Wilmington

by Beverly Tetterton, 2006

See also: Azalea Festival; Filmmaking; Fort Fisher; North Carolina, USS; Ports and Harbors; Shipbuilding; Wilmington & Weldon Railroad; Wilmington Campaign of 1781; Wilmington

Wilmington was a backwater town. Functioning as "the lifeline of the New Town, and Newton before being incorporated as Wilmington in 1739-40, named in honor of Spencer Compton, earl of Wilmington, who was a patron of Spencer Compton, earl of Wilmington, Carolina's royal governor at the time.

In 1765 Wilmington was the scene of the American colonies' first successful armed resistance to the Stamp Act. During the Revolution, local Patriots, called Sons of Liberty, butted heads with local Loyalists, many of whom were Highland Scots. In January 1781 Wilmington was occupied by British forces commanded by Maj. James Henry Craig, who used the city as his headquarters while orchestrating skirmishes in the region. In April 1781 he was joined by Lord Cornwallis, who later that month left Wilmington on his fateful march to Yorktown.

From the Revolutionary War, through the first few decades of the nineteenth century, Wilmington was a backwater town. Antebellum growth was hampered by a paucity of good roads via which to bring produce to the little port. Thanks to a series of navigational improvements to the Cape Fear River, and the city's ports during the mid-nineteenth century, and the invention of steam-powered vessels and railroads, Wilmington began to enjoy steady growth, with exports moving through the port far exceeding imports. Rice, peanuts, flax, cotton, and, most important, naval stores left the banks of the Cape Fear River for destinations all over the world. During this time, Wilmington also became the terminus of the Wilmington & Weldon Railroad.

At the outbreak of the Civil War, the port suffered from losing its export trade, but within a short time it more than made up for it by becoming a home port to the lucrative blockade-running business. Functioning as "the lifeline of the Confederacy," the blockade-runners brought into Wilmington the military armaments and supplies needed to fuel the Confederate army. The town's official status changed from town to city in 1866. Wilmington's river- and railroad-related businesses continued to grow throughout the nineteenth century. Prosperity was apparent in street and wharf improvements and the construction of fine homes, churches, and public buildings.

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In 1984 a major movie company constructed a 32-acre film studio within the city limits, boosting the local economy and prompting some to tout Wilmington as "the Hollywood of the East." In 1990 and well-attended spring event.

Carolina Shipbuilding Company.

In 1940 Interstate 40 was completed, linking Wilmington and its port to the rest of the state and nation. During the 1990s Wilmington became one of the fastest-growing cities in the nation. In 2005 Wilmington had a population of around 100,000, making it North Carolina's ninth-largest city.

References:
Diane Cobb Cashman, Cape Fear Adventure: An Illustrated History of Wilmington (1982).

Additional Resources:

Search results for Wilmington > Wilmington (New Hanover County, N.C.) in North Carolina Digital Collections, NC Department of Cultural Resources.

Image Credit:


Subjects: