terminus of the new railroad. Through agents, he bought the 600 acres of land extending from the Newport River to today's 24th Street from the Arendell estate. Shortly afterward, he made an offer to the Atlantic & North Carolina Railroad stockholders to take \$100,000 of his stock and build a thirteen mile portion of the road from Clumper's Creek (south of New Bern) to Shepard Point, if the company would terminate the railroad there rather than at Gallant's Point, Lennoxville, or Beaufort. The company agreed to Morehead's proposal. The citizens of Beaufort, however, who earlier had agreed to purchase \$50,000 worth of railroad stock, became incensed that the railroad would not extend to their town and refused to honor their commitment. Consequently, Beaufort remained without rail service for over 50 years until, in 1907, the Beaufort and Western Railroad was formed to extend tracks from Morehead City to the town.</p> <p>By April 1856, scheduled rail service from Charlotte, through Greensboro, to Raleigh and then to Goldsboro was in operation. Later that year, the rail connection from Greensboro, through Statesville, to Asheville was completed. That left only the section from Goldsboro to Shepard Point, passing through New Bern, to be finished to complete the "Central Railroad."</p> <p>The town of Morehead was platted and Governor Morehead's Shepard Point Land Company began to sell his land at Shepard Point in 1857. About half of Morehead's 600 acres was platted for the 1857 sale, extending from the Newport River to 15th street. The company laid out a grid-patterned town on the peninsula, with a 130-foot-wide thoroughfare through the center for the railroad and blocks extending north-south from shore to shore. The main thoroughfare terminated at the Newport River at the eastern edge of the peninsula where the new port was to be constructed.</p> <p>His land sale on 11 November 1857 was the first public land sale to be held in Carteret County and on the first day \$13,000 worth of property was sold. Morehead planned to make his new town a second New York City, believing that with an excellent location on the seacoast and with a railroad running from Asheville to his port, it would be possible to bring the products of the state here for shipment to foreign countries and to larger U.S. cities.</p> <p>The first train ran from Goldsboro to Morehead City on 7 June 1858.</p>

Site/Event	Description
	<p>The Shepard Point Land Company remained under the leadership of the descendants of Gov. Morehead after his death in 1866. The remainder of the property between 15th and 24th Streets was gradually improved and lots continued to sell, but at a slower pace than during the initial lot sales. Activity continued sporadically until at least 1911.</p> <p>Morehead City was occupied by Union troops in March 1862 and remained under Federal control until 1868. After the Civil War, Morehead City slowly recovered, and by 1880 had joined Beaufort as a major player in the seafood industry that was developing. But, the real focus the economic growth of Morehead City soon became tourism.</p> <p>Following the loss of the “old” Atlantic Hotel in Beaufort, in 1880 the Morehead City Hotel Company, a subsidiary of the Atlantic & North Carolina Railroad, constructed a “new” Atlantic Hotel in Morehead City near the railroad’s port terminus. This made hotel accommodations in the area more convenient for the former patrons of the old Atlantic Hotel in Beaufort, since no ferry ride was required, and after the storm of 1879 Morehead City was considered to be a safer location.</p> <p>By 1910 Morehead City had surpassed Beaufort’s population, with 2,800 residents compared to Beaufort’s 2,750. This population growth was driven by increased popularity of the town as a summer resort, relocation of families from Diamond City and the other settlements of Shackleford Banks who moved to the Promise Land around 1900, the continued military presence at Camp Glenn during and after World War I, the economic impact of menhaden fishing, and, most importantly, the railroad, which made travel to Morehead City far more convenient than to Beaufort before 1907. Morehead City’s sand streets were paved in 1924-1925, paid for with special assessments on the town’s property owners.</p> <p>As the focus of tourism shifted to the beaches of Bogue Banks in the late 1920s, Morehead City’s waterfront began to develop as a center for saltwater sport fishing. Local commercial fishing boat captains found that they could earn a living taking visiting recreational fishermen out for chartered deep sea fishing expeditions. Morehead City soon became one of the most important sports fishing centers in North Carolina.</p> <p>Local charter captains also discovered that they could offer “shore lunches” to tourists in small seafood stands that they built along the waterfront beside their boat docks. The popular seafood restaurants that now line the waterfront are the successors of these 1930s seafood stands.</p> <p>After WWII, and as the commercial fishery began to collapse in the 1960s, Morehead City’s primary economic engine shifted almost totally to “tourism.” There are currently two elements to this: summer visitors to beaches of the banks and year-round recreational fisherman. Both bring a steady stream of income to Morehead City as it has become the commercial center of Carteret County. Additionally, Carteret County has become a retirement destination that has led to significant development in and around Morehead City, which has, by far, the better transportation arteries within the county. In 2010, the city’s population was approximately 9,000, making it the largest municipality in Carteret County.</p>
Morehead City Curb Market (13 th and Evans Street,	Opened in 1931 to serve local farmers and residents, the Carteret County Curb Market is the oldest continuously operating curb market in North Carolina. The market still opens seasonably each Saturday through Labor Day. Typically, the Curb Market offers fresh vegetables, local seafood, cut flowers, and baked goods and a demonstration

Site/Event	Description
Morehead City, 34.72012, -76.72290)	garden is planted each year. The Curb Market is operated by the Carteret County Extension and Community Association.
Morehead City Historic District	<p>The Morehead City Historic District was listed on the National Register of Historic Places in 2003. It encompasses approximately fourteen city blocks, roughly along Fisher and Bridges Streets between N. 5th Street and N. 12th Street. It includes about 400 acres and 147 primary buildings dating from the late 1850s to 1952.</p> <p>Included within the District are ninety-one predominantly frame one- and two-story historic houses, four early twentieth-century commercial buildings, three corner grocery stores, five historic churches of white and African American congregations, and the 1929-1930 Charles S. Wallace Graded School (now used as offices by Morehead City).</p> <p>The District has a rich collection of vernacular and popular styles architecture that reflect its railroad and coastal heritage, including both vernacular frame houses built in the second half of the nineteenth century, and twentieth century popular Queen Anne, Bungalow, Craftsman, and Minimal Traditional style houses.</p>
Morehead City Municipal Building (202 S. Eighth Street, Morehead City, 34.72012, -76.72290)	The Morehead City Municipal Building is a listed, historic building constructed in 1926. It is a two-story, stuccoed brick building in the Florentine Renaissance style. It has a low hipped roof and a porch, with two stone, full height, engaged Ionic columns (in antis) that stand between two square piers (anta). It was listed on the National Register of Historic Places in 2004.
Morehead City Port (34.72049, -76.70286)	<p>The Newport River's 18-20 foot depth was considered significantly more advantageous than the Beaufort channel, which had a depth of only 12 feet, since larger, deeper draft ships would be able to dock. In 1858, Governor John Motley Morehead built a deep water facility called "Pier No.1" at the eastern tip of Shepard Point, consisting of a wharf, a warehouse, and rail lines.</p> <p>Pier No. 1 was innovatively designed to allow cargo to be transferred directly between ships and railroad cars. Rail tracks ran along each side of the main warehouse building so that one train could be unloading on one side while a second was loading on the other side. An 1859 eyewitness description of Pier No. 1 gives a clear picture of the port facility: "The wharf...is built upon 93 large iron screw piles, a novelty in this country as well as in Europe, and is just finished. The warehouse 90 x 165 feet built thereon, and the whole structure for enclosing the wharf are raised and will be under cover by the last of the week. The warehouse being somewhat narrower than the wharf and placed in the center of the same, the railroad tracks fork before reaching the warehouse and a track runs on each side of the same and through the building. If the cars are ready, goods can be taken directly on board the cars from vessels, or loaded from cars to vessels. Shipments of lime and salt are the chief loads of the vessels while they take on naval stores for northern ports."</p> <p>Occupation by Federal troops during the Civil War, followed by the damaging storm of 1879, hampered development of the Morehead City port and its facilities fell into disrepair and disuse by the end of the 19th century. The port was</p>

Site/Event	Description
	<p>closed to shipping in 1904.</p> <p>However, to Morehead City's benefit, an argument for state-owned ports began in the state legislature in the 1920s. It was recognized that North Carolina's economic development was being handicapped by higher shipping costs than those of Virginia competitors, a situation partly due to the state's lack of adequate ports and water transportation and subsequent reliance on train transport. But, a referendum to approve spending of \$8.5 million to improve this situation was defeated in 1924, with most of the inland counties voting against it.</p> <p>Morehead City established its own Port Commission later in the 1920s and began lobbying the Governor and General Assembly to authorize a new port facility where old Pier No. 1 had stood. The Legislature approved the port in 1931 and, in December 1934, the Federal government approved a loan for its construction. The Morehead City Port Commission was formally chartered by the Legislature on 1 August 1936 and construction began immediately on the new port, consisting of a 1,000-foot pier and a 32,000-square-foot terminal shed. In April 1937, the first ship loaded a cargo at Morehead City and set sail for Japan.</p> <p>The value of deep water ports was further recognized by the legislature in 1945 with creation of the N.C. State Ports Authority. The Authority's job was to create two ports (one at Morehead City and one at Wilmington) through the sale of revenue bonds, with the ultimate goal of creating a better atmosphere for the development of North Carolina industry. In 1949, the General Assembly approved issuing \$7.5 million in bonds for construction and improvement of seaports and, in that year, the Morehead City port was purchased by the State Ports Authority and expanded to help meet that goal.</p> <p>Rail service to the port remains a critical component of its performance. Efforts to consolidate the Atlantic and North Carolina with the North Carolina Railroad were initiated in 1866, but it wasn't until 29 September 1989 that the merger was finalized. This merger consolidated a 317-mile rail corridor from Charlotte to Morehead City, now operated under a long-term lease agreement by the Norfolk Southern Railroad.</p>
Muster Ground (Otway, State Road 1333, 34.76211, -76.56257)	<p>At the beginning of the Revolutionary War, in response to the call from the Continental Congress to the Colonies for troops, the North Carolina government authorized two regiments of five hundred men each for the "Continental Line" and six battalions of 500 "minute men" each, local militia ready to turn out at a minute's warning.</p> <p>Twenty-five shillings was allowed for each militia soldier and non-commissioned officer to purchase "a hunting Shirt, Leggins, or Splater dashes and Black Garters, which shall be the Uniform; and that the Manual exercise for the said Minute Men be that recommended by His Majesty in 1764." An allowance of ten shillings per annum was made "...for a good smooth bore or musket, and twenty shillings for a Rifle, to the owners for the use of their Guns."</p> <p>The colonial government appointed field officers for the companies of minute men raised in Carteret County: William Thompson, Colonel; Solomon Shepard, Lt. Colonel; Thomas Chadwick, First Major; and Malachi Bell, Second Major.</p> <p>The men of Carteret County had to make a choice: would they join the ranks of the patriots, call Whigs, or would they</p>

Site/Event	Description
	<p>stay loyal to the King? The Whigs overwhelming victory over the Loyalist troops at the Battle of Moore's Creek in February 1776, was a decisive factor in the choice of many and men of the county responded to the call to arms. Some joined the militia, others signed up with the North Carolina regiments in the Continental army under General Washington, and later in the war, others were drafted into service.</p> <p>The training ground for the militia, or "muster ground" was not in the town of Beaufort, but at Crow Hill, Thomas Chadwick's plantation on Goose Creek Bay off North River. The only way to reach Crow Hill at the time was by boat and, thus, the men who came from all parts of the county could drill there, hidden away from prying eyes of Loyalists.</p>
Neuse River	<p>The Neuse River is formed by the confluence of the Flat and Eno rivers in Durham County, 275 miles inland, and empties into Pamlico Sound below New Bern. Ocracoke Inlet is the river's primary drainage outlet to the ocean.</p> <p>The river has one of the three oldest surviving English-applied place names in the America. Colonists adopted name the "Neuse" from its name by the "Neusiok" American Indian tribe with whom the early Raleigh expeditions made contact. Two English captains, Arthur Barlowe and Phillip Armadas, were commissioned by Sir Walter Raleigh in 1584 to explore the New World. They landed on North Carolina's coast on 2 July 1584 to begin their research and, in their 1585 report to Raleigh, they wrote favorably of the Indian population in "...the country Neusiok, situated upon a goodly river called Neuse...."</p> <p>For 200 years, the Neuse served as a navigable water route from Ocracoke, Hatteras, and Oregon Inlets to the inland towns of New Bern, Washington, and Kinston (see "Portsmouth" entry). Yet, the river had little influence on the development of Carteret County, which had the advantage of direct access to the Atlantic Ocean through Beaufort and Bogue Inlets. Today, the Neuse River forms part of Carteret County's northern boundary.</p>
Newport (34.78632, -76.85903	<p>The inland incorporated Town of Newport was granted a charter from the State of North Carolina on 30 January 1866.</p> <p>By the mid-1700s, a small community sprang up around a landing on the upper part of the Newport River, where barges unloaded products brought to Beaufort by ocean-going vessels and took on lumber and naval stores to be shipped from Beaufort to other colonial ports. Near the landing, where the road from Harlowe connected with the road to Cedar Point, a general store was established by a man named Bell and this spot was initially referred to as "Bell Landing" or "Bell Corners."</p> <p>When the first Post Office in the community was established in 1859, the community name was designated as Shepardsville, but that name was changed in 1865 to Newport, after the adjacent Newport River.</p> <p>In 1872 the village supported five merchants, two steam saw and grist mills, and a carriage factory and, by 1884, bustled with five general stores, four public gins, one turpentine distillery, one cooper shop, one blacksmith shop, one carriage factory, one cigar factory, and a liquor store. Bell's Hotel and McCain's Boarding House housed travelers. At the end of the 19th century, Newport was home to seven general stores, the Harrison Hotel, a blacksmith shop, two carriage makers, one public gin, one turpentine distillery, one repair shop, and a water-powered saw and grist</p>

Site/Event	Description
	<p>mill.</p> <p>In 2010, Newport had a population of 4,150 and was the second largest municipality in Carteret County.</p>
Newport Barracks	see "Civil War"
Newport River	<p>The Newport River, which rises in the pocosin lakes and marshes of the Croatan Forest and empties into Bogue Sound at Beaufort Inlet, was used by early settlers in the upland portions of western Carteret County as a water route to the port at Beaufort.</p> <p>Shown as the Coranine River on both the 1698 "A New Mapp of Carolina" and Lawson's 1709 map, its name had changed to Newport River by 1733 when it was identified as such on the Moseley Map published that year.</p> <p>Beginning in 1721, members of the Society of Friends (generally referred to as "Quakers") from Rhode Island came in family units and settled on the north side of the (now) Newport River, along Core and Harlowe Creeks. The community constructed a meeting house several miles north of Beaufort in 1736. However, in 1799, and again in 1831, many Eastern North Carolina Quakers, including those in Carteret County, moved west to Ohio and Indiana in order to retreat from slavery and to find better lands and a more healthful climate. The Friends meeting house property on Core Sound was ceded to the Ann Street Methodist Church of Beaufort in 1898.</p> <p>Several prominent members of the Quaker settlement were born in Newport County, Rhode Island and it is often assumed that they renamed the Coranine River as the Newport River in honor of their birthplace. However, in 1708, the site of the future Port Beaufort was identified in a deed as "Newport Town," so the name "Newport" was obviously been in use for the river by then.</p>
North Carolina Maritime Museum (315 Front Street, Beaufort, 34.71747, -76.66542)	<p>Beaufort is the home of the North Carolina Maritime Museum. It began operations in the early 1900s with a little more than a small collection of fish mounts, jars of preserved crustaceans, and bird skins. As the collection expanded over the years, the museum was overseen by various agencies and individuals, but was finally brought under the North Carolina Department of Cultural Resources in 1997.</p> <p>This facility includes the museum on the north side of Front Street and a boat-building shed and docks on the south side of the street. The museum is the depository for artifacts recovered from the pirate Blackbeard's ship <i>Queen Anne's Revenge</i> that foundered in 1718 about a mile offshore from Beaufort Inlet. The boat shed provides space and tools for volunteers to build wooden boats using methods and patterns that date back to the areas sailing heydays.</p>
North River	About 10 miles long, North River rises in central Carteret County and flows south into Back Sound. It first appears with this name on the Moseley map in 1733. North River is the "unofficial" demarcation line for the Down East portion Carteret County.
Ocean	Ocean is a small unincorporated community in western Carteret County, located on N.C. 24 between Broad Creek and Bogue. It was served by post office from 1891 until 1927.
Ocracoke	Ocracoke is an unincorporated town located at the southern end of Ocracoke Island, across Ocracoke Inlet from

Site/Event	Description
	<p data-bbox="443 228 1814 285">Portsmouth. In 2010, its population was 948. The village is now located in Hyde County, but from 1770 until 1845, it was within the boundaries of Carteret County.</p> <p data-bbox="443 321 1814 440">Ocracoke, then called “Wokokon” or “Woccon”, was used as a seasonal hunting and fishing ground by the Hatterask and Woccon Indians. In 1585, Sir Walter Raleigh's ship <i>Tiger</i>, in search of Roanoke Island, ran aground on a sand bar in Ocracoke Inlet and the ship's passengers were forced to land on the island for while repairs were made.</p> <p data-bbox="443 475 1814 651">Ocracoke Island was not permanently settled until the 1730s. Before then, though, it is generally thought to have been a pirate haven at times. It reportedly was a favorite anchorage of Edward Thatch, better known as “Blackbeard.” On 22 November 1718, Blackbeard was trapped on the sound side of Ocracoke Inlet by ships sent by Governor Spotswood of Virginia, led by Lieutenant Robert Maynard. In the battle that followed, Blackbeard and several of his crew were killed. Maynard returned to Virginia with the surviving pirates and the grim trophy of Blackbeard's severed head.</p> <p data-bbox="443 686 1814 805">Enough people had settled at Ocracoke by 1753 that it was recognized as a “town” by the colonial government and by the time of the first census in 1790, 135 whites, two free persons of color and 31 slaves lived in 23 households. Early settlers kept livestock, fished, and grew vegetables. The men worked as stevedores and/or local pilots; some even as seamen on merchant ships traveling routes from New York to the West Indies.</p> <p data-bbox="443 841 1814 1016">With the establishment of Portsmouth and the development of Shell Castle, maritime traffic through Ocracoke Inlet increased significantly and the village of Ocracoke grew. But, by the late 19th century, this shipping business disappeared as shifting inlets and the development of steam power for ships diminished Ocracoke's importance as a port. The United States Life-Saving Service Station at Portsmouth (1894) and then Ocracoke (1904) became one of the few sources of steady income for local men. Ocracoke's growth stagnated before WWI and the 1920s and 1930s saw an exodus of people to the ports of Newport News and Philadelphia where jobs were more abundant.</p> <p data-bbox="443 1052 1814 1138">After World War II, a growing middle class found its way to Ocracoke. The Navy paved the first road on the island and deepened Cockle Creek, which was given the more picturesque name of Silver Lake. Throughout the 1950s the village's roads were gradually paved.</p> <p data-bbox="443 1174 1814 1260">In 1953, the National Park Service established Cape Hatteras National Seashore that included all of Ocracoke Island except for the 775 acres encompassing Ocracoke Village on the northwest side of the island. General telephone service came in 1956.</p> <p data-bbox="443 1295 1814 1414">In 1957, North Carolina bought the four-car ferry that Frazier Peele had established between Ocracoke and Hatteras Islands and Ocracoke was connected to the mainland in 1960 when the Taylor brothers of Sea Level initiated ferry service to the town from Atlantic. The state took over this service a year later, moving the mainland terminus to Cedar Island. Later, a second mainland ferry route was established to Swan Quarter. In 1977, a water system</p>

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	provided an alternative to cisterns and hand pumps.
Ocracoke Inlet (35.06966, -76.03961)	Ocracoke Inlet is shown on all of the 16th and 17th century maps of coastal North Carolina and has served as a navigable route for commercial vessels for centuries. Prior to the opening of Oregon Inlet in 1846, ships traveling to ports on the mainland (Bath, Edenton, Washington, New Bern, etc.) had only the options of Ocracoke Inlet or Hatteras Inlet for passing through the barrier islands. In 1715, the colonial assembly, recognizing the need to improve trade and navigation along the North Carolina coast, passed an act for "settling and maintaining Pilots at Ocacock Inlett." It wasn't until the 1730's that pilots actually began settling at Ocracoke and after 1753 at Portsmouth.
Ocracoke Lighthouse (Add GPS coordinates)	<p>After the loss of the Shell Castle lighthouse in 1818, a new light to mark Ocracoke Inlet was needed. In 1822, at a cost of \$50, the federal government purchased two acres at the south end of Ocracoke Island as the site for a new lighthouse. Constructed by Massachusetts builder Noah Porter and finished in 1823, the tower still stands today. Total cost, including the one story, one bedroom keeper's house, was \$11,359, far below the \$20,000 budgeted.</p> <p>The lighthouse stands about 75 feet tall. Its diameter narrows from 25 feet at the base to 12 feet at its peak. The walls are solid brick, about 5 feet thick at the bottom and tapering to 2 feet at the top. An octagonal lantern house crowns the tower and houses the beacon.</p> <p>The exterior's solid white coloration serves as its identifying mark to mariners by day. The original whitewash "recipe" called for blending lime, salt, Spanish whiting, rice, glue, and boiling water, a mixture was applied while still hot.</p> <p>A 4th Order Fresnel lens was installed in 1854, replacing the original lamp and reflector system. Its hand-cut prisms and magnifying glass greatly intensified the light. Early in the Civil War, the lens was dismantled by Confederate troops but was re-installed in 1864 by Union forces. Originally an oil-burning light, the Ocracoke Light was electrified in the early decades of the 1900s. The present light is equal to 8,000 candlepower and casts a stationary beam that can be seen 14 miles at sea. A battery powered back-up light operates during power failures.</p> <p>Ocracoke Lighthouse, today, is located within the Cape Hatteras National Seashore and is maintained by the National Park Service.</p>
Octagon House (300 Masonic Avenue, Cedar Point, 34.68418, -77.08856)	<p>Edward Hill, one of the wealthiest planters in Carteret County in 1850, had a 1,000-acre plantation that had been established by his ancestor William Hill in the mid-1700s at Cedar Point in Western Carteret County. In 1850, Hill's property was valued at \$6,000 and he owned forty-seven slaves.</p> <p>Following the plan recommended by Orson Squire Fowler, a New York state physician and architect, in his 1848 book promoting the octagonal house called "A Home for All," Hill spent four years, 1855 until 1859, building a Fowler-inspired eight-sided plantation house, aptly named the "Octagon House."</p> <p>The two story house, grand in form but of vernacular Greek Revival design, has weatherboard walls with wide curved corner posts and a pair of large six-over-six sash windows in each side. A "wishbone" stair occupies the west side of</p>

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	<p>the wide high-ceilinged hall and at each end is a set of double doors with a stylish transom. The central cupola, open to the upstairs hall, has sash windows that ventilated the entire house. The interior is finished with wide pine floors, plaster walls, and four-panel doors with wide three-part surrounds. The two large, square central rooms on each floor are flanked by smaller triangular-shaped rooms at the corners, making a total of six rooms on each floor, each heated by the fireplaces of four interior brick chimneys. Each fireplace has a wooden mantel with simple chamfered pilasters.</p> <p>Today, the Octagon House is privately owned and is a popular wedding venue.</p>
<p>Old Burying Ground (34.71936, -76.66278)</p>	<p>The Old Burying Ground in the Beaufort Historic District, originally known as Live Oak Cemetery, was established in the early 1700s adjacent to the building used at the time for sessions of the Court and services of the Anglican Church of St. John's Parish. It is the oldest cemetery in the county, deeded to Beaufort in 1731 by Nathaniel Taylor. Today, the cemetery is bracketed by Ann Street United Methodist Church, First Baptist Church, and Purvis Chapel AME Zion Church.</p> <p>In the fall of 1948, a group of civic and religious organizations decided something should be done to improve the condition of Live Oak Cemetery. Dating back to 1731, it was almost totally overgrown two centuries later. As an organized effort to restore and preserve the old cemetery got underway, it was redesignated as the "Old Burying Ground" to make it more "fitting" with the budding plans to convert Beaufort from a failing fishing village to a vibrant tourism destination.</p> <p>The northwest corner of the cemetery is its oldest part, with graves marked with shell, brick, or wooden slabs. Characteristic of this period are the vaulted graves bricked over to protect them from water and wild animals.</p> <p>Today, the Old Burying Ground is owned by the Town of Beaufort and maintained and managed by the Beaufort Historical Association. Click here to download a map of the cemetery and descriptions of some of the more notable graves it contains.</p> <p>Note that the sign saying that the graveyard contains victims of the Tuscarora War is pure fantasy...hype provided by the Beaufort Historical Society for tourists.</p>
<p>Onslow County</p>	<p>The first European and English settlers arrived in what is today's Onslow County in 1713 in what was originally part of the colonial precincts of Carteret and New Hanover. Onslow County was formed in 1734 and was named for the Honorable Arthur Onslow, Speaker of the British House of Commons. After a lethal 1752 hurricane, the county courthouse was relocated from Town Point to Wantland's Ferry; this settlement was eventually incorporated in 1842 and named Jacksonville after President Andrew Jackson. Largely a collection of sparsely populated agrarian and maritime communities, Onslow County dramatically changed in the early 1940s with the establishment of the Army's Camp Davis near Holly Ridge (now closed), and the creation of Camp Lejeune in 1941.</p> <p>Onslow County's flat, gently rolling terrain covers 767 square miles and is located in the southeastern coastal plain of North Carolina, approximately 120 miles east of Raleigh, and 50 miles north of Wilmington. The city of Jacksonville is</p>

