Our society was founded September 12, 1923 as a non-profit organization.

The purpose is to bring together the citizens of Baldwin County to insure the preservation of our rich heritage for posterity.

The Quarterly affords each member an opportunity to have published items of local historical interest and thereby contribute to recorded history.

OFFICIAL PUBLICATION OF
THE BALDWIN COUNTY HISTORICAL SOCIETY
INCORPORATED
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Chapter 1

Slate of Current Officers:

President/Secretary – Joseph Baroco

Treasurer – Al Guarisco

Archives Committee – Helen Baroco

Cemetery Committee – Doris Allegri, Al Guarisco

Program Committee – Central/Southern Section – Al Guarisco, Mickey Boykin

Program Committee – North Section – vacant at this time

Publication/Editor – Kennard Balme

Website Committee – Maria Baroco

Chapter 2

THE QUARTERLY INTRODUCTION

1Q2013 of The Quarterly is a revival of a publication which was available during the 1970s and early 1980s.

We invite all who read this publication to submit articles of historic interest pertaining to Baldwin County for publication in future issues. Our definition of history has no set age. Although we prefer articles dealing primarily with people, conditions and events of the past we recognize that today's stories will become part of tomorrow's history.

Don't hesitate to bring your stories, especially family stories, up to date.

We have no set limits on lengths of articles to be submitted. We prefer electronic transmission of articles and photographs, but hard copies of text and photographs may be submitted. Digital texts should be submitted as .rtf files and photographs as .jpg files of at least 72 dpi.

Digital texts should be formatted for 8 1/2 x 11 pages.

We welcome excerpts from nonfiction publications. The source of all excerpts must be clearly identified with the correct title of the
Chapter 3

Daphne Museum’s Reenactment - 4.20.2013

In a partnership with the 15th Confederate Cavalry, Baldwin County, Co. C a lively and noisy event took place on April 20. The following is a limited documentation of the event for study in the future. A larger activity is planned for 2014.
Why is the Daphne Museum having a reenactment?

To encourage more museum visitors to the museum and adjacent cemetery
For respect and remembrance of historical times in US history.
So that we can show off our modest Civil War collection to more visitors
Have an excellent collection of War letters
Plus exposure to the rest of the collections
Native American artifacts
Pottery
May Day Celebrations, etc

Good clean fun for families who have shed their indoor Internet habits
The event shows that Daphne’s history is an important asset to the community

Why are we doing this reenactment April 20?

Confederate Memorial Day is a State of AL, GA, FL Holiday observed April 27, 2013.

Schedules didn’t allow for any other date in April for the reenactment
The event is “Living History” with a Doctor’s tent, artillery (mortar) and uniforms

Who are the reenactors?

The 15th Confederate Cavalry, Baldwin County, Co C

From their FaceBook page:
The 15th Confederate Cavalry is based out of lower Alabama, Mississippi and Florida. During the war for Southern independence this unit was formed to protect the Gulf Coast from the Federal Army. It is part of the Department of the Gulf.
We also portray the 1st Louisiana Cavalry (a federal unit) that was formed in Louisiana and was part of the Department of the Gulf on the Federal side.
We are a family oriented group of people looking for re enactors to portray mounted and dismounted cavalry. We also have a couple of artillery piece's.

The group will participate in numerous events during Spring, 2013

About 68 members of the Cavalry have been invited to the museum.

Please mark your calendars.

In the March Volunteer's meeting we will review all details and assignments

Background information from Wikipedia and other Internet sites:

In the spring of 1866 the Ladies Memorial Association of Columbus, Georgia passed a resolution to set aside one day annually to memorialize the Confederate dead. Additionally, the secretary of the association, Mrs. Charles J. (Mary Ann) Williams was directed to author a letter inviting the ladies in every Southern state to join them in the observance. The letter was written in March of 1866 and sent to all of the principal cities in the South, including Atlanta, Macon, Montgomery, Memphis, Richmond, St. Louis, Alexandria, Columbia, New Orleans, et al.

The date for the holiday was selected by Mrs. Elizabeth Rutherford Ellis. She chose April 26, the first anniversary of Confederate General Johnston's final surrender to General Sherman at Bennett Place, NC. For many in the South, that marked the official end of the Civil War.

On April 26, 1866, tens of thousands of Southern women commemorated the first Confederate Memorial Day. Some, however, in the northernmost portions of the South did not participate because their flowers were not yet in bloom. Consequently, they selected dates later in the spring to hold their first Confederate Memorial Days. For example, parts of Virginia chose May 10, commemorating Stonewall Jackson's death. Near Petersburg, VA, they chose June 9, the anniversary of a significant battle there. Others opted for Jefferson Davis' birthday, June 3.

To the present, Southern states continue to have Confederate Memorial days. Though most are still on April 26, others continue to be later in the year.
In 1868, General John A. Logan, who was the commander in chief of the Union Civil War Veterans Fraternity called the Grand Army of the Republic (GAR), launched the Memorial Day holiday that is currently observed in the entire United States. According to General Logan's wife, he emulated the practices of Confederate Memorial Day. She wrote that Logan "said it was not too late for the Union men of the nation to follow the example of the people of the South in perpetuating the memory of their friends who had died for the cause they thought just and right."

Alabama: The surrender of Confederate General Joseph E. Johnston to Union General William Sherman on April 26, 1865.

From the National Park Services:
On June 16, 1864, President Abraham Lincoln made one of his rare wartime departures from Washington. He spoke in Philadelphia at a fund-raising fair for the United States Sanitary Commission, a national soldiers' aid society. The preceding six weeks had seen the bloodiest fighting in the Civil War so far, at the carnage-strewn Virginia battlefields of The Wilderness, Spotsylvania, Cold Harbor, and Petersburg. "War, at the best, is terrible," Lincoln told the crowd, "and this war of ours, in its magnitude and duration, is one of the most terrible. . . . It has destroyed property, and ruined homes. . . . It has carried mourning to almost every home, until it can almost be said that 'the heavens are hung in black.'" When would this cruel war be over? many were asking. "We accepted this war for an object," said the president, "a worthy object of restoring the national authority over the whole national domain." The war would end only "when that object is attained." During the battle of Spotsylvania, Union General Ulysses S. Grant had said that he intended to fight it out on that line if it took all summer. Lincoln added: "I say we are going through on this line if it takes three years more."

This grim determination to fight on to victory despite the cost characterized Lincoln's leadership in the war. Confederate President Jefferson Davis was no less determined. "We are fighting for INDEPENDENCE and that, or extermination, we will have," he told a Northern journalist in July 1864. "You may 'emancipate' every negro in the Confederacy, but we will be free. We will govern ourselves . . . if we have to see every Southern plantation sacked, and every Southern city in flames."

Many people in both North and South sometimes faltered in the face of the war's terrible cost in lives and resources. Others opposed the war altogether. But enough supported the contrasting goals of Lincoln and Davis that the war continued four long years, ending only when Southern resources and Confederate armies had been so eviscerated that they were no longer capable of fighting. The toll of more than a million casualties, 620,000 of them dead, was far greater than in any other war this country has fought. The 620,000 dead were 2 percent of the total American population (North and South) in 1861. By way of comparison, if 2 percent of the American people were to die in a war fought today, the number of American deaths would be more than six million.
Both sides were willing to sustain such punishment and keep fighting because the stakes were so great: nationality and freedom. If the Confederacy lost the war, it would cease to exist. And by 1863 or 1864, when emancipation of slaves and the abolition of slavery became a Northern war aim, the institution of African-American bondage that was a cornerstone of Southern society would also cease to exist. "This country without slave labor would be completely worthless," wrote a Mississippi soldier to his wife. "We can only live & exist by that species of labor: and hence I am willing to fight to the last." A clerk in the Confederate War Department declared in 1863 that "our men must prevail in combat, or lose their property, country, freedom, everything," while "the enemy, in yielding the contest, may retire into their own country, and possess everything they enjoyed before the war began."

But "the enemy"--Northerners--did not believe they could "retire into their own country" if they lost the war and "possess everything they enjoyed before the war began." Most believed they would no longer have a country worthy of the name. The words "United States" would become an oxymoron. The nation would become two nations, and a fatal precedent would have been created for its further division into several nations until there was no "nation" at all. Two Union infantry officers, one from New York and the other from New Jersey, agreed that "if we lose this war, the country is lost and if we win it is saved. There is no middle ground." Defeat would make the country a "sepulcher in which should be buried our institutions, our nationality, our flag."

For African Americans the stakes were freedom if the North won, or continued slavery if the Confederacy prevailed. Two hundred thousand of them, mostly former slaves, fought for the Union and for their own liberty. A growing number of Northern white soldiers also came to see freedom as a vital issue in the contest. When Lincoln issued the Emancipation Proclamation on January 1, 1863, a soldier from New York State exulted that "the contest is now between Slavery & freedom, & every honest man knows that he is fighting for," while an Iowa sergeant was confident that "the God of battle will be with us . . . now that we are fighting for Liberty and Union and not for Union and Slavery."

Northern victory in the war resolved two festering issues that had been left unresolved by the Revolution of 1776 and the Constitution of 1787 that gave birth to the United States. The first was the nagging question whether this fragile republic, this precarious new democracy, would survive in a world bestrode by monarchs, czars, tyrants, and aristocrats. Americans were painfully aware that most republics through history had collapsed into anarchy or tyranny or had been overthrown by foreign invaders. Some Americans alive in 1860 had seen two French republics rise and fall. Latin American republics seemed to succumb regularly to dictators, military rulers, or anarchy. The hopes for the birth of democratic government in Europe during the revolutions of 1848 had been dashed by counterrevolutions that entrenched the Old Order of monarchy and aristocracy. Could the United States endure as one nation, indivisible, with a government based on majority rule? The secession of eleven states in 1861 represented the greatest challenge to survival. The nation met that challenge and prevailed in 1865. Since then no state has seriously and substantively (as opposed to rhetorically) threatened to secede.

Americans in the first half of the nineteenth century liked to boast of their country as "the land of liberty, a beacon of freedom to the oppressed of other lands." But by midcentury the United States had become the largest slaveholding country in the world. Lincoln took note of this
paradox in 1854. "The monstrous injustice of slavery," he said in a speech at Peoria, "deprives our republican example of its just influence in the world--enables the enemies of free institutions, with plausibility, to taunt us as hypocrites." With the abolition of slavery by the Civil War, embodied in the Thirteenth Amendment to the Constitution in 1865, that particular monstrous injustice and hypocrisy existed no more.

The abolition of slavery, however, did not end racism, discrimination, and caste segregation of which slavery had been the most extreme manifestation. The Fourteenth and Fifteenth Amendments, adopted in 1868 and 1870, implanted equal civil and political rights in the Constitution. But for generations the nation failed to live up the promises of these Amendments. The issue of racial justice that came to the fore in the Civil War era is still with us today.

In the process of preserving the Union of 1776 while purging it of slavery, the Civil War also transformed it. Before 1861 the words United States were usually rendered as a plural noun: "The United States are a large country." Since 1865 the United States is a large country. The North went to war to preserve the Union; it ended by creating a nation. This transformation can be traced in Lincoln's wartime speeches. The first inaugural address contained the word Union twenty times and the word nation not once. In Lincoln's first message to Congress, on July 4, 1861, he used Union forty-nine times and nation only three times. But in the Gettysburg Address on November 19, 1863, he did not refer to the Union at all but used the word nation five times. Looking back on the past four years in his second inaugural address, on March 4, 1865, Lincoln spoke of one party seeking to dissolve the Union in 1861 and the other accepting the challenge of war to preserve the nation.

The decentralized ante-bellum republic, in which the post office was the only agency of the federal government that touched the average citizen, was transformed by the crucible of war into a centralized polity that taxed people directly and established an internal revenue bureau to collect the taxes, expanded the jurisdiction of federal courts, enacted a national currency and a federally chartered banking system, drafted men into the army, and created a Freedmen's Bureau as the first national agency for social welfare. Eleven of the first twelve amendments to the Constitution had limited the powers of the national government. Six of the next seven, starting with the Thirteenth Amendment in 1865, radically expanded those powers at the expense of the states. Controversies over federal-state relations and the legitimate powers of the national government have echoed down the years since the Civil War, and are still very much alive today.

Before 1861 two socioeconomic and cultural systems had competed for dominance within the United States: a rural, agricultural, plantation society in the South based on slave labor and a diversified, industrializing, free-labor capitalist society in the North. Although in retrospect the triumph of free-labor capitalism seems to have been inevitable, that was by no means clear during most of the ante-bellum era. From 1789 to 1861 a Southern slaveholder had been president of the United States for two-thirds of those years. Likewise, two-thirds of the Speakers of the House and presidents pro tempore of the Senate had also been Southerners. Twenty of the thirty-five Supreme Court justices during that period had been from the South, including the chief justice for sixty-one of those seventy-two years. At all times a majority of the Court were Southerners. The territory of the slave states considerably exceeded that of the free states before 1859 and the Southern drive for additional territorial expansion was more aggressive than that of
the North. Most of the slave states seceded in 1861 not only because they feared the potential threat to the long-term survival of slavery posed by Lincoln's election, but also because they looked forward to the expansion of a dynamic, independent Confederacy into new territory by the acquisition of Cuba and perhaps more of Mexico and Central America. If the Confederacy had prevailed in the 1860s, it is quite possible that the emergence of the United States as the world's leading industrial, as well as agricultural producer by the end of the nineteenth century, and the world's most powerful nation in the twentieth century might never have happened.

The institutions and ideology of a plantation society and a slave system that had dominated half the country before 1861 and sought to dominate more went down with a great crash in 1865. They were replaced by the institutions and ideology of free-labor entrepreneurial capitalism. Writing eight years after the war, Mark Twain said it best: the great conflict "uprooted institutions that were centuries old, changed the politics of a people, transformed the social life of half the country, and wrought so profoundly upon the national character that the influence cannot be measured short of two or three generations." At the same time, however, the war left the South impoverished for those three generations, its agricultural economy in shambles, and the freed slaves in a limbo of second-class citizenship. America's postwar economic growth not only excluded the South, but also created new problems of air and water pollution, wasteful exploitation of natural resources, and the travails of an urban-industrial society. For better or for worse, the flames of Civil War forged the framework of modern America. The struggle to define America continues, and all paths to understanding this struggle pass through the cauldron of that conflict. The seventy-five National Park Service battlefields and other Civil War sites preserve many parts of those paths, which can be followed with enhanced understanding by visiting these sites.

This essay, by James McPherson (Professor Emeritus, Princeton University), is taken from *The Civil War Remembered* published by the National Park Service and Eastern National. This richly illustrated handbook is available in many national park bookstores or may be purchased online from Eastern at [www.eparks.com/store](http://www.eparks.com/store).

Some photographs of the event:
Let the Reenactment start – with a KaBoom!
Robert E Lee showed up!

Ref: The picture with the pick up behind the flags, going right to left.

The first flag is the Bonnie Blue. Blue with a single white star. This was known as the secession flag. It's roots go back to the Rep. of W. Fla. It was the flag of the Republic. It symbolizes standing alone as in the Lone Star of Texas, or the Flag of the Republic of Mississippi which was in existence between Secession and the formation of the CSA. There was also a popular song of the period about the Bonnie Blue Flag.

The next flag was the Alabama Secession flag or some people call it the Ala. Republic flag. I do not think that is an accurate name though. It is a two sided flag. On one side is Lady Liberty. On the other side is a rattle snake in a cotton bush. On this side there is also a Latin expression, Noli Me
The flag flew over the capitol in Montgomery but was destroyed in a storm. It only flew for about a week before the storm got it.

Next was the First National Flag of the CSA. This flag was replaced as it was to confusing as it was similar to the American flag. It caused the most confusion at the Battle of First Manassas[Bull Run]. Confederate generals were having a hard time determining the disposition of the armies. Finally the wind blew hard enough to clear the smoke and unfurl the flags. Once this happened they were able to see who was where and routed the Federals from the field. The Confederate Battle Flag came about at this time. Therefore the CBF was born on the battlefield and is a flag of the Confederate soldier and not a flag that symbolizes slavery. Read Carlton McCarthy's comments about the CBF.

Next came the 2nd National Flag of the CSA. It had a CBF in the canton and the rest of it was white. Problem is that when it was furled it looked like a surrender flag. The nickname for this flag is the Stainless Banner.

The next one was the Third National Flag of the CSA. Only difference between it and the 2nd was a red stripe on the end. This was the final flag of the CSA and is called the Blood stained Banner.

The next flag was a CBF that is called the Forrest Flag. This CBF does not have the center star. Some people say the star is missing because Forrest did not recognize Ky. as a Confederate state. I have never seen any documentation on this point. However it is assumed that Forrest used this particular flag so that his enemies would know that they were facing Forrest. This flag was also called the Department of the Gulf Flag.

Next was the Polk Flag or the flag of the 1st Tenn. This flag, like the Forrest flag was a flag of the Army of Tennessee [AoT]. It is named for Gen. Leonidas Polk, who was an Episcopal Bishop. He was also one of the founders of the Univ. of the South. When you look at the flag you can see the influence of the Episcopal Church in the flag. By the way it is also similar to the flag of St. George and the CBF is similar to the flag of Scotland which shows the influence of the Scots-Irish in the South. St. Andrew supposedly told the Romans that he was not worthy of being crucified like Jesus. Romans therefore crucified him on a cross like an X. St. Andrew is the patron saint of Scotland.

The Hardee Pattern was the next one. It is a blue flag with a full moon in the middle. It was also a flag of the AoT. Gen. Hardee wrote the book on infantry tactics and the Confederate army used those tactics. He was a Corps commander in the Confederate Army. This flag also has an Irish influence. During the Irish Rebellion of 1796 the saying was “to meet by the light of the moon”. There is an Irish ballad that is about the rebellion and one of the lines in the ballad speaks of meeting by the light of the moon. By the way Hardee is buried in Selma.

The Taylor Pattern was next. It is essentially a Confederate Battle Flag with the colors reversed. This flag is also called the Havana Pattern. Supposedly a copy of the CBF was sent to Cuba for some flags to be manufactured. In the process they got it wrong and this flag is the result. Gen. Richard Taylor adopted this flag for his troops. Taylor was the Bro. in law of Jefferson Davis and the son of Zachary Taylor. Richard Taylor commanded the La. troops in Va. in the early part of the war. Later he fought the war in La. and whipped yankee gen Banks in the Red River Campaign. Taylor went on to command the Department of Alabama, Mississippi and E. Louisiana. This was the department that surrendered at Citronelle, Ala on 5/5/1865. Come see us at Citronelle on May 4 at the Surrender Oak Festival. We will be set up at Camp Pushmataha which is the site of Taylor's surrender. I will have the full display of flags set up there.

Finally the Van Dorn flag was the last one. It had the quarter moon and stars on it. This was the flag of Cavalry commander Gen. Earl Van Dorn. He is most famous for his raid on Holly Springs, Miss. This raid on Grant's supply base set Grant back in his campaign to capture Vicksburg. Van Dorn led this raid out of my home town of Grenada, Miss. At the time there were over 20,000 Confederate troops encamped at Grenada. Many of the camps were in the neighborhood in which I was raised. Van Dorn is known as the Last Cavalier. Van Dorn was a ladies man. This got him murdered by a jealous husband in Tenn. during the war. The man who murdered him was never charged with the crime.

Living History Stories Keep Daphne Memories Alive

...April 20, 2013, Daphne Museum Reenactment, Free

Mark your calendar for an hour of fun and education on April 20, 2013, at 2:00P.M. The Old Methodist Church Museum of Daphne and Cemetery, 405 Dryer Avenue is four blocks west from Main Street on Dryer just above Bayside Academy. It’s reenactment time.

Price of admission: Free

The Museum has partnered with the 15th Confederate Cavalry, Baldwin County, Co. C. which is a very active reenactment group participating with other groups and putting on shows in Alabama, Florida and Mississippi. April 27th is the official Confederate Memorial Day in AL, GA and FL when reenactors from all over remember the history and the fallen from the Grey and the Blue.

Light refreshments.
A modest collection in the Museum of Civil War artifacts can make your visit memorable as well as period costumes and uniforms, a Doctor’s tent where you don’t want any medical problems treated with instruments from the 1850’s-60’s.

Maybe a KaBoom or two.

Listen to a reading of actual letters from the battlefields to relatives back home waiting anxiously for news of their loved ones. The letters are in the Museum’s permanent collection. The Harrison letters will be read by a descendent of the soldier’s family.

Parking needs to be on Dryer Avenue in the Daphne Baptist parking lot or the Christ the King Parish lot a block off Main St. The museum is down the hill toward the Bay. Handicapped visitors may be dropped off at the museum parking lot.

Come out and meet the reenactors and their families representing the 15th Confederate Cavalry, Baldwin County, Company C. Period costumes are welcome.

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Kennard Balme
The Old Methodist Church Museum of Daphne
Kbalme60@gmail.com
904-315-2782 (cell)  Flag information provided by Terry Bailey
The Fairhope Museum of History

If walls could talk...

Fairhope history, we must start with the Museum Building itself. This spot has been the location for many a debate and outright scraps by our colorful residents of Fairhope for the past eighty-five years!

The Old City Hall, with its unique Spanish Mission stucco façade, has attracted the question, “What’s that?” since its construction in 1928. It was built as the first Fairhope Municipal Building to consolidate the City government: the Mayor’s office, the City Council Chamber, the Fire Department and Police headquarters. The land was donated by the Fairhope Single Tax Colony, and the initial structure was a “grievous” expenditure of $4,279.
Two cells were built on the first floor behind the Mayor’s office for use in the unlikely event there was ever a need. And before long, they did accommodate a few well-meaning inebriated citizens until they were able to find their way home the next morning. It wasn’t easy to be thrown in the Fairhope jail. The liberal founding spirit was rather tolerant of most misdemeanors, with the police chief merely giving the offender a ride home and a verbal reprimand for his actions.

The first Mayor to serve in the new building was M.F. Northrup. The last Mayor to preside over the City Council in the building was Richard Macon. When Mayor James Nix took office in 1972, the City had already moved City Hall into the old First National Bank of Fairhope building, at the current Colonial Bank location on Fairhope Avenue. In 1992, the fire department moved to its present Ingleside Avenue site. The police stayed in the old building until 2002.

After that, the building became a storage dump for unused city property while a more permanent use was debated. Citizens and city council members postulated using the building as an art center or a private gallery. One gentleman offered $100,000 to turn it into a Fairhope Writer’s Cottage. As with many issues in Fairhope, there was no shortage of strongly held opinions, which resulted in many raucous fights at Council meetings. Raucous fights at City Council meetings have always been a beloved Fairhope tradition.

In the meantime, the Fairhope Museum, founded in 1991, was housed in the Bell building on the old Organic School campus. Eventually, the City allocated $700,000 to be used to renovate the aging structure and restore its Spanish stucco façade. That amount was quickly matched by another $700,000 donation from the Single Tax Corporation, to add a two story addition facing onto Bancroft Street, which would effectively double the usable display space to accommodate the Museum’s ever-growing collections. “Museum Plaza,” a park created to visually connect the Museum with the new Fairhope library, was then planned for the site as well.
Donnie Barrett, lifelong Fairhope resident, professional Historian, Museum Curator, and acknowledged expert on All Things Fairhope, was recruited as Director, to oversee the creation of the Museum and its subsequent operation. The Museum, now an official part of the City of Fairhope, opened in the building in April, 2008.

Drive to Fairhope, park next to the year round colorful flowers street-side, and take a minute to stare at the Section Street façade and imagine the personalities who entered these doors. Ms. Winifred Duncan, when not canoeing on the Bay in the nude, would appear fully dressed to conduct City business; Marmaduke Dyson and Oswald Forster, known for getting into fist-a-cuffs on the streets of town, usually remained civil when they came to see the Mayor, and Billy Stimpson would drop by to complain that the boards were again falling out of the nudist camp fence on Morphy Street.

It’s easy to understand how this Grand Old Lady of Fairhope—after 80 years and numerous incarnations, has now become the epicenter for reliving our City’s history!

Submitted by Robert M. Glennon
The following brief history is based on a program presented by Jack Granade and David Smithweck to The Baldwin County Historical Society in Daphne on Sunday 20 January 2013. Jack Granade is a member of the board of The Alabama Lighthouse Association. He retired from the Corps of Engineers as Chief of the Structural Section and is currently a structural engineer at Thompson Engineering in Mobile. He has been involved for years in inspection, maintenance and restoration of Alabama's lighthouses. David Smithweck has written and self-published a book entitled Mobile Point Lighthouse. He has been actively involved with efforts to save this lighthouse since 1977.

MIDDLE BAY LIGHT (MOBILE BAY LIGHT)

The way into Mobile Bay was initially marked by wooden stakes and barrels. As commerce increased in Alabama the need for shipment of goods to and from the Gulf and the port of Mobile increased and with it, the need for a dredged channel through Mobile Bay. By the middle 1880s a channel was dredged and it had a dogleg bend near the middle of the Bay. It was necessary to mark this bend and funds were allocated to have a lighthouse built and installed. Based on experience in other parts of the country it was decided that this should be a screwpile type structure having a foundation of seven screw piles, augered into the soft soil on the bottom of the Bay. There is a center pile and six piles around the periphery. These support a hexagonal platform or deck with a railed catwalk around all sides. A one and a half story house, which originally had a lantern room on top, was built on the deck. There was a cistern for storing drinking water and two sets of boat davits with ladders for boat handling. The basic structure was prefabricated in the north and shipped to Mobile. The design of this lighthouse was quite popular and a number of them were built, especially in the Chesapeake Bay area. One of these, Hooper Straight Light, was originally built offshore in the bay but has since been relocated to the Chesapeake Bay Maritime Museum in St. Michaels, Maryland to make it more accessible to the public and easier to maintain.

The first floor of Middle Bay Lighthouse has four rooms, several small closets, a tiny latrine and many windows. The second floor has two rooms under dormers with windows and lots of low-ceiling storage space. When it was in place the lantern room above the second story had a catwalk with railing outside and the lantern was reached by a spiral ladder. It contained a Fourth Order Fresnel Lens, about four feet tall. This intricate type of lens, designed by a French physicist named Augustin-Jean Fresnel was
designed specifically for lighthouses and is comprised of a large number of specially shaped prisms so arranged that they concentrated, magnified and directed the light produced by the lantern. In the early days of the lighthouse service, whale oil was used in the wick type lanterns because of its clean burning quality. It was expensive and sometimes difficult to obtain so it was replaced by kerosene. Newer lights were developed that used acetylene gas and eventually electric lights became the source of illumination. A replica of the lantern room, complete with a Fourth Order Fresnel Lens is currently displayed at the Mobile Regional Airport, on loan from the Alabama Lighthouse Association, but it will eventually be displayed at GulfQuest, The National Maritime Museum of the Gulf Coast.

During construction, Middle Bay Lighthouse began settling. Some accounts say this was as much as seven and a half feet. Jack has some doubts about the amount of this settling, but whatever the settling might have been, it was stabilized by the addition of wooden pilings alongside the metal pilings and the lighthouse was completed and first lit on December 1, 1885.

During WW I the keeper and his wife had a baby and the mother was unable to nurse the child. It was very difficult for the keeper to obtain milk from ashore and a cow was brought out to the lighthouse to supply milk. In 1935 the Lighthouse Service electrified and automated the light and the need for onboard keepers was eliminated. The lighthouse was then maintained by periodic visits. When the Lighthouse Service merged into the Coast Guard in 1939, operation and maintenance of the lighthouse became a responsibility of the Coast Guard and for a number of years it was maintained as necessary by periodic visits of Coast Guard personnel from Mobile. In 1967 the lighthouse was discontinued as an active aid to navigation and the Coast Guard was authorized to have the lighthouse demolished. It advertised for bids for demolition of the structure and this aroused enough local interest from the Mobile Bar Pilots and numerous civic groups to save the lighthouse from demolition. The property was transferred to the General Services Administration while some resolution of eventual ownership was determined. Without periodic maintenance, the structure suffered considerable deterioration. For a number of years there were a multitude of individuals and organizations, including Sea Scouts and Naval Reservists involved in repairing and preserving the lighthouse.

In 1974 the lighthouse was placed on the National Register of Historic Places. Not long after this the Alabama Historical Commission funded a survey to determine the condition of the lighthouse prior to deciding to acquire the structure. After reviewing the survey report, a favorable decision was made and the Alabama Historical Commission became the owner of the lighthouse in December 1977.

In 1984 the Mobile Middle Bay Lighthouse Centennial Commission led an effort, using donated labor and materials, to refurbish the lighthouse in preparation for the 100th anniversary of the lighthouse in 1985.

During the early 1990's surveys were made and grants and donated funds were obtained to enable stabilization work to be accomplished until long term restoration work could be done. This included the replacement of some tie rods and connectors for strengthening the foundation and repair or replacement of shutters, doors and windows, caulking of leaks and some repainting.
In 2003, more work was done, including carpentry work to repair or replace some structural framing, replace wooden decking, install a new slate roof, replace more tie rods and repaint the building inside and out.

In 2009 The Alabama Lighthouse Association presented a detailed proposal to the Alabama Historical Commission to move the lighthouse to Battleship Park where it would be much less costly to maintain and more readily accessible to the public. This was a detailed proposal with an estimated cost of approximately one and a half million dollars. The proposal was not approved by the Commission.

Also in 2009, after not approving the proposal to move the structure, the Alabama Historical Commission hired a commercial diving company to make an underwater survey to determine the condition of the piles and underwater tie rods and connectors. Based on this survey, the Commission budgeted $120,000 and hired a diving contractor to accomplish the underwater work which included replacement of missing tie rods, cleaning and coating tie rods and underwater connectors with an underwater epoxy coating, cleaning and coating the underwater parts of the screw piles and replacing sacrificial anodes. Soon after this the Alabama Historical Commission received and appropriated $270,000 for work to evaluate the condition of the lighthouse above the water and to restore the entire lighthouse to a sound condition. The Commission contracted with STOA Architects to set up a preservation team to evaluate the overall existing condition of the lighthouse and to arrange with local contractors to provide the necessary repairs and maintenance to accomplish the work. Thompson Engineering was contracted to do part of this work and Jack was involved in the surveys and repairs. He presented a collection of slides showing the many areas of severe deterioration. He noted particularly the work required to strengthen some badly rusted cast steel beams supporting the deck. Other work included replacing wooden structural members, replacing old windows with new windows chosen to resemble the original ones, replacing existing tie rods with new stainless steel ones above the water, applying a marine coating to the screw piles above water and to the supporting deck beams, again adding new sacrificial anodes to underwater structures and completely repainting the exterior of the lighthouse with linseed oil based paint formulated to withstand the the elements. This work was completed in 2011 and the lighthouse is now in sound condition.

SAND ISLAND LIGHTHOUSE

Sand Island is located approximately 3 -1/2 miles south of Dauphin Island, on the west side of the channel leading into Mobile Bay.

In 1818 the federal government had a tall iron spindle erected on the island as an aid to finding an entrance into Mobile Bay.
In 1838 a 55 ft tall light tower was erected by Winslow Lewis at a cost of $9,000. At this time Sand Island had an area of approximately 400 acres.

Almost immediately it was noticed that Sand Island was disappearing. By the 1850’s it was decided that a new light was needed. In 1858 a new 200 ft tower was erected by Daniel Ledbetter, an Army Engineer. This was the tallest tower built on the Gulf Coast. It was fitted with a First Order Fresnel Lens. When the Civil War began Confederates removed the First Order lens for safekeeping. Unfortunately this tower was demolished during the Civil War by Confederate forces who had observed Union forces using the tower for spying on Fort Morgan.

At the end of the war a temporary wooden tower and a keeper’s house were built on Sand Island to display a Fourth Order Fresnel Lens. These were to serve only until a permanent tower could be built.

In 1873 the third and present tower was erected to house a lantern with a Second Order Fresnel Lens with a focal plane located 113 feet above sea level. This was the last of this type of lighthouse built on the Gulf Coast. The tower was built on a foundation consisting of 171 wooden pilings driven into the sand and topped with a deep concrete pad. The tower contained a cast iron spiral staircase, having seven half-moon shaped landings on the way to the top. A two story keeper’s house and an oil house were built on stilts. The tower was painted with black pitch to protect the bricks and mortar from the wind, windblown sand and salt water spray.

A lot of stone was placed around the lighthouse on several occasions during the 1880’s and 1890’s in attempts to retard erosion of the island. Hurricane of 1906 washed away the keeper's house and the keeper and his family were lost. A new keeper’s house was built on pilings. In 1922, the government again added hundreds of tons of granite and other large stones around the island in an attempt to stop the movement of sand from around the tower.

In 1939 operation and maintenance of the lighthouse became a Coast Guard responsibility and the lighthouse was manned by Coast Guard personnel until it was automated. After that it was maintained by periodic visits of Coast Guard personnel from Mobile. After a very powerful aviation type beacon was installed on a tower at Mobile Point in 1965/1966 the need for the Sand Island Light was diminished and it was soon deactivated. The Fresnel Lens was removed by the Coast Guard and loaned to the Fort Morgan Museum in 1971 and it is still there. After deactivation the lighthouse survived without help from mankind for many years. The keepers house, which survived for many years, burned in 1973. There were some efforts made to stabilize the lighthouse over the years and some talk of moving the lighthouse to Dauphin Island but this never developed because of prohibitive costs.

