Another scion of this Brunswick family is Hon. Charles Mills Galloway, whose fine talents and high character led to his being selected by President Wilson as one of the three Civil Service Commissioners of the United States. He has added honors to the name he bears so worthily. He was born in Pender County, August 15, 1875, and attained prominence as a member of the South Carolina press. His father, James M. Galloway, was a member of the mercantile firm of Foyes & Galloway, in Wilmington, and clerk of Pender County. All through life he has been most highly esteemed.

Another descendant of Samuel Galloway—in the fourth generation—was Bishop Charles Betts Galloway, of Mississippi, who was more widely known than any other bishop of the Methodist Church of his time. He was one of the greatest orators of the South, and was a man of unsurpassed power and influence. Thousands flocked to hear him preach.

A review of prominent persons of Brunswick County who have served well their day and generation in public and private life would be incomplete without the mention of one of her fair daughters whose honored name, Kate Stuart, has been for many years a synonym for goodness and mercy and loving-kindness in the hearts and homes of the Cape Fear people. Of rare intellectual gifts and fine executive ability, her accurate knowledge of historical events and her wise counsel in local affairs have made her an authority on important local questions, and the charm of her conversation has added much to the enjoyment of those who are favored by her hospitality.

Bladen, unlike Cumberland, possessed no central settlement of overshadowing local importance, its principal inhabitants living on their plantations. William Bartram, Joseph Clark, Robert Howe, Hugh Waddell, William McRee, John Grange, John Gibbs, Thomas Robeson, William Salter, Thomas Owen, James Council, General Brown and Major Porterfield, in their generation, were among the first men in the province.

In after years the McRees, McNeills, McKays, Owens, Gillaspies, Browns, Wrights, McMillans, Gilmores, Melvins, Lyons, McDowells, Purdies, McCullochs, and Cromarties, proved themselves equal to the best, and some attained national reputations. General McKay and Governor Owen ranked high among the public men of their day.

While the development of these particular counties has been of great advantage to Wilmington, so also has the prosperity of

each of the Cape Fear counties been of decided influence, and with pride we witness their substantial improvement and realize that in their continued prosperity Wilmington has a better hope of greater growth and importance in the years to come.

THE GROWTH OF WILMINGTON.

Coincident with the river improvement, there has been a gratifying increase in the business of the city of Wilmington. While one of the largest factors in this splendid growth has been the development of the trucking industry, yet much is to be attributed to the increased commerce of the port. To the trucking industry may be ascribed a considerable proportion of the large bank deposits, and the general diffusion of prosperity; but the remarkable increase in commerce speaks for itself and gives an assurance of the future importance of the city.

During the eighty years from 1829 to June, 30, 1909, there had been spent on the river below Wilmington $4,328,000, and the total annual commerce at the end of that period was 864,071 tons, of the value of $49,753,175. For the year ending June 30, 1910, there was expended for river improvement $400,000, and the value of the commerce rose to $52,214,254. At the end of the year, June 30, 1913, there had been a total expenditure of $5,368,000, and the tonnage had risen in 1912 to 1,072,205 tons, and the commerce for the year was $60,863,344. The exports were to eight foreign countries—Germany, France, England, Italy, Belgium, Spain, Haiti, and Chile, while there were imports from ten foreign countries. For the year ending June 30, 1914, the imports from foreign countries were $4,194,745, as against $3,460,419 in 1913; and the exports to foreign countries were $25,870,851, as against $19,510,926 in 1913, showing an improvement of about one-third in both exports and imports in one year. At the close of the year, June 30, 1915, a total expenditure of $5,974,868.48 had been made, and the results seem to justify it. The increased depth of water to twenty-six feet is having its expected effect on our commerce.

Since the opening of the Panama Canal, it is expected that a new impetus will be given to the commerce of the port because of the natural advantages of the situation, Wilmington being south of Hatteras, only 1,552 miles from Panama, and having superior railroad facilities, with connections uniting the great