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	<p>the county seat, and the areas surrounding the city constitute the major population centers and growth areas in the county. The county is home to more than 185,000 people and includes the incorporated towns of Holly Ridge, Richlands, Swansboro, North Topsail Beach, part of Surf City, and unincorporated Sneads Ferry. Approximately 156,000 acres comprise the U.S. Marine Corps Base, Camp Lejeune and more than 43,000 marines and sailors are stationed there.</p>
<p>Open Grounds Farm</p>	<p>Down East Carteret County was settled as a string of then isolated fishing and farming communities along Core Sound. Typically, local farmers had farms that rarely exceeded 100 acres (though some early plantations in the county encompassed 1,000 to 2,000 acres). The majority of Down East land, all the way to the Neuse River consisted of low-lying poorly drained land, remained essentially unused except for hunting and fishing and acquired the name “Open Grounds.”</p> <p>In 1936, Georgina Pope Yeatman (1902-1982) purchased 25,000 acres of Open Grounds land and began development of Open Grounds Farm.</p> <p>Yeatman, born in New York, attended the University of Pennsylvania, obtaining an AB degree in 1922 at age 20. She continued to pursue a BA degree and by 1924, she was the first woman to complete the required coursework in architecture. She did not graduate, however, since the University of Pennsylvania refused to issue an architecture degree to a woman. Undaunted, Yeatman enrolled at the Massachusetts Institute of Technology, which had no problem with gender, and earned a BS in Architecture from that university in 1925.</p> <p>She travelled widely and while flying over eastern North Carolina, she admired the land north of Beaufort. She began accumulating property, beginning with 25,000 acres purchased from the University of Chicago for \$21,000. She then endeavored for almost 40 years to turn the Open Grounds into a viable farm, including raising dairy cows and establishing pampas-style ranges for beef cattle tended by cowboys on horseback. By the 1950s, Yeatman had increased her holdings to more than 43,000 acres and, by 1954, she sold the family farm in New Hampshire and moved her Guernsey dairy cows to Carteret County. Yeatman made the former Metcalf Hunting Club, located by South River and Eastman's Creek, into her home and added two wings that she personally designed. She built an airstrip and hangar on two hay fields near the house. In the early 1960s, to avoid hurricanes and flooding, she moved the house five miles inland to Yeatman Lane (on Merrimon Road), about two miles north of the west entrance to Open Grounds Farms. The house still stands, but is now derelict.</p> <p>By 1974, Yeatman was CEO of one of North Carolina's largest farm operations and that year she sold Open Grounds Farm, except for a few hundred acres around her house, to the Ferruzzi Group of Italy for \$3.5 million.</p> <p>The Ferruzzi Group continued farm operations, but finally closed down the cattle operations. In 1995, Ferruzzi sold the farm to brothers Mario and Giovanni Visentini of Italy.</p> <p>Today, Open Grounds Farm, Inc. encompasses over 50,000 acres and covers nearly twenty percent of Carteret County. The farm is primarily involved in “no till” soybean and corn agriculture, along with some timbering. Because</p>

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	it's foreign-owned, it does not benefit from government subsidies or price supports. Consequently, its farming operations are highly efficient, utilizing state-of-the art equipment and operating with a minimum workforce (averaging about 27 full time employees).
Otway	<p>The unincorporated community of Otway, located on the south side of Ward Creek on U.S. 70 east of Beaufort, is named for the famous Swansboro privateer Otway Burns (1775-1848).</p> <p>Prior to the War of 1812, Burns was a sailing master operating between Swansboro, Beaufort, New Bern, and ports to the north. When the War of 1812 broke out, Burns came to the aid of his country by successfully operating a privateer vessel to prey on British ships and commerce along the Eastern Seaboard. A post office was established at Otway in 1855.</p>
Parish of St. John	<p>The Act of Incorporation for Carteret Precinct in 1722 provided that the precinct was to have a church called the Parish of St. John. Twelve men were appointed to compose the first vestry: Christopher Gale, Joseph Bell, John Shaw, John Nelson, Richard Whitehurst, Richard Williamson, Richard Rustull, John Shackelford, Thomas Merriday, Enoch Ward, Joseph Fulford, and Charles Cogdail...all men closely identified with the founding and growth of Beaufort.</p> <p>This first Anglican Church in Beaufort was organized about 1724. However, increasing opposition to an "official" church by Baptists, Quakers, and other denominations contributed to a decreasing number of Anglicans in Carteret County.</p>
Peletier (34.71785, -77.06927)	The incorporated town of Peletier (originally called Peletier Mills) is located on N.C. 58 just north of Cape Carteret, south of Hadnot Creek. The community is named for Jerome Peletier who settled in the area after the Revolutionary War. According to Pelletier (note that the spelling now includes a second "l") family historians, Jerome was French and came to American after spending some time in southwest Haiti, a French colony at the time. Today, Peletier consists of a few commercial operations on N.C. 58 and rural residential development between N.C. 58 and the White Oak River. Peletier's population in 2010 was 490.
Peletier Creek (34.72730, -76.78113)	Peletier Creek rises in Carteret County within the boundaries of Morehead City and flows south into Bogue Sound. The creek is probably named for Jerome Peletier, first of that family to settle in the vicinity and whose plantation was located on its banks.
Pine Knoll Shores (Bogue Banks, 34.70120, -76.79399)	<p>A major step in beach development on Bogue Banks was Pine Knoll Shores, located just west of Atlantic Beach.</p> <p>A wealthy New Yorker named Alice Green Hoffman, after visiting Bogue Banks in 1918, bought ten miles of the island, an area then known as "Isle of the Pines," from John A. Royall of Massachusetts. She made her home here in 1941, building a large house facing Bogue Sound.</p> <p>Hoffman's niece was married to President Theodore Roosevelt's oldest son and upon Alice Hoffman's death in 1953, her will allocated more than 2,000 acres of Bogue Banks to her Roosevelt heirs. The Roosevelt family, in turn, donated 297 acres of that inheritance to the State of North Carolina for the Theodore Roosevelt State Natural Area.</p> <p>The Roosevelt family carefully planned for the development of the remaining property, including establishing the</p>

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	<p>town of Pine Knoll Shores. Early building began in the easternmost section of the town, adjacent to Atlantic Beach, and consisted mostly of vacation homes. By 1964, lots were selling and three motels, the Atlantis Lodge, the Sea Hawk, and the John Yancey, went up along the oceanfront.</p> <p>But, by the late 1960s, the family recognized that their new community had an appeal to permanent residents as well as vacationers. Covenants to regulate growth were then put in place and a homeowners association was established. In 1972, the Town of Pine Knoll Shores was incorporated and, by that time, permanent residents outnumbered part-timers.</p> <p>Pine Knoll Shores is home to one of the three North Carolina Aquariums, constructed on land donated by the Roosevelt family. In 1976, North Carolina opened three multi-purpose Marine Resources Centers along the coast, located at Fort Fisher, at Pine Knoll Shores, and on Roanoke Island. Each of these facilities offered small aquarium exhibits and touch tanks, as well as space for teachers and researchers. To more clearly define their mission, the centers were renamed the North Carolina Aquariums in 1986. The facility at Pine Knoll Shores is designed to express the history, waters, and environment of the barrier islands of North Carolina. The exhibition space presents the Aquarium’s storyline: “North Carolina’s Aquatic Life from the Mountains to the Sea.” This Aquarium is sited to avoid historic wetlands and to complement the adjacent forest. The Aquarium’s centerpiece exhibit, the 306,000-gallon “Living Shipwreck” includes hundreds of schooling fish and other sea creatures that swirl around a replica of U-352, a German submarine that was lost off the coast of North Carolina during World War II.</p>
Pivers Island (34.71822, -76.67223)	Pivers Island is located across Gallants Channel from Beaufort. The Island is home to the National Atmospheric and Oceanic Administration’s (NOAA) National Ocean Service Center for Coastal Fisheries and Habitat Research and the Duke University Marine Laboratory, a campus of Duke University and a unit within the Nicholas School of the Environment.
Portsmouth (North Core Banks, 35.06929, -76.06570)	<p>By 1685, there is mention in the records of a settlement at present-day Portsmouth, described as being on the “south side of Ocracoke Inlet.” This evidently did not flourish as the area was still generally uninhabited in the early 1700s.</p> <p>Inlets though the barrier islands at Currituck, Roanoke, and Hatteras were closed or closing by the 1730s, and ships traveled to Ocracoke Inlet to gain passage between the sound and the Atlantic Ocean. Ocracoke Inlet became the primary “outlet for all the waters of North Carolina, excepting the Cape Fear and its tributaries.” However, Ocracoke Inlet presented several obstacles to navigation, including the bar at the entrance and the shoal or “swash” within the inlet. Thus, cargo had to be removed from ocean-going vessels to warehouses, then transshipped across the sounds by smaller, shallow boats known as “lighters.”</p> <p>The need for skilled mariners to guide ships through the changing channels and assist in the lightering process led to large numbers employed as pilots in and around the inlet. The pilots also marked channels and posted signals for larger vessels. An act in 1715 by the colonial Assembly provided for pilots at both Roanoke and Ocracoke inlets, and a provision in 1723 authorized beacons or buoys to be placed at these inlets. These acts apparently were not put into effect, and in 1738, a third act was passed for these improvements.</p>

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	<p>In 1753, an act was called for the “laying out a Town on Core Banks, near Ocracoke Inlet, in Carteret County, and for appointing Commissioners for completing the Fort at or near the same place.” The commissioners were instructed “to lay out fifty acres of land on Core Banks, most convenient to the said harbour, adjoining the said Banks, for a town, by the name of Portsmouth, into lots of half an acre each, with convenient streets, as they may think requisite.” By 1760, Portsmouth had developed into the largest English port south of Virginia.</p> <p>By 1790, the port of Portsmouth was flourishing and the first U.S. census that year listed the population of Portsmouth (including all of Core Banks) as approximately 225, of whom 38 were slaves.</p> <p>The War of 1812 had little effect on North Carolina except for one incident at Ocracoke Inlet. On 11 July 1813, British Marines and sailors landed and occupied both Portsmouth and Ocracoke, taking control of Ocracoke Inlet, before returning to their ships on 16 July 1813.</p> <p>In 1828, Currituck Inlet finally closed permanently. This left Ocracoke Inlet as the only navigable channel through the Outer Banks north of Beaufort and shipping through the inlet was at its height in the 1830s. This increase in shipping led to steady growth of both Portsmouth and, in 1840, a post office was established there.</p> <p>However, in 1846, a storm opened Oregon Inlet and a new Hatteras Inlet, offering shipping alternatives to the inlet between Portsmouth and Ocracoke Islands, which was already shoaling badly. Portsmouth Village then began to fade. Finally, the coming of the railroad to Wilmington in 1840 and to Morehead City in 1858 sounded the death knell for all of the Outer Banks ports.</p> <p>Most of the Portsmouth residents fled to the mainland in advance of occupying Union troops in 1861 and almost half did not return after the Civil War. Fishing replaced shipping as the primary occupation for the islanders who remained. Portsmouth’s population steadily declined: in 1860, the population was over 500, but in 1870 was only 341.</p> <p>In 1894, a United States Life-Saving Service Station was established in Portsmouth Village and, until it closed in 1937, it played a vital role in the community. The station became part of the U.S. Coast Guard when that agency was created in 1915 and was turned over to the War Assets Administration in 1946.</p> <p>By 1956, only 17 residents remained at Portsmouth. The last male resident of Portsmouth was Henry Pigott, a black man and the son of slaves, who served as the small village’s “handy man” and who daily fetched the village mail and supplies delivered by the Beaufort-Ocracoke mail boat. Upon his death in 1971, Portsmouth’s last two female residents, Marion Babb and Elma Dixon, reluctantly moved to the mainland and Portsmouth became a “ghost town.”</p> <p>Today, Portsmouth is within the Cape Lookout National Seashore and is maintained by the National Park Service with the help of Friends of Portsmouth Island volunteers. While Portsmouth was registered as an Historic Place in 1978, today’s Portsmouth is not representative of the village in its prime; only two of the 109 dwellings that may have</p>

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Portsmouth Island (35.06929, -76.06570)	<p>stood at Portsmouth in 1860 are there today. Most of the rest of what is now preserved date from after 1890.</p> <p>Until it closed in 1961, Whalebone Inlet separated Portsmouth Island, the site of Portsmouth village, from North Core Banks. While locals still refer to Portsmouth "Island," the area exists today as a part of North Core Banks.</p>
Promise Land (Morehead City, 34.72087, -76.72819)	<p>The Promise Land (the "d" in "Promised" is typically dropped in Down East brogue) in Morehead City encompassed a then undeveloped area between 10th and 15th Streets, stretching south of Evans Street to Bogue Sound. For the watermen of Shackelford Banks, this area offered three advantages: higher ground, easy access to the ocean via Bogue Sound and Beaufort Inlet, and some storm protection in the lea of Bogue Banks.</p> <p>The basis of the name Promise Land is unknown. On local story is that when the people of Morehead City saw the Shackelford Banks folks moving their houses, some dismantled, some not, across Bogue Banks, someone remarked "There go the Israelites on their way to the promised land!" Another story is that Morehead City's newest residents were so enamored with their new location that they dubbed it the "promised land." Still others say that the Bankers' sang the gospel hymn "I Am Bound for the Promised Land" while moving their houses and possession across Bogue Sound. In either event, the name stuck.</p>
Rachel Carson National Estuarine Research Reserve (34.71066, -76.66013)	<p>As part of the North Carolina National Estuarine Research Reserve, the Rachel Carson component is located across from the Beaufort waterfront along the south side of Taylor Creek and is comprised of several islands: Carrot Island, Town Marsh, Bird Shoal, and Horse Island. These islands, cumulatively, are more than three miles long, but less than a mile wide. Middle Marsh, separated from the rest of the site by the North River Channel, is almost two miles long and less than a mile wide. The entire Rachel Carson Reserve is 2,315 acres. Initial acquisition of the area was completed in 1985, with the addition of Middle Marsh in 1989.</p> <p>A Beaufort resident placed his horses on these islands during the 1940s. With that resident's death, the horses remained and became feral, reverting from domestication back to the wild, and became the property of the state when the land was purchased in the 1980s.</p> <p>Since these horses are not part of the natural biota for the islands, their presence has caused problems and interference with native flora and fauna communities there. The main food supply of the feral horse is Smooth Cordgrass. Studies have shown feral horse populations may adversely affect biomass, percent cover, height, density and surface cover of Spartina and, more importantly, decrease seed production. Thus, horse activity decreases the marshes' ability to provide wave dampening; fish habitat and erosion protection; and may eventually lead to marsh loss. The action of the horses' hooves can also hasten erosion of island sediment and can cause damage to bird and sea turtle nests.</p> <p>During the late 1980s and early 1990s, the horse population exceeded the reserves' carrying capacity, leading to massive malnutrition in the herd and several deaths. Management action was required to maintain the herd at a sustainable level and a birth control program was implemented. That program, coupled with natural mortality, today keeps the horse population at or near the target number of 40.</p>
Radio Island	Radio Island, located on the western side of the Newport River within the limits of Morehead City, originally consisted

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(34.71293, -76.68433)	<p>of marsh lands and sand shoals. As the port at Morehead City was constructed in the 1930s through the 1950s, dredging for the ship channel and the port's turning (maneuvering) basin produced huge quantities of sand that were used to fill the marsh and shoals, creating Inlet Island, along with Brant Island on the west side of the shipping channel. Today, Inlet Island is better known as "Radio Island" and encompasses 400+ acres assessable by both road and railroad from the Morehead City-Beaufort Causeway.</p> <p>The Navy constructed three Landing Ship, Tank (LST) ramps on about 25 acres at the south end of the island. From the 1950s through about 2005, these ramps were used during military deployments for loading/unloading Marine troops and equipment and ferrying them to and from Navy ships stationed offshore. Today, the chore of loading/unloading Marines and their equipment is handled roll-on/roll-off Navy cargo ships dock at the Morehead City Port, augmented by hovercraft type amphibious landing craft at Camp Lejeune.</p> <p>The N.C. Ports Authority owns about 250 acres of the island. About 150 acres were used as an aviation fuel storage and distribution depot for MCAS New River and MCAS Cherry Point until about 2003, when the fuel tanks were refurbished to provide storage for phosphoric acid and liquid sulphur in support of potash mining at Aurora, North Carolina. The island also has private holdings, including three marinas, a boat repair facility, and a large condominium. It is also the site of a public fishing pier and boat ramps on the north side of U.S. 70 and a park and water access point south of U.S. 70.</p> <p>In 1947, the investors built a radio transmitter and 280-foot high antenna tower to establish a new radio station, WMBL-740 AM (whose call letters stood for "Where Morehead Beaufort Link"), on the island. The new radio station was a big deal with locals, as it was the first radio station in Carteret County and was well known for its clear reception and surprisingly long range. WMBL-740 AM was one of the few stations to play "beach music" or "rhythm and blues" in the 1950s and 1960s.</p> <p>An FM station using the WMBL-FM call letters went on the air on October, 1972 at 95.9 FM (later changed to 96.3 FM). WMBL-FM changed its call letters to WMBJ on October 13, 1981 and, on June 4, 1986, adopted the call sign WRHT-FM, "Thunder County," currently part of Inner Banks Media with facilities located in New Bern, North Carolina.</p> <p>In 1986, both the AM and FM stations were acquired by Great American Media (now Curtis Media Group). In early 1990, WMBL-740 AM was bought by a subsidiary of Clear Channel Worldwide and the station went silent in February 2000 to allow for WSCC-730 in Charleston, South Carolina, to make an upgrade.</p>
Salt Works	<p>In the 17th through 19th centuries, salt was a vital commodity used for food preservation, caring for livestock, and curing animal hides. Most salt consumed in Carteret County was shipped here by sea and any interruption of that commerce negatively impacted life and the economy within the county, requiring that local salt production methods had to be developed.</p> <p>Revolutionary War: In April 1775, Great Britain severed trade with the newly-forming American states and, in response, the Provincial Congress of North Carolina worked quickly to foster development of "salt works," the first of</p>

Site/Event	Description
	<p>which was established near Beaufort.</p> <p>The Provincial Congress passed three laws related to salt and to maintain its trade. First, a law was enacted to establish ceiling prices on salt to ensure that salt remained available despite shortages. Next, a system of rationing the existing salt supply was implemented. Finally, the government offered a bounty prize of 750 pounds to the first person to create a salt works and manufacture salt in North Carolina.</p> <p>In April 1776, the Provincial Congress expanded its actions and appointed four men to act as a Salt Commission to monitor a salt industry development. Two of these commissioners were men from Beaufort, Robert Williams and Richard Blackledge, each of whom began to develop salt works soon after their appointment, drawing upon state funds.</p> <p>Williams, who came to Carteret County from England in 1763, had already developed a small salt works on Taylor Creek just east of Beaufort, and hoped to expand upon his earlier methods at new works located on Gallant's Point. Rainstorms and lack of sufficient funding, however, hampered Williams' work and, in December 1776, the Salt Commission judged Williams' salt works unsatisfactory and state funding was withdrawn.</p> <p>Blackledge established his salt works at the mouth of Core Creek on the north side of the Newport River. Blackledge utilized a salt production method based on solar heat, boiling salt water in large metal canisters until the water evaporated and only salt remained. Blackledge was provided with 500 pounds to launch his salt works, and in August 1776 the Provincial Congress judged his salt production to be satisfactory, and offered further financial support. Blackledge drowned in September 1777, but his salt works continued to operate throughout the Revolutionary War.</p> <p>Civil War: By mid-1861, with the Union blockade impeding commerce for the southern states, salt again became scarce. North Carolina had to resort to once more extracting salt from seawater and new salt works were established at several coastal locations, including near Pier 1 in Morehead City.</p> <p>Housed under a long shed, the plant consisted of several wood-fired furnaces heating two rows of cast iron kettles shaped like shallow bowls built into the top of each furnace. Large wooden pipes conveyed seawater from "settling tanks" filled by windmill or steam powered pumps to the kettles, where the seawater was boiled. The liquid was evaporated, leaving salt behind. At regular intervals, an attendant would circulate and ladle salt from the kettles into loosely woven baskets where it drained and dried.</p> <p>Union troops destroyed the salt works in April 1862, just about the only destruction done by Union forces in the county during the Civil War period, except for the damage to Fort Macon.</p>
<p>Salter Path (Bogue Banks, 34.69364,</p>	<p>West of Pine Knoll Shores lies the small unincorporated community of Salter Path.</p> <p>Some local historians find that settlers established Salter Path, then called Gillikin, by the mid-1800s. As the local</p>

Site/Event	Description
-76.83823)	<p>whaling industry failed and storms destroyed the settlements on Shackleford Banks before 1900, some Diamond City residents, along with residents from communities at the west end of the island, moved their houses to Salter Path. Most believe that the village was renamed Salter Path in honor of the Salter family, Carteret County fishermen who also moved to the area from Shackleford Island.</p> <p>The families who moved to Salter Path in the late 19th century and early 20th century established their residences without deeds well before Bostonian John A. Royall purchased that part of the island about 1910. This meant that Salter Path was essentially a “squatter’s” community.</p> <p>The land housing Salter Path was sold by Royall to Alice Green Hoffman. In 1923, she sued the residents of Salter Path because their cows were wandering onto her estate. A subsequent court decision permitted the residents of Salter Path to remain, but their cows were not allowed to graze on the Hoffman Estate. This ruling restricted the village was restricted to 84 acres that the squatters occupied and direct ownership of the beachfront was granted to the village to use collectively. This ruling further stated that only current residents and descendants could occupy the property, but it did not give any individuals title to the land. This ruling remained intact until 1979 when a legal settlement permitted Salter Path residents to hold title to their property and for Carteret County to levy taxes on the village property.</p>
Sea Level (34.87295, -76.38484)	In 1706, Queen Anne granted Captain John Nelson 640 acres, defined by today’s Nelson’s Bay on the west and Core Sound on the east, that is now the site of Sea Level. A post office was established there in 1873. Called Mill Point until 1891 and then Wit until 1915, the unincorporated community of Sea Level is still the fishing community it has always been.
Shackleford Banks	See “Banks/Barrier Islands”
Shackelford Garrison (34.73260, -76.63366)	<p>With the first attack, the colonists gathered together in selected plantation homes. A number of these dwellings were fortified, as were the towns of Bath and New Bern. Within a month there were eleven or twelve such fortified garrisons in the colony.</p> <p>In 1708 and 1709 John and Francis Shackelford, brothers from Virginia, had been granted land on the west side of North River about 4 miles northeast of present day Beaufort (Moseley’s 1733 map inset notes the “Shakelford” plantation in this area). In response to Indian raids near his plantation, John Shackelford established one of the colony’s fortified garrisons (the only garrison in future Carteret County), identified in the Colonial Records on 9 January 1712 by the entry “...in ye Garrison at Shackelfords plantation praying Liberty to plant Corne on ye said plantation. Ordered that ye afsd Garrison to have liberty to plant Tend & Gather Corn on ye Said plantation during the time they Keep Garrison there as afsd.”</p>
Shell Castle (Ocracoke Inlet) (Add GPS coordinates)	Shell Castle, located in northeast Carteret County was a port complex built on a small island located in Pamlico Sound between Casey Island and North Rock, near the tip of North Core Banks at Ocracoke Inlet. Shell Castle was built by merchants John Gray Blount and John Wallace in 1789 to capitalize on the maritime traffic passing through Ocracoke Inlet.