In the early 2000’s a thorough survey of the lighthouse and the island was made in order to estimate the cost of repairing the lighthouse and stabilizing the island. The tower was found to be cracked from top to bottom on the east and west sides. The bottom door had been bricked in earlier. Two large iron rings near the base of the tower were severely deteriorated. The stairs at the bottom were rusted away. The copper roof was leaking. During this survey the concrete pad was drilled to determined the depth of the pad and cores of concrete were removed and tested for strength. This was found to be 1100 PSI, not as strong as the typical 3000 to 4000 PSI used today, but showing no signs of failure. It was noted that the
aggregate used in the concrete of the pad was broken bricks, some of the remains of the tower that was demolished during the Civil War. The brick masonry at the base of the tower was measured to be 6 feet thick.

Surveys of the Gulf adjacent to the tower determined the depth beyond the heavy granite stones was about 22 feet, with depths of 40 to 45 feet in areas scoured away around the island. Estimates for work on the island were $1.3 million to stabilize the island as is, $ 10 million to build a small island and $ 30 million to build an island similar to what it was when the tower was built.

Some Hurricane IVAN reconstruction funds were obtained from FEMA and used to accomplish the following work to be done: build a new door into the base of the tower at a higher level than the previously bricked in door, replace some bricks missing from the tower and build a large concrete ring around the base of the tower to take the place of the rusted rings. The cost to build this ring was approximately $ 3/4 million for forms, rebar and three truckloads of mixed concrete which was delivered by barge from Billy Goat Hole on Dauphin Island.

In 2011 the Federal government provided 6 million dollars to rebuild Sand Island using dredged material. The island looked very good after this and was back to about the size it was when the present tower was built. Unfortunately, this is basically gone, some of it washing into the deeper areas along the north and south sides of the island Although a lot has been done there is much more work to do.

MOBILE POINT LIGHTHOUSE

The first lighthouse, built in 1822, was 55 feet tall, with a Fourth Order Fresnel lens and visible from 12 to 14 miles at sea. It was on Fort Morgan and was the main guide into Mobile Bay until the Sand Island Lighthouse was built. In 1865 the lighthouse was a favorite target during the Battle of Mobile Bay and it was destroyed. It was temporarily replaced by a wooden structure.

In 1872 a steel tower, with a spiral staircase to the lantern room and a catwalk surrounding the light was built. One of the most interesting historical things about the lighthouse built in 1872 involved the Hurricane of 1906. The keeper and his family rode out the hurricane in the top of the light tower. Maude Midgett wrote of her experiences in Pilottown, on the Fort Morgan Peninsula during the hurricane and said that she was taken to the lighthouse during the hurricane. This lighthouse was later automated and continued as an active light for many years.

After a powerful aviation type beacon on a steel tower was erected at Mobile Point in 1966, the 1872 lighthouse was deactivated, dismantled and stored at Fort Morgan. The discarded structure was not well
preserved and deteriorated considerably before being sold for scrap. It was rescued from a scrapyard and sent to Robinson Iron Works in Alexander City, Alabama for storage and eventual restoration. The Alabama Lighthouse Association is working with the Alabama Historical Commission to obtain funds to have the work done and the light returned to Fort Morgan. The Association would appreciate help from Baldwin County with this project. At this point, Jack turned the program over to David Shipweck, a historian and longtime advocate for preservation of The Mobile Point Lighthouse.

When the Coast Guard dismantled the lighthouse in 1966, it was declared surplus and was acquired by Tex Edwards, a scrap dealer in Pensacola. The scrap dealer advertised it for sale with an ad reading "WANT A LIGHTHOUSE? Here's one for sale!" David was definitely interested and he called the dealer to learn that the price was $2500. He was on the board of the Mobile Museum and asked if the museum would be interested in acquiring the lighthouse. The board approved and suggested that he contact the Alabama Historical Commission in Montgomery to see if they would oversee the project of restoring the lighthouse. They accepted the offer. David contacted Tex Edwards, who, upon learning that the intent was to restore and preserve the lighthouse, gave it to the museum. He even delivered it back to Fort Morgan.

The dismantled lighthouse was left exposed to the elements for twelve years before the Alabama Historical Commission secured funding from the federal government to restore and re-erect the lighthouse at Fort Morgan as part of Alabama's contribution to the 200th Anniversary of America's first lighthouse in 1979. The lighthouse was restored, without the six foot pole which had been added when the light was converted to electricity. This was replaced with a brass ball, similar to the original design. The tower was erected near the Fort Morgan Museum.

Unfortunately, the restored structure was not adequately maintained and it suffered considerable deterioration before 2003 when the Alabama Historical Commission had it sent to Robinson Iron Works in Alexander City, Alabama. The lighthouse structure is presently at Robinson Iron Works in Alexander City, AL awaiting funds to have it restored. After restoration it is to be returned to Fort Morgan for installation as a permanent historical site.

--------------------- Questions & Answers ---------------------

Middle Bay Lighthouse:

Q? Why did the Alabama Historical Commission disapprove the proposal to move the light?

A: Primarily because of the projected cost.

Q? Were the tie rods between the piles original? A: No. They have been replaced many times; at least three times since Jack has been involved.

Q? Why not have the new maritime museum arrange tours to the lighthouse? A: Not sure about the museum's plans, but the Alabama Lighthouse Association is talking with the captain of the schooner
JOSHUA about taking parties out to the lighthouse. However, it is presently unsafe to board the structure. More work would be required to prepare for visitors and a suitable landing stage and accommodation ladder would have to be provided. Even then it would be a risky business to land and retrieve people from the structure. Realistically, the only way to make the lighthouse accessible to the general public would be to move it ashore.

Q? What consideration has been given to the loss of Middle Bay Light as a daymark and radar target if the structure is moved ashore? A: There have been discussions of replacing the old structure with a more modern and more easily maintained replica.

Sand Island Lighthouse:

Q? Why not move the lighthouse - like Cape Hatteras?

A: This lighthouse is very different from Cape Hatteras. It has a different type of foundation. Sand Island has 171 pilings driven deep into the sand as its primary support whereas Cape Hatteras was supported by a mat of heavy pine timbers laid horizontally into an excavation and topped with granite stones. Also, Cape Hatteras was moved from one land location to another whereas Sand Island would have to be moved from an offshore site onto land.

Jack mentioned that there has been talk of building a replica of the Sand Island Lighthouse on Dauphin Island. The cost was estimated at $7 million so this won’t happen soon.

It was mentioned that anyone who would like to visit a very similar lighthouse should visit the Pensacola Lighthouse which is located near the Naval Aviation Museum on the Naval Air Station in Pensacola.

