James Burch, orderly sergeant. These companies might come and they might go, but it was the militia ununiformed—not necessarily uninformed—that rolled on forever. The Thirtieth Regiment of North Carolina Militia, under command of Col. John MacRae, and afterwards of others, was a great institution. The upper division paraded at Long Creek and the lower division assembled annually at Wilmington in the fall of the year. On this review Brigadier General Marstellar came out with his staff and sometimes Maj. Gen. Alexander MacRae with his. Colonel Andrews, Col. James T. Miller, Col. John MacRae, Maj. W. N. Peden, and maybe others graced these occasions. It was a time of times for the boys. The Wilmington Militia, with Dr. Billy Ware as orderly sergeant in front, stretching his abbreviated limbs to keep the regulation step, was a conspicuous part. The parade took place in what was then called "Oregon." It was about the time that the Oregon boundary question was up, and the politicians shouted for "phifty-four phorty or phight," and afterwards fell back to "phorty-nine." In "Oregon"—that is about where the Chestnut Street Presbyterian Church now stands, or a little north of it.

The Wilmington and Raleigh Railroad Company was chartered by the Legislature early in 1834. On January 1, 1836, announcement was made that $200,000 had been subscribed to the capital stock, and when $300,000 should be subscribed the company would be organized and work commenced. Work was commenced in October of the same year, and after struggling against difficulties such as are not known in these latter days, and at an immense sacrifice to those who put their financial means into the work and to those who gave their business time and energies to it, the last spike was driven March 7, 1840. The road was chartered in the expectation of running from Wilmington to the State capital, but it was soon found that the funds for completion could not be obtained in that direction and the present route was located. The name was not changed to Wilmington and Weldon until comparatively recently. None of the equipment was what we are accustomed to now. The engines could not pull even a light train up a slight incline, and so the passengers and baggage had to be run up the hill as at present, and while the passengers descended a long flight of steps and walked to the boat landing, one or two hundred yards away, the baggage was shot down an incline to a hand-car and rolled away to the steamers in waiting. Happily, baggage smashers

had not arrived at the perfection to which they have since attained and Saratoga trunks were then unknown. It was the day of bandboxes and bundles to try the patience of husbands or other male attendants. Checks for baggage were unknown. They soon came into vogue, but for special railroad lines only. Engines in those days were doll babies or sandfiddlers to the giants in size and weight and power of the present time. A train of eight or ten cars each with carrying capacity not one-fourth probably of the present was a sight to see, and the coaches were not coaches as we know them at all, but cars made somewhat like unto the stagecoaches they superseded. Think of the time advertised between New York and Philadelphia, 100 miles, being eight hours.

Capt. James Owen was president of the road at its completion, Gen. Alexander MacRae, superintendent, and Walter Gwyn, who had been in charge throughout the building, was still chief engineer of construction. The four steamers owned by the company and forming a line to Charleston—the *Vanderbilt, Governor Dudley, North Carolina,* and *Wilmington*—were not comparable in size or in convenience to the palaces of the present day in similar service elsewhere, but they were nevertheless very comfortable, very staunch and strong, and commanded by experienced, careful, and fearless seamen—such men as Captains Davis, Marshall, Ivy, Smith, Bates, Sterrett, Wade, and others. One or two accidents occurred, however, but without loss of life. On or about January 7, 1839, the *North Carolina* and the *Vanderbilt* collided off Georgetown Light, and both had to go into Charleston for repairs. On Sunday, July 26, 1840, at 1 a. m., thirty miles northeast of Georgetown, the *Governor Dudley* and the *North Carolina* came into collision, and in a very few minutes the latter vessel went down beneath the waves. All the passengers were saved, but some, all probably, without befitting clothes. Some members of Congress were aboard, among them Hon. Dixon H. Lewis, the 500-pounder of Alabama. In his disrobed state he was a curiosity as well as an object of sympathy when he arrived in Wilmington. The *Governor Dudley* was not hurt by the collision and came on to port. She was seriously delayed, of course. The *North Carolina* had not been long in the service since her former accident. The steamer *Huntress* was put on the line temporarily in place of the sunken steamer, and the *Gladiator* afterwards came in permanently. When the