Site/Event	Description
	<p>Blount and Wallace built their port complex of wharves and warehouses on a group of oyster beds called Old Rock, which was about a half-mile long and 60 feet wide, and changed the name of the island to Shell Castle. The island was a solid mass of oyster shells, more resistant to waves and wind than the surrounding sandy islands, and situated next to a deep passage through the shoals of Ocracoke Inlet called Wallace's Channel. As partners, Blount and Wallace owned the lighters and controlled much of the piloting business at the inlet.</p> <p>Over the years, Blount and Wallace expanded Shell Castle by adding a windmill, a gristmill, a store, a lumber yard, a notary public's office, a tavern, and a main building reported to be 300 feet long. Shell Castle also included one of North Carolina's first lighthouses, designed to mark safe passage through Ocracoke Inlet. (This lighthouse remained in operation until destroyed by lightning in August 1818. It was replaced by a lightship for a few years until Ocracoke Lighthouse was built in 1823.)</p> <p>The complex was badly damaged in a hurricane in 1806, but the fatal blow to it was the gradual shoaling of the channels leading to the port around the time of the War of 1812. When ships could no longer get near the Shell Castle, masters took their business back to nearby Portsmouth and Ocracoke.</p> <p>Shell Castle was abandoned soon after the lighting strike and fire of 1818 and its buildings have disappeared, although the island itself is still marked on maps and charts of the area.</p>
Smyrna (Add GPS Coordinates)	Smyrna is an unincorporated community on U.S. 70 east of Otway. It was named in 1785 from a deed that conveyed 100 acres from Joseph Davis to Seth Williston. The land was on Smunar Creek, but the spelling was later changed to Smyrna.
Snug Harbor (Sea Level, 34.88770, -76.39505)	<p>Robert Richard Randall, wealthy sea captain and privateer during the Revolutionary War, died in 1801, leaving a will in which he provided that his mansion and 21-acre farm in the center of what is now Greenwich Village, New York City, would be used to maintain and support "aged, decrepit, and worn out sailors."</p> <p>However, as land values increased during the 1820s, the New York legislature allowed Randall's will be modified so that the income from leasing his Greenwich Village properties could be used to meet the will's intent and, in 1831, a 130 acre farm on Staten Island was purchased and "Sailors' Snug Harbor" was built there. Ultimately, 55 major structures were built on the site and, by 1900, over 1,000 retired or disabled sailors were residents.</p> <p>However, by the mid-1960s, Snug Harbor was faced with dire financial problems. Many of the property leases that supported it's operation were producing 5% or lower annual returns. Expenses had increased due to more stringent and costly standards for institutional care resulting from Medicare being enacted in 1965. Inflation, a result of the Vietnam War, increased basic expenses, also. Soon, Snug Harbor's annual expenses exceeded its income from the Randall estate by over \$300,000 per year, a condition that lasted several years.</p> <p>Then, in 1970, the State of New York required that Snug Harbor construct a new infirmary to complete with current safety codes to institutional care. This was the last straw, and the Randall trustees began to search for a new home for Snug Harbor .</p>

Site/Event	Description
	<p>This search began by issuing letters to Chambers of Commerce around the country asking for information on available 10-acre or larger sites upon which a new retirement home and infirmary could be constructed. Daniel Taylor, a Sea Level native (see "Taylor Hospital") and wealthy CEO of his family enterprise offered a site at Sea Level for the new Sailors' Snug Harbor. He proposed to sell 35 acres of "buildable land" and an additional 70 acres of "scenic marsh" for \$50,000. The offer included a proviso that Taylor would return the \$50,000 once the new facility was up and running. The Sea Level location proposed by Taylor meant that an existing Duke Medical Center facility would be located essentially next door, eliminating the need to build a large infirmary as part of Snug Harbor. The Snug Harbor trustees quickly accepted Taylors offer.</p> <p>Ground breaking ceremonies for the new facilities was held on 4 July 1973 and the first residents made the move from Staten Island to Sea Level in June 1976. The new facility included four wings, three of which consisted of private room residential areas to house up to 120 residents and one of which housed administration, support offices, and a skilled nursing facility with 28 beds.</p> <p>Utilization of the Duke Medical facility housed in the old Taylor Hospital building next door did not work out as anticipated. Snug Harbor management quickly found that it was much less expensive to transport residents needing care to Morehead City or New Bern hospitals, even by helicopter, than it was to pay Duke's rates for medical services. Duke, too, had counted on a lucrative income from Snug Harbor and the loss of that income contributed to Duke ultimately converting their facility from an acute care hospital to long term care facility and, later, to turn the facility over to Carteret County.</p> <p>By the early 1990s, occupancy at Snug Harbor had fallen from 120 to about 90. The principle reasons behind this reduction in demand for Snug Harbor were the changes in maritime culture after WWII, including sailors becoming eligible for Social Security and that most sailors were now married and had families, no longer living as "sea dogs" who spent most of their life at sea under mostly harsh conditions. In the meantime, costs of operating Snug Harbor were increasing.</p> <p>In 1995, the trustees decided to end the "custodial care" model they had operated under since 1801 and change to an "outreach" program, offering financial stipends to supplement sailors' retirement incomes. This would, analysis showed, reduce the average expenditure from \$3,000 per month for each resident at Snug Harbor to about \$620 per month in support payments to each sailor living at his own home.</p> <p>In April 2000, Sailors' Snug Harbor became Snug Harbor on Nelson Bay, Inc., incorporated in North Carolina as a business corporation. The facility was opened to the public in 2001, allowing for sailor's wives and others to live there.</p> <p>Each retired or disabled mariner resident is now required to pay 40% of his income to live at Snug Harbor. Each resident has a private room with a private bath and patio, all meals, medical care or supervision dedicated to</p>

Site/Event	Description
	<p>individual needs, recreational activities, etc. For these mariners, the Randall trust continues to pay the remainder of costs, no matter what level of care the mariner may require.</p> <p>The facility currently offers three levels of housing and care: independent living, assisted living, and skilled nursing care.</p>
South River	<ol style="list-style-type: none"> 1. South River rises in east central Carteret County and flows north to empty into the Neuse River. 2. The small community of South River (Add GPS coordinates) is located on the west side of South River in northeast Carteret County, east of the community of Merrimon.
Spooners Creek (34.72768, -76.80571)	<p>Spooners Creek rises in Carteret County and flows south into Bogue Sound. A part of the creek forms the western limit of Morehead City. Rumor has it the creek was named due to the romancing that reportedly took place in the area.</p> <p>In the 1950s, local developers dredged the creek mouth and used the dredged sand to build up the western creek bank. They constructed a marina and motel, including a restaurant, called Vera Mar Harbor to provides services to boaters using the adjacent Intracoastal Waterway. Harbor Drive was built to link the new development to N.C. 24.</p> <p>In the 1980s, the restaurant closed after a fire and the motel was converted to apartments. In 2004, the property was sold and redeveloped for condominiums and single family residences served by a private marina.</p>
St. John's Parish	see "Parish of St. John"
Stacy	The community of Stacy is actually made up of two even smaller communities: Masontown (the name that appears on North Carolina's first highway map published in 1922) and Piney Point. The Stacy post office was opened in 1901.
Stella (34.77421, -77.15019)	<p>Stella is a small community on the White Oak River at the northwest corner of Carteret County. The community was originally called Smith's Mills after a Joseph Smith who started a ferry at that location in 1742 and later established a sawmill, a gristmill, and a tavern at his ferry landing.</p> <p>Stella served as a staging area for shipping naval stores, lumber, and, later, tobacco down the White Oak River to the seaport of Swansboro. When residents applied for a post office for the community in 1880, the community name was listed as Barkers, probably in honor of the Barker who built the first bridge across the White Oak River at this location. However, W.T. Walsh, Jr., son of the chief operating officer of the White Oak Lumber Company that was located in the community, worked for the Post Office Department in Washington. When the application for the new post office crossed his desk, he rejected the name Barkers, replacing it with the name Stella in honor of his younger sister Stella Marie Walsh who had been killed in a riding accident that year.</p> <p>Today, a modern concrete bridge spans the river at Stella, connecting Carteret and Onslow counties. Stella, at an average elevation of 30 feet above sea level, is the highest point in Carteret County.</p>
Straits	Straits is the community that flanks the road to Harkers Island from U.S. 70 east of Beaufort. "The Straits" is also the name of the body of water that lies between the community and the island.

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	<p>The spelling of Straits is shown on early maps as "Straights." Later cartographers probably noticed the name was not applicable to a water course and changed the spelling to Straits, meaning narrows. Originally, Straits was a farming community and a substantial amount of cotton was grown there.</p>
<p>Sugarloaf Island (34.71747, -76.71080)</p>	<p>Sugarloaf Island is located in Bogue Sound across a narrow waterway from the Morehead City waterfront. A small natural island that has been augmented by spoil from Morehead City port and Intracoastal Waterway dredging, 47-acre Sugarloaf Island is undeveloped and uninhabited. The Town of Morehead City purchased the island in 2002 and has established a 22-acre city park that includes an access dock and walking trails. The remaining 25 acres are designated as a nature preserve. The island is accessible only by water.</p>
<p>Swansboro (Onslow County, 34.68910, -77.12335)</p>	<p>Until November 1731, when Onslow County was formed, the site of the future town of Swansboro was part of Carteret County. On 7 April 1730, Isaac and Jonathan Green Sr. purchased from Ebenezer Harker "...a certain plantation and track of land containing by estimation 441 acres situate lying and being in ye Carterett in ye county of province of aforesaid being ye west side of ye mouth off White Oak River."</p> <p>In 1735, Jonathan Green, Sr. and Theophilus Weeks married his widow, Grace Green. Weeks, who had been living on the Carteret side of the White Oak River, moved to the Onslow County side upon marrying the Widow Green and they made their home in the house that had earlier been the home of Jonathan Green, Sr. Later, Weeks bought the half interest of Isaac Green to obtain full ownership of the 441 acres purchased from Harker.</p> <p>By 1771 Theophilus Weeks started a town on his plantation, platting and selling lots. Formerly known as Bogue, Week's Point, The Wharf, and New Town, the town was officially designated as "Port Swannsborough" by the North Carolina General Assembly on 6 May 1783 in honor of Samuel Swann, Speaker of the Colonial Assembly and official representative of Onslow in the Assembly. Swansboro was a minor port and slowly grew as it developed in support of the farms and plantations along the White Oak River. In the late 19th century, as logging and lumbering became a major business in western Carteret County, the White Oak River between Stella and Swansboro was the industry's primary route to market.</p> <p>Swansboro is located much closer to the western parts of Carteret County than Morehead City and Beaufort and, until the advent of automobiles and construction of N.C. 24 and N.C. 58, most residents of Cedar Point, Peletier, and Stella in Carteret County looked to Swansboro for supplies, news, and support.</p>
<p>Taylor Creek (Beaufort, 34.71255, -76.65370)</p>	<p>The waterway, sometimes called Taylors Creek, separates Town Marsh and Carrot Island from the mainland at Beaufort and was originally called Carrot Island Channel. It flows from North River on the east to the mouth of Newport River on the west and forms Beaufort's waterfront channel.</p>
<p>Taylor Hospital (468 Highway 70 East, Sea Level, 34.87181, -76.38598)</p>	<p>At the beginning of the 20th century, Maltby Taylor (1870-1973) operated a large oyster cannery and seafood business located at Sea Level. In the 1920s, Maltby Taylor's sons Daniel E. Taylor (1896-1873), William R. Taylor (1902-1987), Alfred T. Taylor (1904-1967), and Leslie M. Taylor (1910-2001) developed a food brokerage business based in Norfolk, Virginia. After WWII, this business expanded to become the West India Fruit and Steamship Company, an international conglomerate with headquarters in West Palm Beach, Florida. This successful venture</p>

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	<p>enabled the brothers to invest in other businesses that by 1950 included the Palm Beach Biltmore Hotel.</p> <p>The West India Fruit and Steamship Company operated a railcar ferry service between Palm Beach, Florida and Havana, Cuba until deteriorating relations between the United States and Cuba culminated in the United States embargo against Cuba in 1961. Cargo carried northward included tobacco, refined sugar, pineapples, rum, tomatoes, slaughterhouse byproducts, and scrap metal. Cuba bound freight included manufactured goods, chemicals, lard, railway equipment, temperate zone fruit (apples, pears, and grapes), meat, dairy, steel products, and machinery. The company's railcar ferry service ceased in August 1961.</p> <p>The company also operated an automobile and passenger ferry between Key West and Havana. Their ferry could accommodate 500 passengers and 125 cars. The ship was air-conditioned and offered snack bars, lounges, a gift shop, and small day cabins.</p> <p>Based on their Key West-Havana ferry experience, in 1959 the Taylor brothers began construction of the <i>Sea Level</i>, a ferry built to transport motorists from Atlantic to Ocracoke. Ferry operations began on 1 March 1960. Exactly one year later, the North Carolina Highway Commission purchased the <i>Sea Level</i> and moved the mainland terminal to Cedar Island. <i>Sea Level</i> served the route between Cedar Island and Ocracoke Island until the 1980s, when it was transferred to the Pamlico River ferry route between Aurora and Bayview in Beaufort County. <i>Sea Level</i> was decommissioned and sold to a private company in the late 1990s.</p> <p>Taylor family philanthropy benefitted the town of Sea Level, and all of Down East, by funding the Sea Level Hospital, a 76-bed acute-care hospital in 1953. The Taylor Foundation was created to own and operate the hospital on a non-profit basis. However, the hospital's remote location (almost an hour east of Beaufort) in a low-population area, meant that the Taylor Foundation had to provide ongoing financial support to keep the hospital functioning.</p> <p>In 1969, the Taylor Foundation transferred ownership of Sea Level Hospital to Duke University, to be operated as a unit of Duke Medical Center. Duke, over the 1970s and 1980s, finding the demand for acute care medical services shrinking even further, began to convert most of the hospital's allocated beds to extended-care and nursing home use. Even that change was not enough to make the hospital economically viable and in 1991 Duke announced its closing. To prevent loss of the facility to county residents, Carteret County government stepped in and ownership was transferred to Carteret General Hospital, which continues operations of the facility providing extended stay, skilled nursing medical services.</p>
<p>Teachers Assembly Building (Morehead City, 34.72049, -76.71156)</p>	<p>What today is known as the North Carolina Association of Educators was organized in 1884 at the White Sulphur Springs Hotel in Waynesville, North Carolina. From 1888 to 1900, the group, then known as the Teachers' Assembly, met annually in Morehead City in a building constructed as the association's headquarters.</p> <p>The Morehead City building stood alongside the Atlantic Hotel, south of the railroad, between 4th and 5th Streets. The building cornerstone was laid on 1 May 1888. The two-story structure was approximately 40 feet wide and 80 feet long, encompassing a total of about 6,400 square feet. The first floor consisted of eight meeting rooms, four on</p>

