stages, or relays, between Fayetteville and Philadelphia, before the first steamer was put on the Cape Fear. Among the pioneers of steamboat building and operating on the Cape Fear River, though perhaps not the first, was Mr. Seawell. One of the first boats to ply the stream bore the same name as one of the last—the *City of Fayetteville.* It was launched not far from the Clarendon Bridge, and it has been related that some one having prophesied that it would 'turn turtle' when it reached the water, the architect boldly rode its bow as it slipped off the ways, and the event justified his faith in his work.

"It is impossible, with the lapse of time, to enumerate all the craft that formed the Cape Fear merchant marine. The *Henrietta, Fanny Lutterloh, Cotton Plant, Zephyr, Magnolia, Halcyon, Governor Worth, North State, A. P. Hurt, D. Murchison,* and *R. E. Lee* are recalled as leading among the passenger and freight steamers from the thirties up to and for some time after the War between the States. Equally impossible would it be to give the names and record of the services of the faithful captains.

"Notable commanders in the history of Cape Fear navigation were Captains John P. Stedman, who lost his life by the explosion of the boiler of the *Fanny Lutterloh,* Rush, A. P. Hurt, after whom a steamer was named, Phillips, Skinner, Green, Worth, Smith, Garrason. The captain's rule on board was autocratic but patriarchal. He sat at the head of the table and served the passengers as the father of a family would his children. The fare was plain but wholesome and abundant, and, with good weather and a fair depth of water, the trip between Fayetteville and Wilmington was very pleasant. The river goes on its way to the sea with many a wind and bend, its banks steep and heavily wooded, the wild grape climbing the tall trees, and the wild jasmine and flowering honeysuckle giving forth their fragrance. Those veteran captains knew the river well and most of the people on either bank clear to Wilmington; the pilots, many of whom were negroes, knew every crook and eddy of the stream. Dan Buxton, an esteemed colored man of this city, has a record of fifty years faithful service as a pilot on the Cape Fear. The late Col. Thomas S. Lutterloh, always a large boat owner, is said to have been the first Cumberland man to become sole owner of a steamer on the river. Many of the business men of Fayetteville and Wilmington were stockholders in these boat lines.

"The oldest inhabitants still look back on those times as the 'good old days' of Fayetteville. The merchants were not the progressive men of the 20th century; they were conservative and cautious and honest as the day, with their word as bond. They made money slowly, but they lived simply, and gradually accumulated modest fortunes."

Mr. Myrover overlooked in his sketch a very prominent Cape Fear mariner, who, during his long and useful career, commanded successively the well-known river steamers *Henrietta, Brothers, Scottish Chief, James R. Grist, James T. Petteway,* and *John Dawson.* A hearty, genial, bright-eyed Scotsman of superior attainments was Capt. John Banks, in some respects the most notable of all the river captains. He was a highly esteemed citizen of Wilmington and he owned a valuable residence on the corner of Market and Seventh Streets, where he reared an interesting family, several members still surviving. Other commanders were Capt. James Barry, of the *A. P. Hurt;* Captain Driver of the *Flora Macdonald;* Capt. Roderick MacRae, of the *Rowan;* Captain Stedman, of the *Kate McLaurin;* Capt. Jesse Dicksey, of the *Black River;* Captain Peck, of the *Nellie Hart,* and Captain Jones, of the *Enterprise.* There were two other boats, the *North Carolina* and the *T. S. Lutterloh,* the names of whose commanders I have forgotten.

United States Minister E. J. Hale says:

"From the close of the Revolution and up to the building of the Wilmington and Raleigh [Weldon] Railroad and the Raleigh and Gaston Railroad (about 1838), the great mail stage lines from the North to the South passed through Fayetteville. There were four daily lines of four-horse post and passenger coaches to Raleigh, Norfolk, Charleston, and Columbia; and, in addition, two tri-weekly lines to New Bern and Salisbury.

"The Legislature sat in Fayetteville in 1788, 1789, 1790, and 1793. At the convention at Hillsborough in 1788, called to deliberate on the acceptance or rejection of the United States Constitution, Fayetteville failed to secure the location of the permanent capital by one vote, that of Timothy Bloodworth, of New Hanover, who subsequently was elected to the United States Senate. The ordinance adopted fixed the location of the capital on Joel Lane's plantation in Wake, on the ground that this point was nearer the centre of the State than Fayetteville."