Mobile Point Lighthouse

Q? What is the current status of the restoration? A: On behalf of the Alabama Lighthouse Association, Jack is scheduled to go to Alexander City in the near future to check on the condition of the structure.

Q? Are copies of David’s book available? A: He has a limited number of copies for sale.

Submitted by Joe Baroco

April 2013
The Yancey - Crane Cemetery is located in Baldwin County, Alabama in Township 5S, Range 2 E, Section 7. GPS coordinates are 30.372 N and 87.543 W. This is in City of Daphne, located just east of U S 98 and north of Whispering Pines Road. It behind the Sandy Sansing Ford Lincoln automobile dealership which is located at 27180 Highway 98. It was added to the Alabama Historic Cemetery Register in March 2012. The cemetery can be accessed from U S 98 by way of the driveway into Champy's Famous Fried Chicken and parking on the north side of this building or by way of a driveway into the Sandy Sansing property and parking at the east end of the lot. The cemetery is not fenced but is bordered on the north, east and west sides by the Sandy Sansing property and on the south by a currently vacant lot, north of a CVS Pharmacy.

The cemetery contains the graves of many residents of 'The Village', including that of William Ramsey Yancey, a drummer with Andrew Jackson's troops in the War of 1812. Local historians believe that the presently recognized cemetery is only part of a larger burial area used by residents of the surrounding areas that are now the city of Daphne. They speak of the cemetery having developed on both the north and south sides of a road running east from 'The Village' and of the custom of burying white people on the south side of this road and black people on the north side.

The earliest known burial in the cemetery was in 1860. The cemetery was closed to new burials in 1952 and for the next twenty years or so the cemetery was maintained by descendents of those buried in the cemetery. These included Mrs. Ella Crane Guillot, Mrs. Jackie Crane Davenport and her husband, Mrs. Delia Lovett and many others. As the descendents aged, moved away, or died, upkeep of the cemetery declined and it became overgrown. Wooden markers on many grave-sites rotted and disappeared.

In the 1970's a new four-lane US Hwy 98 was built along what is believed to have been the western edge of the Yancey - Crane Cemetery. The construction of a Fellowship of God Church and its parking lot between the marked graves of the cemetery and US Hwy 98 in the 1980's and the development of parking lots associated with an automobile dealership is believed to have resulted in the destruction of many graves and markers before this became apparent to many people.

In 1998 the clearing of areas adjacent to the south side of the cemetery aroused enough interested citizens to halt development work around the cemetery until definite boundaries of the cemetery could be established. The Alabama Code of 1975 contains laws protecting cemeteries, but they have to be defined before they can be protected. The task at this time was to verify the existence of unmarked graves and to define boundaries of the cemetery that would include these. This became a major undertaking which eventually involved multiple surveys with ground penetrating radar and shallow excavation and examination by a certified archaeologist to reach an acceptable definition of what the current boundaries should be. Doris Allegri and Al Guarisco, long time historians and members of the Baldwin County Historical Society, were active in the efforts to define the limits of the cemetery. There were, and still are,
conflicting opinions of the results of this effort but eventually an agreement was reached and the boundaries were defined in a survey completed in early 2001.

In early 1999 a group of descendents and local historians gathered at the cemetery to identify graves that had lost their markers. With this done, Al Guarisco made concrete crosses and attached brass plates provided by Jackie Davenport and her husband. These were placed on the unmarked sites that had been identified.

In 2002 an agreement was made wherein the northern area of the cemetery, which contains no grave markers and which merges into the then Bayview Ford Lincoln Mercury dealership (now the Sandy Sansing dealership) property will be maintained as a part of their lawn. The southern area, located under trees and containing marked graves, as well as a number of unmarked graves, will be maintained by the Baldwin County Historical Society. Since that time the dealerships have kept the northern section mowed and the Baldwin County Historical Society has done periodic cleaning of the southern section. In 2012, Al Guarisco coordinated a Boy Scout Eagle Badge project which involved cleaning the grounds, pruning bushes and trees and planting azaleas.

Frank Laraway, local historian and longtime member of the Baldwin County Historical Society, made a survey of the cemetery sometime prior to April 1978 and wrote a brief description that appears in Vol V, No. 3 of The Quarterly, published by the Baldwin County Historical Society in April 1978. In this article, Frank refers to the site as the Crane Cemetery. He lists three graves with prominent markers that he was able to identify and noted another unreadable one. He commented on the encroachment of developments as a threat to the cemetery. Doris Allegri, working on a project of gathering information on Baldwin County cemeteries, surveyed the cemetery in 1999 and Jan Allison, working with The Alabama Cemetery Preservation Alliance, surveyed it again in December 2003.

The following lists were compiled from a collection of lists made and accumulated by Doris Allegri and other local historians over a period of years and the list contained in the following website: www.rootsweb.ancestry.com/~albcgs/yanceycrane.pdf.

**Burials With Markers**

<table>
<thead>
<tr>
<th>Name</th>
<th>Date of Birth - Date of Death</th>
<th>Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crane, Abraham</td>
<td>01 Mar 1861 - 4 Jan 1925</td>
<td>Son of Samuel &amp; Mary Vickery Crane</td>
</tr>
<tr>
<td>Crane, Artemasis Blackmon</td>
<td>08 July 1878 - 1 May 1941</td>
<td>Wife of Abraham Crane</td>
</tr>
<tr>
<td>Crane, Benjamin</td>
<td>5 Oct 1865 - 7 Nov 1930</td>
<td>Son of Samuel &amp; Mary Vickery Crane</td>
</tr>
<tr>
<td>Crane, Cecilia</td>
<td>19 Apr 1867 - 11 Aug 1935</td>
<td>Daughter of Samuel &amp; Mary Vickery Crane</td>
</tr>
</tbody>
</table>
Crane, Elija 01 Nov 1874 - 1940  "In Memory"
Son of Samuel & Mary Vickery Crane

Crane, John A. 17 Apr 1856 - 05 Dec 1923
Son of Samuel & Mary Vickery Crane
Woodmen of the World Memorial

Crane, Leonard 15 Dec 1857 - 3 Aug 1860
Son of Samuel & Mary Vickery Crane

Crane, Margaret Virginia 13 May 1913 - 13 Jun 1916
Daughter of Samuel Crane, Jr

Crane, Mary Vickery 15 Mar 1832 - 25 Feb 1904
Wife of Samuel Crane
"Blessed are the pure in heart for they shall see God"

Crane, Robert 23 Mar 1864 - 12 Nov 1882
Son of Samuel & Mary Vickery Crane

Crane, Samuel 17 Jul 1810 - 14 Jun 1895

Crane, Samuel, Jr 28 Sep 1859 - 3 Dec 1916
Son of Samuel & Mary Vickery Crane

Phillips Baby. No name. No dates
Infant of James & Birdie Phillips

Phillips, Birdie No dates
Wife of James Phillips

Smallwood, Gerald 16 May 1885 - 11 Mar 1905
Son of John D. & Mary Smallwood
Woodmen of the World Memorial