Site/Event	Description
	<p>each side of a 10-foot wide corridor. The second floor housed the association offices, a reading room, and a library. Two thousand people reportedly attended the first meetings in the new building on 13-29 June 1888.</p> <p>At the 1900 meeting, the assembly elected to sell the building and it was soon acquired as a summer home by an individual from Wilson. Around 1934, soon after the Atlantic Hotel burned, the aging structure was razed.</p> <p>The Teachers' Assembly changed its name to the North Carolina Education Association in 1922. The North Carolina Association of Educators was formed on July 1, 1970, by the merger of the North Carolina Education Association, formerly the professional educators group for whites, and the North Carolina Teachers Association, formerly the counterpart organization for black teachers.</p>
Train Depot (215 Pollock Street, Beaufort)	<p>A railroad connection was finally extended from Morehead City to Beaufort in 1905 by the newly formed Beaufort and Western Railroad. Most of the 1.5 miles separating the two towns consisted of shallow tidal marshes with navigable waterways on each side, the Newport River at Morehead City and Gallants Channel at Beaufort. Drawbridges were constructed over both of these waterways and a new causeway to support the track was built with sand dredged from the adjacent marshes.</p> <p>A freight warehouse was built beside Gallant's Channel in 1905 and tracks were laid along the center of Broad Street to a new passenger station constructed on the corner at Pollock Street in 1907. Later, the rail line was extended eastward along Broad Street and then parallel to Lennoxville Road to serve industrial operations east of town, with a branch line constructed northward along Hedrick Street.</p> <p>By 1938, passenger rail service to Beaufort ceased and the passenger depot was sold to the Town of Beaufort. The railroad continued to carry freight between Beaufort and Morehead City into the 1980s. The railroad drawbridge over Gallants Channel at the foot of Broad Street was demolished in the mid-1990s and removal of the tracks laid in Broad Street (and beyond) began in 1994.</p>
Train Station (1001 Arendell Street, Morehead City)	<p>In 1895, the Atlantic & North Carolina Railroad entered into a long term lease agreement with the Southern Railway (now the Norfolk and Southern Railroad). In 1904, railroad leased out the wharf facilities, rerouted commercial shipping traffic through the port at Norfolk, Virginia, and shut down the Morehead City port. In 1905, the railroad erected a new passenger and freight depot between 7th and 8th streets, abandoning the old depot across from the Atlantic Hotel.</p> <p>Passenger service to Morehead City terminated in 1950, though freight service to the port, re-established after 1937, continued. The 1905 depot was relocated at least once after 1950; it was relocated again in 2008 to the corner of 9th Street and Arendell Street in downtown Morehead City and renovated for use as a meeting and event center and to provide offices for the Downtown Morehead City Revitalization Association.</p>
Tuscarora Indians	<p>The Tuscaroras, an Indian tribe related to the Iroquois, migrated to North Carolina from Pennsylvania in the 1500s. The Tuscaroras settled in what is now Carteret, Pamlico, Craven, Lenoir, Greene, Jones, Beaufort, and Pitt Counties. According to one early eighteenth-century report, the Tuscaroras lived in fifteen different villages scattered throughout the Pamlico and Neuse River basins, forming a buffer between the Algonquin tribes to the north and the</p>

Site/Event	Description
	<p>Siouan tribes to the west.</p> <p>While the tribe was almost decimated during and after the Tuscarora Wars, today the Tuscarora Nation of North Carolina, located near Maxton, has about 700 members and there are other small groups of Tuscarora descendants scattered about the state.</p> <p>In early 2013, a memorial to the Tuscarora was erected near Fort Nooherooka at the intersection of N.C. 58 and Nooherooka Road in Greene County (Add GPS Coordinate).</p>
Tuscarora Wars	<p>The Tuscarora Indians lived in relative peace with the white settlers for over 50 years. However, whites often took advantage of Tuscarora in trade negotiations and some settlers even captured Tuscarora women and children and sold them into slavery.</p> <p>By 1710, there were two primary groups of Tuscarora in North Carolina, a Northern group led by Chief Tom Blount and a Southern group led by Chief Hancock. Chief Blount occupied an area in present-day Bertie County along the Roanoke River, while Chief Hancock's group was closer to New Bern, occupying an area south of the Pamlico River.</p> <p>That year, conflicts between the Indians and the intruding white settlers reached the point that the Tuscarora decided to leave the state. They petitioned the government of Pennsylvania for permission to relocate to that state. Pennsylvania agreed, provided that the North Carolina government would provide reassurance that the Tuscarora were a peaceful tribe. However, North Carolina declined to do so since it would lose the lucrative goods trade with the Indians and their contribution to providing Indian slaves for local planters. Relations between the tribe and the state deteriorated rapidly.</p> <p>Causes of the conflict between the Tuscaroras and white settlers can be narrowed down to three Indian grievances and two white grievances. The Indians were unhappy with the unfair practices of white traders, enslavement of Indian women and children by white settlers, and, most importantly, land encroachment and loss of hunting grounds due to ever-increasing numbers of white settlers. Whites, in turn, disliked the fact that the Tuscaroras routinely harbored run-away black slaves, viewed by the whites as simply stealing their property, and that Indian hunters routinely killed settlers livestock that was allowed to range free in the forests. The primitive farming methods used by the Tuscarora involved periodic burning of standing forests to clear new planting grounds and the English settlers saw this as a terrible economic waste.</p> <p>The final straw for the Tuscarora appears to have been the settlement of New Bern in 1710. The settlement was established on the site of the Neusioc tribe's town of Chattooka (sometimes spelled "Cartouca") at the intersection of the Neuse and Trent Rivers in today's Craven County. John Lawson, who was Surveyor-General of the colony, had chosen this spot for the colony and told de Graffenreid that the site was uninhabited. When the Neusioc site was found to be occupied by the Indians, the Neusiocs were paid for their land and they left, but apparently were not satisfied with the deal.</p>

Site/Event	Description
	<p>In mid-September of 1711, John Lawson and de Graffenreid made a trip up the Neuse River to explore the upper reaches of the river to, hopefully, locate a new road route to Virginia. But, a new road had no value unless there was also a plan for settlers to establish new farms and settlements up the Neuse from New Bern, which meant further penetration into Tuscarora lands. The Tuscarora knew Lawson and understood his position as Surveyor General for the North Carolina colony. If he was exploring further into Tuscarora territory, then surely, to the Indians, that seemed a precursor to another land grab by the whites. Thus, five hundred warriors from various tribes quickly gathered at Catechna and prepared to do battle with the white settlers.</p> <p>The Southern Tuscarora, led by Chief Hancock, worked in conjunction with several tribes, the Pamplicos, the Cothechneys, the Corees, the Mattamuskeets, and the Matchepungoes, to attack the settlers at a wide range of locations in the Tuscarora region in a short time period. Principle targets were white planters along the Roanoke, Neuse, and Trent Rivers, and the town of Bath.</p> <p>The colonists were divided by political disagreement. Edward Hyde, a cousin of Queen Anne, had come over from England in 1710 to administer the colony as deputy governor for North Carolina. His right to the post was disputed by Thomas Cary who had previously held the office. In the dispute that followed, known as Cary's Rebellion, Hyde and Cary both attracted supporters who actually took up arms against each other. The colony was in the midst of civil war. By the time Cary's Rebellion ended in the summer of 1711, there was already serious unrest among the Indians in the state, especially with the Tuscarora and their allies.</p> <p>At sunrise on the morning of 22 September 1711, the Indians attacked. Divided into small war parties, the Indians swept down the Neuse and along the south shore of the Pamlico. Two hours later, a reported 130 colonists lay dead. Some were tortured horribly; others were desecrated after death. Many were left wounded. The less fortunate were taken captive. The rest of the people fled for their lives, leaving the bodies of their loved ones to the elements. After several days of slaughter and destruction, the enemy drew back into Hancock's Town, taking their plunder and captives, including women and children.</p> <p>The white settlers of North Carolina south of the Albemarle found themselves in the midst of a war they were not prepared to fight. In spite of past danger signals, they had made no preparations for possible hostilities. Nowhere in the whole colony was there a fortified place to which the people might flee to safety. There were few men with military training. Neither war supplies nor food had been stored for emergency use. The Indians seemed better supplied with ammunition than the colonists (most likely provided by Indian traders from Virginia), and a bad drought combined with neglect of the fields during Cary's Rebellion had resulted in a serious shortage of food. Worst of all, political differences still divided the people, making it impossible for the government to act with necessary speed and responsibility.</p> <p>With the first attack, the colonists gathered together in selected plantation homes. A number of these dwellings were fortified, as were the towns of Bath and New Bern. Within a month there were eleven or twelve such fortified garrisons in the colony.</p>

Site/Event	Description
	<p>With the majority of the white settlers confined within their fortified plantation garrisons, Indian warriors ravaged the countryside. To the terrified colonists, their condition seemed hopeless. Trapped as they were in scattered garrisons, a body large enough to strike back at the enemy with any effectiveness could not be raised. And, it was not wise for the few men in the individual garrisons to venture out among much larger numbers of hostile Indians.</p> <p>The colony's government quickly asked Virginia for help, but that northern neighbor attempted to take advantage of the situation. In exchange for their militia's help, Virginia's Governor Spotswood demanded that North Carolina cede all of the land encompassing present-day Edenton, Elizabeth City, and at least 10 present day counties in northeast North Carolina to Virginia. North Carolina refused and turned to South Carolina for help.</p> <p>South Carolina, seeing the war as a potential source of Indian slaves for their booming plantation economy, responded favorably. South Carolina dispatched Colonel John Barnwell and his troops, consisting of 30 white men and about 500 Indians, to aid North Carolina. Barnwell's forces travelled northward from South Carolina, arriving in the Neuse River area in January 1712. Expecting to link up with a North Carolina force, they were disappointed when this force failed to appear, but they kept travelling. They located the Tuscarora Fort Narhantes on 30 January 1712 and immediately attacked and quickly defeated the Indians.</p> <p>On 27 February 1712, Barnwell's force surrounded Chief Hancock's fort located across Contentnea Creek from Hancock's village of Catechna, finding that many of the whites captured by the Indians were being held there. Hoping to reduce the captives' suffering, Barnwell negotiated for the captives' release. An agreement with the Tuscarora stipulated that twelve captives would be released immediately and the remaining captives would be released on 19 March at Batchelours Creek near New Bern. The initial 12 were released, but the Tuscarora reneged on the second part of the agreement and the remaining captives were never recovered.</p> <p>Barnwell established a garrison at Qurhous, across the Pamlico River from Bath, to keep communications open between the Pamlico and Neuse river basins. He also established Fort Barnwell about 30 miles up the Neuse from New Bern on the site of an abandoned Coree town near the mouth of Contentnea Creek. Later that year, the Corees and their allied smaller tribes were enticed by Barnwell to attend a peace conference held at Fort Barnwell. However, when the Corees assembled, Barnwell's men attacked them, killed a number of Coree men, and enslaved dozens of women and children.</p> <p>On 7 April 1712, Barnwell, with a force of 153 whites and 128 Indian warriors, surrounded Chief Hancock and his Tuscarora warriors at Catechna. After a ten-day siege, the Tuscarora offered to end hostilities under rather generous terms, surrendering Chief Hancock and three others in exchange of Barwell's allowing the remaining Tuscarora and their allies to leave. Barnwell accepted these terms, but he was censured by Governor Hyde for doing so. Fearing then that he would receive no rewards from the government for his efforts, Barnwell took several captive Indians as slaves as his payment and returned to South Carolina. Barnwell's departure with his captives, however, was interpreted by the Tuscarora as a violation of the terms of their surrender and they soon returned to</p>

Site/Event	Description
	<p>the warpath.</p> <p>In June 1712, the North Carolina government again appealed to South Carolina for help. In early October, South Carolina agreed and appointed Colonel James Moore to assemble sufficient forces and rendezvous with North Carolina troops at Forth Barnwell. Moore assembled a force consisting of 33 whites and more than 800 Indian warriors and arrived at Fort Barnwell in early December 1712.</p> <p>Moore led his forces to the new Tuscarora stronghold at Fort Nooherooka, located about five miles north of present day Snow Hill in Greene County, arriving there on 1 March 1713. On 20 March 1713, an assault was launched and the last Indian resistance was overcome three days later as the fort was set afire. Of the Tuscarora, nearly 400 warriors, women, and children were killed or burned alive inside the fort; another 166 were killed outside the fort while trying to escape the fire; and nearly 400 were taken as captives. Most of the Indians who did escape Nooherooka fled northward to Virginia and eventually made their way to New York, joining the Iroquois League as the Sixth Nation, abandoning North Carolina. But, a few surviving Tuscaroras, Corees, and Matchapunga, numbering about 50 warriors, took refuge in the Great Alligator Swamp in today's Dare County and continued hostilities by conducting a guerrilla war for almost two more years. On 11 February 1715, a treaty was signed and the remnants of the Coree and Matchapunga tribes were assigned a reservation tract near Lake Mattamuskeet in Hyde County.</p> <p>Another treaty, signed in June 1718, granted the Tuscarora a tract of land on the Roanoke River in what is now Bertie County. This was the area already occupied by Chief Tom Blount and his Northern Tuscarora and was specified as encompassing 56,000 acres. Tom Blount was recognized by the government of North Carolina as titular head of all Tuscarora in the state and the few remaining Southern Tuscarora were removed from their homes and relocated to these treaty lands. But, over the next several decades, the Tuscarora lands were gradually diminished as they were sold off in deals that were frequently designed to benefit white buyers.</p> <p>The Tuscarora population continued to decline. Whites in the colony continued to abuse the Indians and, by 1755, the total Tuscarora population in eastern North Carolina was estimated to only 365, at most.</p>
Union Town	see "Civil War"
U.S.S. <i>Carteret</i> (APA-70)	<p>The U.S.S. <i>Carteret</i> (APA-70), named in honor of Carteret County, served as part of the U.S. Navy during WWII. This ship was a 7,000 ton Gilliam-class attack transport armed with one 5" / 38-caliber dual-purpose gun mount, four twin 40 mm gun mounts, and ten single 20 mm gun mounts. She was launched on 15 August 1944 at Wilmington, California, acquired by the Navy on 2 December 1944, and assigned to the Pacific Fleet.</p> <p><i>Carteret</i> sailed from San Diego on 24 January 1945 carrying troops to Pearl Harbor. She arrived off Iwo Jima to land troops and equipment in the invasion of that bitterly contested island on 19 February 1945. She remained off the island to support the Marines until 2 March, when she retired carrying casualties whom she took to Saipan. <i>Carteret</i> sailed on to Tulagi and Espiritu Santo, arriving 19 March to load troops and vehicles designated as reinforcements for Okinawa. The attack transport reached the Okinawa beachhead on 9 April 1945, and for the next seven days</p>

Site/Event	Description
	<p>followed a pattern of unloading by day and retirement seaward by night. With the war in the Pacific winding down, <i>Carteret</i> was reassigned to the atomic bomb experiments at Bikini Atoll between 28 May and 27 August 1945.</p> <p><i>Carteret</i> was decommissioned on 6 August 1946 and towed to Kwajalein for study of the results of her exposure to the atom bomb blasts. After testing, she was used as a gunnery target and sunk by the U.S.S. <i>Toledo</i> (CA-133) on 19 April 1948.</p> <p><i>Carteret</i> received two battle stars for her World War II service.</p>
Veterans Memorials	<p>There are numerous veterans memorials in the county, as follows:</p> <ol style="list-style-type: none"> 1. Veterans memorials located at the Morehead City Municipal Building, 202 South 8th Street, Morehead City, Carteret, North Carolina [N 34.720043° W 76.712950°] include the following: <ol style="list-style-type: none"> a. Fulford and Day Monument, 1920: A monument situated at the southeast corner of the Municipal Building commemorates James Irvin Fulford and Leonard Calvert Day, <i>natives of Morehead City</i>, who lost their lives during World War I. [The Carteret County natives who were killed in action in World War I, Heber Beacham (U.S. Army, KIA 10 Nov 1918), Lloyd Harris (U.S. Army, KIA 14 Oct 1918), and Benjamin Tucker Willis (U.S. Army, KIA 29 Sep 1918) and the other fifteen soldiers and sailors who died of disease or accident during the war, but who were <i>not residents of Morehead City</i>, are not recognized on this monument.] <p>The marble monument, which is embellished with a fountain on two sides, was originally situated at the intersection of Arendell and 8th streets, one block north. It was moved to its current location soon after the Municipal Building was completed in 1926.</p> <p>On the east face of the monument are the names Irvin Fulford and Leonard Day, with the following inscription: "Greater love hath no man than this that he lay down his life for his country." On the west face is inscribed: "To Those Who Served, 1914-1918."</p> <p>James Irvin Fulford belonged to the U. S. Army's 30th Division and was killed on 20 September 1918, when the Hindenburg line was breached. Leonard Calvert Day was a sailor on the collier USS <i>Cyclops</i>, which sank in the Atlantic, <i>not due to enemy action</i>, with all on board lost on (officially) 14 Jun 1918.</p> b. American Legion Monument, c.1945: A monument located at the northeast corner of the Municipal Building lot is dedicated "to the men and women who devotedly served their country and in loving memory of the those who made the supreme sacrifice." The granite monument was erected by the American Legion and does not include the names individual service men and women. c. Flagpole and Armistice Marker, c.1945: A flagpole stands on the north side of the Municipal Building. A

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	<p>concrete block, commemorating the Armistice of both World War I and World War II, is embedded in the ground near the flagpole and is inscribed with the dates November 11, 1918 and August 14, 1945. (Another concrete block embedded in the ground to the east of the flagpole has an inscription that is indecipherable.)</p> <p>2. Morehead City Veterans Memorial is located on North 19th Street in the Bay View (East) Cemetery, Morehead City, Carteret, North Carolina [N 34.726065° W 76.728602°] and was dedicated to the public on 11 November 2003. This memorial, consisting of black granite “wings” radiating from a central flag pole, lists the names of Morehead veterans of all conflicts from World War I forward. [The term “veteran,” as defined by Morehead City, mean a person who has served in the active military, and who was discharged or released from service under conditions other than dishonorable. For this memorial, Merchant Marines from December 7, 1941 to August 15, 1945 are also eligible. Any veteran meeting these conditions, who was a resident of Morehead City, is eligible for having his/her name listed on the memorial.]</p> <p>3. Carteret County Veterans Memorial is located on the west side of the Carteret County Courthouse and Offices, Beaufort, Carteret, North Carolina [N 34.720033° W 76.663133°]. This memorial consists of a gray granite center plinth that dedicates the memorial to all veterans. Flags of the five Armed Services fly over individual gray granite plinths honoring veterans in each conflict since World War I. The names of individual veterans are not included as part of this memorial.</p> <p>4. Harkers Island Veterans Memorial was erected on the grounds of Harkers Island Elementary School, Harkers Island, Carteret, North Carolina [N 34.69363° W 76.552517°] c. 2000. It consists of a black granite wall engraved with the names of Harkers Island residents who served in all conflicts since World War I. The top inscription reads "In Honor of Our Veterans" and, at the bottom, "Do Not Let My Sacrifice Be Forgotten, Remember My Name". Those service men and women killed in action are identified by an asterisk adjacent to each name. The creation of this memorial was spearheaded by Ira M. Lewis, USCG (Ret), a Harkers Island native who served as a Surfman for 1938 to 1959.</p> <p>5. Ocean View Veterans Memorial, dedicated on November 11, 1993, is located at Ocean View Cemetery in Beaufort, Carteret, North Carolina [N 34.714805°, W 76.652697°]. Evidently, it was erected by the Town of Beaufort, who owns the cemetery. It consists of a black granite wall engraved with the names of Beaufort residents who served in all conflicts since World War I and includes each veteran’s branch of service. The top inscription reads "In Honor of Our Veterans." The memorial includes a flag pole and an enclosing wrought iron fence.</p> <p>6. Newport Veterans Memorial, located at the Town Hall, 200 Howard Blvd., Newport, Carteret North Carolina [N 34.788384°, W 76.865059°], consists of a hexagonal gray granite plinth inscribed with military service seals on each side and inscribed on top as follows: “DEDICATED TO THE MEN AND WOMEN WHO DEVOTEDLY SERVED THEIR COUNTRY AND IN MEMORY OF THOSE WHO MADE THE SUPREME SACRIFICE.” A center flag pole is backed by a semicircle of five lower flag poles.</p>

Site/Event	Description
	<p>7. Cedar Point Veterans Memorial and Walkway is located on the grounds of the Veterans Memorial Gardens at the Town Hall, Cedar Point, Carteret, North Carolina [N 34.684958°, W 77.081735°]. Dedicated in 2014, the memorial consists of a brick plinth, about 7 feet high, topped with a cast bronze eagle and faced with a medallion for each of the five service branches. The plinth and adjacent flag pole are surrounded by a brick paved walk, many of the bricks of which are engraved with the names of veterans.</p> <p>8. Emerald Isle Veterans Memorial is located at the Emerald Isle Boating Access Area on NC 58 [N 34.670770°, W 77.006435°], at approximately mile marker 17-3/4. The memorial, dedicated on 25 May 2012, consists of a single rectangular gray granite plinth with service branch medallions on the top and the following engraved on the front: "IN MEMORY OF THE VETERANS WHO HAVE SERVED OUR COUNTRY; MAY OUR NATION ALWAYS REMEMBER THE SACRIFICES MADE AND BE WORTH OF THE MEN AND WOMEN WHO ANSWERED OUR COUNTRY'S CALL. THANK YOU VETERANS! LET US NOT LOSE WHAT YOU HAVE GAINED FOR US." This memorial includes a flag pole and two adjacent benches.</p> <p>9. Blue Star Highway Memorial Markers have been erected at three locations in Carteret County:</p> <ul style="list-style-type: none"> a. Dedicated on 15 February 1971, a marker was placed on US 70 East at Howard Blvd. in Newport Carteret, North Carolina [N 34.789101°, W 76.876256]. b. In 2015, a marker was placed on NC 58 East in Emerald Isle, Carteret, North Carolina [N 34.663887°, W 77.037033°]. c. In 2016, a maker was placed on NC 58 West in Pine Knoll Shores, Carteret, North Carolina [N 34.695072°, W 76.821574°], at the intersection with Pine Knoll Drive. <p>Blue Star Memorial Highways are highways in the United States that are marked to pay tribute to the U.S. armed forces. The National Council of State Garden Clubs, now known as National Garden Clubs, Inc., started the program in 1945 after World War II. The blue star was used on service flags to denote a service member fighting in the war. On each maker, there is the following inscription: "BLUE STAR MEMORIAL HIGHWAY, A tribute to the Armed Forces that have defended the United States of America."</p>
<p>Villa Hotel (Morehead City, 34.72655, -76.78567)</p>	<p>On 4 July 1926, the Villa Hotel, constructed at the end of Mansfield Parkway on Bogue Sound, opened with great fanfare. This modern hotel of 300 rooms provided each guest room with a private bath, an innovation at the time, and it quickly began to siphon business from the older Atlantic Hotel in downtown Morehead City. By this time, the Atlantic Hotel had begun to show its age and with this new hotel competition and the opening of the Atlantic Beach bridge in 1928, the Atlantic began a fairly rapid decline.</p> <p>The Villa Hotel, originally named "The Bluffs," was a four-story, U-shaped modern facility that was a popular visitor destination for many years. In 1958, the hotel was sold and renamed the Morehead Biltmore hotel. At that time, it was fully renovated and air-conditioning was installed. The hotel burned in 1969.</p>

Site/Event	Description
Ward Creek (34.78064, -76.57240)	Ward Creek rises in Down East Carteret County and flows south into North River. The creek appears on the Moseley map of 1733 and is said to have named for Enoch Ward who, in the early 18 th century, owned all of South Core Banks.
Webb Library (812 Evans Street, Morehead City)	<p data-bbox="436 321 1820 383">In 1929, Mr. Earle W. Webb, CEO of the Ethyl Corporation in New York City and a native Morehead City, began construction of a commercial building at the corner of 9th and Evans Streets in downtown Morehead City.</p> <p data-bbox="436 412 1820 532">For the first few years, the building had doctors' offices downstairs and a training facility for a local garment factory upstairs. When the upstairs noise became too much for the downstairs occupants, the garment factory left. Mrs. Webb, a member of the Morehead Woman's Club, took advantage of the vacant space and moved the club's 300 book library to one of the empty upstairs rooms.</p> <p data-bbox="436 561 1820 656">In 1936, the Webbs' son, Earle W. Webb, Jr., died. In honor of their son, Mr. and Mrs. Webb dedicated the building as the Earle W. Webb Jr. Memorial Library and Civic Center and opened it to all citizens of Morehead City for community use, establishing, upon their death, a trust to fund its continued operation.</p> <p data-bbox="436 685 1820 867">By 2003, the Webb trust was no longer viable. At that time, several interested citizens petitioned the town of Morehead City for help. The town council agreed to help with the day to day costs while a steering committee determined the level of interest in the community for maintaining a library and gathering place for its citizens. Based on community response, the steering committee recommended that the town take over full support of the library and in 2007 the town and the Webb family agreed on terms that would allow the town to assume ownership of the library and the building so that it could remain open.</p>
White Oak River (34.68531, -77.11238)	<p data-bbox="436 867 1820 961">The White Oak River rises in northeast Onslow County. The lower 10 miles of the river is a tidal estuary, approximately 1 mile wide. It enters Bogue Sound, then passes between two barrier islands (Bogue Banks in Carteret County and Bear Island in Onslow County) through Bogue Inlet into the Atlantic Ocean at Onslow Bay.</p> <p data-bbox="436 990 1820 1052">When Carteret Precinct was formed in 1722, no western boundary for it was defined. In 1729, with the formation of New Hanover County, the White Oak River became the boundary between it and Carteret County.</p> <p data-bbox="436 1081 1820 1201">In 1723, the Carteret Court ordered a "bridle road" laid out from the court house at Beaufort to a plantation on the White Oak River, following approximately the route of today's N.C. 24. Three years later, the Carteret County established a ferry over New River, farther west, for convenience of travelers to the settlements then beginning on the Cape Fear River.</p> <p data-bbox="436 1230 1820 1351">Settlements on the west side of the White Oak River grew rapidly and in 1734, the Colonial government formed the new County of Onslow from New Hanover County, setting the boundary with Carteret County two miles east of the White Oak River and giving Onslow County two rivers all to itself. Four years later the two miles was restored to Carteret and the center of the White Oak River became the boundary line between the two counties.</p> <p data-bbox="436 1380 1820 1414">From Stella (in Carteret County), down to Swansboro (in Onslow County) and then through Bogue Inlet (shared by</p>

Site/Event	Description
	both counties), the river served as a commercial route well into the 20 th century, primarily for the transport of naval stores, agricultural products, and lumber produced on both sides of the river.
Wildwood (34.73941, -76.81554)	Wildwood is a small unincorporated community centered on Wildwood Road, just west of the Morehead City limits, along U.S. 70. The Wildwood Presbyterian Church, located on Wildwood Road, has been in existence since the 1890s. The Wildwood Community Cemetery contains graves dating to the Civil War period. Wildwood appears as a town on the 1922 N.C. State Highway map, located between Newport and Mansfield on the highway to Morehead City from New Bern.
Williston (Add GPS coordinates)	Along U.S. 70, east of Smyrna, lies Williston, named for John D. Williston (c1700-1774/1775) who was one of the area's first settlers. Williston has long been nicknamed "Beantown," though why is still a point of confusion. Some say it was because of the large quantities of beans grown in the community, and others say it was because residents had a reputation for loving to eat beans. A post office was established at Williston in 1906.
Wind Power	<p>The widespread use of wind power is not a new concept for the coast of North Carolina and especially for Carteret County. Windmills, much like those found in Holland, once stood all along the Outer Banks and sounds behind them. Records indicate that at one time or another over a 200-year period Carteret County had at least 65 operating mills. Most coastal communities had at least one, some as many as two or three. Reaching their peak following the Civil War, the number of mills declined until, by 1900, only a handful remained.</p> <p>These coastal windmills were almost all of the "post mill" variety. Post mills were constructed by mounting the housing that contained the mill works on a massive central post allowing the entire structure, including the sweeps or "sails," to be turned so as to face into the wind for maximum efficiency. The gears and mechanisms used to transfer the power from the turning sweeps to the millstone were made from wood, and the numerous sail makers found in these maritime communities easily fabricated the sails. The two millstones, one stationary and the other turning, were acquired during trading expeditions to the West Indies, most often from the island of Martinique. For the most part, coastal windmills were used to grind grist (wheat or corn) that fishermen on the islands procured from mainland farmers in exchange for oysters and salted fish. In some locations, mostly along North Carolina's southern coast, a few mills were operated to pump water for coastal salt works.</p>
World War I	<p>For the United States, World War I (WWI) lasted from 6 Apr 1917 until 11 Nov 1918. However, Carteret County got an early taste of what was coming when, in the summer of 1916, President Wilson mobilized the National Guard for service along the Mexican border. In June 1916, North Carolina National Guard Units, numbering over 3,500 men, assembled at Camp Glenn at Morehead City for summer training. These troops were shipped out in September to Camp Stewart, just north of El Paso, Texas.</p> <p>But, they saw little action. Army commanders preferred using regular Army troops for excursions across the border into Mexico and National Guard troops were assigned primarily to guard duty and training exercises. North Carolina's National Guard troops returned to Camp Glenn in January 1917, only to be called up again and integrated into the rapidly expanding Army in August of that year.</p> <p>Direct impact of World War I on Carteret County was relatively limited...Fort Macon was not re-manned and, except for some local Navy and Coast Guard activity, no troops were stationed in the county.</p>

Site/Event	Description
	<p>But, every one of North Carolina's 100 counties had at least one American Red Cross chapter, most established during WWI. These Red Cross chapters performed a number of vital home front actions to support troops abroad and families at home, including: rolling bandages; packing Christmas boxes for troops overseas; operating war fund drives; serving food to troop transport trucks and trains; assisting in providing health care during the Spanish influenza outbreak; writing letters to American service individuals overseas; offering nursing classes; and caring for disabled troops returning from the war. The State Archives of North Carolina Military Collection's WWI Papers hold more than 60 Red Cross chapter histories, written by the chapters or representatives of the chapters from 1918 to 1924. Unfortunately, a history of the Carteret County Red Cross chapter is not included in this holding.</p> <p>From 1911 through 1918, Camp Glenn was used for summer training of National Guard units in the eastern counties of North Carolina. On 17 September 1918, Camp Glenn was formally transferred to the Navy and Navy Air Station (NAS) Morehead City/Cape Lookout, a Navy air patrol base, was established there as an extension to NAS Hampton Roads (Norfolk, Virginia). The air station utilized existing National Guard facilities, while new aircraft hangars and a rampway into Bogue Sound were constructed. A squadron of six seaplanes was regularly maintained there for air patrol duty, while the base also served as a refueling station for aircraft flying patrols out of NAS Hampton Roads.</p> <p>The biggest impact on the county was the temporary loss of men and women who entered service in the Army (Regular Army, National Army, and North Carolina National Guard), U.S. Marine Corps, Navy (and Navy Reserve Forces), and the Coast Guard who had residency in Carteret County at the time of entering service. Overall, about 630 men and women from Carteret County served in the military during World War I (almost 5% of the county's population at the time).</p> <p>Of these, five are recorded as "killed in action" (KIA) on the battlefields of Europe, all within the last few weeks of the War:</p> <p style="padding-left: 40px;">Benjamin Tucker Willis (Army. KIA 29 September 1918.)</p> <p style="padding-left: 40px;">Youman Zachary Weeks (Army. KIA 8 October 1918 and the most highly decorated soldier from Carteret County in World War I.)</p> <p style="padding-left: 40px;">James Irvin Fulford (Army. KIA 11 October 1918.)</p> <p style="padding-left: 40px;">Lloyd D. Harris (Army. KIA 14 October 1918.)</p> <p style="padding-left: 40px;">Heber Beacham (Army. KIA 10 November 1918.)</p> <p>However, seventeen more from Carteret County are known to have died of disease or accident, both at home and overseas, while in military service:</p>

Site/Event	Description
	<p>Overall, though, for both North Carolina and Carteret County, the consequences of World War I were actually positive for the state. Dr. Kevin Cherry, director of the North Carolina Office of Archives and History makes the point that "the war...changed North Carolina and North Carolinians. Our state emerged from this first global conflict less rural, more worldly and better equipped to serve the nation through industry, military installations and shipbuilding enterprises at our ports."</p> <p>The war also helped accelerate the drive for women's rights. Women in North Carolina and across the country quickly began to fill industrial, farming and professional jobs left vacant as men took on new roles as soldiers. Though men reclaimed many of these jobs as they returned home, women had gained momentum in the fight for equal rights. The 19th amendment, which awarded women the right to vote, was ratified in 1920 with support from President Woodrow Wilson. He backed the effort in part because of the major contributions women had made during the war.</p> <p>Review of census information for the men who served clearly shows this positive impact...before the war, most were poorly educated (many could not read or write) and worked at subsistence level farming and/or fishing. However, census data from 1930 and 1940 shows that, while some individuals were negatively impacted (a significant number died of TB, respiratory failure, and cancers while in their 40s or 50s), many, especially African-Americans, began to move into more urban areas nearby (New Bern, Morehead City, and Beaufort) and even further away (Raleigh, Wake, North Carolina, Chapel Hill, Virginia, New York, etc.) for better employment opportunities and higher standards of living.</p>
World War II	<p>Overall, while WWI had little impact on the county, World War II (WWII), which many historians categorize as simply a continuation of WWI, was a very different situation as Germany brought the war to Carteret County's doorstep.</p> <p>Building on their successful submarine campaign along the East Coast in 1918, in the early days of WWII, Germany instigated a plan, code-named <i>Paukenschlag</i> ("Drumbeat"), for a massive submarine attack along the eastern seaboard of the U.S. By the beginning of 1942, German U-boats prowled the coast from Cape Fear in North Carolina to Montauk Island in New York, looking for easy prey and finding plenty. Between January and April 1942, German U-boats sank over 80 ships, many off the coast of North Carolina.</p> <p>At the beginning of the WWII, none of the coastal lighthouses or offshore lighted buoys had been ordered to be darkened by the U.S. Navy and they served as valuable aids to navigation for the U-boat captains. In early 1942, even with the U-boat attacks, the Chief of Naval Operations refused to mandate shore or ship blackouts or to employ the successful British convoy tactics to protect shipping. German sub commanders called it the "Atlantic Turkey Shoot" and the area off North Carolina's coast became known as "Torpedo Junction" as the casualties mounted.</p> <p>In May 1942, though, the Chief of Naval Operations was replaced and the slaughter ended when blackouts and convoys were implemented. By the end of 1942, the U.S. Navy responded in earnest to the U-boat threat, deploying anti-submarine vessels and initiating aircraft patrols. During this time, because of the submarine threat to shipping from the Morehead City port, both Fort Macon and Cape Lookout were fortified.</p>

Site/Event	Description
	<p data-bbox="443 258 1822 500">On 21 December 1941, elements of the 244th Coast Artillery arrived from Camp Pendleton, Virginia, to occupy Fort Macon for the defense of Beaufort Inlet. The battalion established two gun batteries, each consisting of four 155-millimeter guns (later replaced with two 6-inch guns) and designated batteries A and B. Battery B moved its four guns into position in the sand dunes on the ocean side of the fort, just behind the present day park office. Gun positions were dug into the dunes, fortified with sand bags, and partially concealed with camouflage netting. Battery A took a similar position in the sand dunes about two miles west of The Circle at Atlantic Beach. Ammunition magazines were established in the rear, along with 30-caliber machine gun emplacements that guarded the flanks of each position.</p> <p data-bbox="443 532 1822 621">The State of North Carolina officially turned Fort Macon State Park over to the United States on 1 January 1942. In August 1942, the 1st Battalion, 244th Coast Artillery was replaced by the 4th Battalion, 2nd Coast Artillery. Battery K was designated as the existing gun positions at the fort and Battery H was deployed at Cape Lookout.</p> <p data-bbox="443 654 1822 865">Battery H (typically referred to as Battery Cape Lookout), consisted initially of two 155mm guns in revetments that were later replaced with two 5-inch naval guns on concrete mounts near the Cape Lookout Coast Guard Station. A radar tower was constructed in the dunes in front of the Coast Guard Station and an observation tower was located on shore behind the battery. A new Naval Radio Compass tower was constructed 1,000 feet west of the radar tower. Observation posts also were located on Shackleford Banks and on up the beach on Core Banks, about four miles northeast of the lighthouse. Lookout Bight was mined and a submarine net installed to establish safe anchorage for allied merchant ships.</p> <p data-bbox="443 898 1822 987">The coastal defenses at both Fort Macon and Cape Lookout were maintained until November 1944. The Army retained possession of Fort Macon until 1 October 1946, when it reverted to state control. Army land and facilities at Cape Lookout were turned over to the Coast Guard.</p>