Smallwood, Charles R. 1900 Census has born Mar 1880
Son of John D. & Mary Smallwood
Smallwood, Frank 1900 Census has born Mar 1870
Son of John D. & Mary Smallwood

Smallwood, John No dates known
Husband of Margaret Hammack Smallwood

Smallwood, Margaret Crane 30 mar 1873 - 16 Dec 1949
Daughter of Samuel & Mary Vickery Crane
Wife of Frank Smallwood

Smallwood, Margaret Hammack No dates
Wife of John Smallwood

Smallwood, Mary Crane 30 Mar 1869 - 14 Jul 1941
Daughter of Samuel & Mary Vickery Crane
Wife of Charles Smallwood

Trent, Mamie Smallwood No dates
Daughter of John & Margaret Hammack Smallwood

Yancey, William Ramsey 17 Jul 1789 - 1887
Husband of Virginia Key Yancey

Yancey, William Ramsey, Jr "Willie" No dates
Son of William Ramsey Yancey, Sr

Yancey, Augusta No dates

Yancey, Francis J 1866 - 1932
Son of William Ramsey Yancey, Sr
Husband of Magdalena "Lena" Brooker Yancey

Yancey, Jane A 1869 - 12 Mar 1931
Daughter of William Ramsey Yancey, Sr

Yancey, Virginia No dates
Daughter of William Ramsey Yancey, Sr
<table>
<thead>
<tr>
<th>Burials Without Markers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alphonse, Caroline Louise</strong></td>
</tr>
<tr>
<td>Daughter of Charles B. &amp; Marie Alphonse</td>
</tr>
<tr>
<td><strong>Alphonse, Charles B. &quot;Charley&quot;</strong></td>
</tr>
<tr>
<td>Brother of Henry Alphonse, Sr</td>
</tr>
<tr>
<td><strong>Alphonse, Henry, Sr</strong></td>
</tr>
<tr>
<td><strong>Alphonse, Henry, Jr</strong></td>
</tr>
<tr>
<td><strong>Collins, Leah Grigsby</strong></td>
</tr>
<tr>
<td>Daughter of John Fletcher Sr &amp; Susan Grigsby</td>
</tr>
<tr>
<td><strong>Crane, Frank</strong></td>
</tr>
<tr>
<td>Believed to be the last burial in this cemetery</td>
</tr>
<tr>
<td><strong>Douglas, Joseph D. &quot;Joe&quot;</strong></td>
</tr>
<tr>
<td>Husband of Aura A. Douglas</td>
</tr>
<tr>
<td><strong>Douglas, Caroline</strong></td>
</tr>
<tr>
<td><strong>Douglas, Oristine Munson</strong></td>
</tr>
<tr>
<td>Son of Joseph D. &amp; Aura A. Douglas</td>
</tr>
<tr>
<td><strong>Douglas, Genevieve</strong></td>
</tr>
<tr>
<td>Daughter of Joseph D. &amp; Aura A. Douglas</td>
</tr>
<tr>
<td><strong>Grigsby, Aileen L</strong></td>
</tr>
<tr>
<td>Daughter of John Fletcher Sr &amp; Susan Grigsby</td>
</tr>
<tr>
<td><strong>Grigsby, Calise</strong></td>
</tr>
<tr>
<td>Son of John Fletcher Sr and Susan Grigsby</td>
</tr>
<tr>
<td><strong>Grigsby, Caroline Marino</strong></td>
</tr>
<tr>
<td>Wife of Charles P Grigsby</td>
</tr>
<tr>
<td><strong>Grigsby, Charles P &quot;Charlie&quot;</strong></td>
</tr>
<tr>
<td>Son of John Fletcher Sr &amp; Susan Grigsby</td>
</tr>
<tr>
<td>Name</td>
</tr>
<tr>
<td>--------------------------</td>
</tr>
<tr>
<td>Grigsby, Henry</td>
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<tr>
<td>Grigsby, James</td>
</tr>
<tr>
<td>Grigsby, James Jr</td>
</tr>
<tr>
<td>Grigsby, John Fletcher Sr</td>
</tr>
<tr>
<td>Grigsby, John Fletcher, Jr</td>
</tr>
<tr>
<td>Grigsby, Mollie</td>
</tr>
<tr>
<td>Grigsby, Sirisfer</td>
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<tr>
<td>Hall, John Henry</td>
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<tr>
<td>Hall, Richard</td>
</tr>
<tr>
<td>Johns, Charlie</td>
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<tr>
<td>Keith, Talbot</td>
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<tr>
<td>Marino, Bailey Ford</td>
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<tr>
<td></td>
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<tr>
<td></td>
</tr>
<tr>
<td>Marino, Elizabeth Boone  &quot;Lisa&quot;</td>
</tr>
<tr>
<td>Marino, Robert J.</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Name</td>
</tr>
<tr>
<td>--------------------------------------------</td>
</tr>
<tr>
<td>Husband of Elizabeth Boone Marino</td>
</tr>
<tr>
<td>Wife of Mark Mayhand</td>
</tr>
<tr>
<td>Son of Mark &amp; Aleana Mayhand</td>
</tr>
<tr>
<td>Husband of Aleana Mayhand</td>
</tr>
<tr>
<td>Died circa 1919 or 1920</td>
</tr>
<tr>
<td>Born circa 1886</td>
</tr>
<tr>
<td>Born circa 1862</td>
</tr>
<tr>
<td>Husband of Lydia 'Birdie' Phillips'</td>
</tr>
<tr>
<td>Daughter of Samuel &amp; Ella Walker Quinney</td>
</tr>
<tr>
<td>Wife of Samuel Quinney</td>
</tr>
<tr>
<td>Wife of Samuel Quinney</td>
</tr>
<tr>
<td>Daughter of Robert J. &amp; Elizabeth Boone Marino</td>
</tr>
<tr>
<td>Daughter of Joseph D. &amp; Aura A. Douglas</td>
</tr>
<tr>
<td>Wife of William Ramsey Yancey, Sr</td>
</tr>
</tbody>
</table>

Information for this article was obtained from materials collected by Doris Allegri and Al Guarisco over a period of years, from a review of probate court records, from internet sites and and from conversations with local historians. Some of these are as follows.
Baldwin County Historical Society publication, *The Quarterly*, Vol V, No. 3, Pg. 69, article submitted by Frank Laraway

Newspaper clipping - Baldwin Register Friday January 29, 1999

Newspaper clipping - unidentified and undated, thought to be the Baldwin Register

Newspaper clipping - Baldwin Register Tuesday July 13, 1999

www.rootsweb.ancestry.com/~albcgs/yanceycrane.pdf

Submitted by Joe Baroco

April 2013