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
# Table of Contents

Mobile Bay’s Lost Lighthouses ............................................................................................................... 1  
Single Tax Colony ................................................................................................................................. 5  
Camp Powell, The Spanish Trail and Greenwood ................................................................................. 7  
The Lonely Grave ................................................................................................................................. 10
Today Alabama has three lighthouses, two still standing and another dismantled and waiting to be restored. These were described in a very informative program presented to the Baldwin County Historical Society by Mr. Jack Granade on Sunday, January 20, 2013 and in an article in the last issue of The Quarterly. This is a brief account of other lighthouses that were located in Alabama waters in the past but have been gone for many years. Although none of these were located in Baldwin County, they served as aids to waterborne transport in Mobile Bay. Through the many Baldwin County rivers that flowed into Mobile Bay and the many settlements and landings that existed along the eastern shore of the bay at the time, the early lighthouses played a part in the history of Baldwin County.

During the early days of the United States, before the effects of early land ordinances and tax acts had begun to bring in revenue through land sales and additional property taxes, the government relied heavily on import tariffs to support the new nation. To increase this revenue from tariffs, it was necessary to have good seaports and to facilitate the use of them. Accordingly, some of the earliest work of the new Congress was to fund projects for improving harbors, dredging channels and developing aids to navigation. In the late 1820’s, Congress authorized funds for dredging several channels to improve access to the developing port of Mobile. This work was contracted to Captain John Grant, a self-taught engineer and inventor from Pennsylvania who had developed a scoop type dredge and used it with good results in Chesapeake Bay. The work in the Mobile area included dredging in Choctaw Pass and Pinto Island Pass.

**Choctaw Point Lighthouse**

In 1830, Congress authorized funds for the construction of a lighthouse at Choctaw Point, a bit south of the city of Mobile as it was defined at that time. A 45-foot tall whitewashed conical brick tower was built by Winslow Lewis in 1830 and was lit in January 1831, by the first keeper, Sterling Thrower. It was fitted with a Fourth Order Fresnel Lens and had a visibility range of something on the order of 10 to 15 miles, enough to reach what was then known as the upper fleet area of the bay. The site of this light was apparently chosen by the Lighthouse Establishment without much consultation with mariners who would actually use the lighthouse and contrary to recommendations from the local Collector of Customs at Mobile. The location was disliked from the start, with complaints that the tower and light could not be seen until one had already found their way well up into the approaches to the city. In 1849 a U.S. Coastal Survey report recommended abandoning Choctaw Point and establishing beacons along the channels going into Mobile, but no funds were provided at that time.

In 1860, the brick tower at Choctaw Point was seriously damaged by a gale. The Lighthouse Board, which had replaced the Lighthouse Establishment, recommended abandoning the site and replacing it with a screw-pile type lighthouse located farther to the east. This would be in better alignment with the channel coming up the bay. However, with threats of a civil war on the horizon, only enough repair was done to keep the light in service for a few more years.

With the start of the war, the Union imposed a blockade of all Confederate ports in May of 1861. This greatly curtailed international and coastwise traffic at the port of Mobile; it being sustained only by successful blockade runners. As part of Confederate efforts to prevent an invasion of Mobile from the Bay, the channels leading into Mobile were partially blocked by scuttling small vessels in the waterways and marking them with stakes that only local mariners would understand. These actions greatly reduced the utility of the Choctaw Point Lighthouse and in November 1862 the light was retired. The Fresnel Lens was removed and taken to Mobile.
for safekeeping. The last Keeper of this light was Elizabeth Michold, thought to be the last Confederate woman lightkeeper. Plans for a new light were put on hold until after the war.

The Choctaw Point Lighthouse was in service for 31 years.

During the war the site of the abandoned lighthouse became the southern end of a system of breastworks that extended to the city. For many years after the war, the site was home to a Buoy Depot of the U. S. Lighthouse Service. When that organization merged into the U. S. Coast Guard in 1939 the site became Coast Guard Base Mobile. It remained in that role until around 1970 when the Coast Guard moved to the former Brookley Air Force Base. Currently the area of the old lighthouse is part of the Choctaw Point Container Terminal.

**Battery Gladden Lighthouse**

As part of the eastern defenses of Mobile, a fortification initially known as Pinto Battery was established at the southeast end of Pinto Island. This was a significant fortification, fitted with at least seven heavy artillery pieces, a magazine and sufficient quarters and storage buildings to support an authorized complement of two companies of troops from the 2nd Alabama Artillery Regiment and two companies of troops from the 1st Louisiana Artillery Regiment. The fortification was apparently renamed in honor of Brigadier General Adley Hogan Gladden. He had been stationed in Pensacola and Mobile earlier in the war and was in command of the brigade which included the First Louisiana Artillery Regiment when he was mortally wounded at the Battle of Shiloh and died on 12 April 1862.

After the Civil War ended efforts turned to clearing the channels into the port of Mobile and to establishing a lighthouse at the head of the Bay to replace the former Choctaw Point Light. The prewar plans for a screw-pile lighthouse were put into action and the components of the lighthouse were built in the north and shipped to Mobile for installation on the site of the former Battery Gladden. Because of the difficulties of setting pilings in the rubble of the former battery, the lighthouse was constructed at a site just off the island, at the edge of Pinto Island Pass. A walkway was constructed to dryer land to provide access during periods of high water. The Battery Gladden Light was first lit in 1872 by the Keeper, Levi Mangold. It was fitted with a Fourth Order Fresnel Lens that contained a red sector positioned to mark the turning point of the channel into the port of Mobile. Assistant keepers were assigned to this station to maintain a string of channel lights leading into Mobile. In 1906, this light station was selected to experiment with equipment to produce and compress acetylene gas for use in lighted buoys. In 1907 the original lamps and lens in the Battery Gladden light were replaced by an acetylene lantern and matching lens. The light remained in service until March 1913, when the need for it was lessened by improved channels marked with lighted buoys and beacons. The abandoned structure remained in place for many years and was known locally as the Old Channel Day Beacon. There is some confusion concerning the configuration of the actual lighthouse building. Some photographs show a hexagonal house, similar to Middle Bay Lighthouse which was built down the Bay some years later, and others show a square or rectangular house. Perhaps there was some redesign after a fire in the wooden shingle roof in 1879.

The Battery Gladden Lighthouse was in service for approximately 41 years.

**Grant’s Pass Lighthouse**

As mentioned earlier, much of the early dredging in Mobile Bay was done by Captain John Grant. After completing the dredging near Mobile, Grant turned his attention to improving waterborne transportation along
the Gulf Coast. During the period of 1838 -1839 he obtained authorization from the State of Alabama to dredge a six foot deep channel through the shallows between Cedar Point on the west side of the bay and Dauphin Island to create a small craft passage from Mobile Bay to Mississippi Sound without the need to go out into the Gulf. He also received authorization to charge a toll on all traffic using the dredged channel as a means of paying for construction of the channel. The toll was said to be 15 cents per boat per passage either way. Grant marked the channel with stakes on both sides, erected a toll house and probably used some of the spoils from the dredging operation to build up a small area on the north side of the dredged channel that became Tower Island, the site of his private lighthouse. The channel became known as Grant’s Pass. It was immediately successful and plans were made to deepen it. These plans were interrupted in 1860 by the start of the Civil War. Captain Grant was a Union sympathizer; for the duration of the war he moved to Louisiana.

During the summer of 1864, with threats of a Union Naval assault against Mobile by way of the pass between Fort Morgan and Fort Gaines, the Confederates began construction of a redoubt called Fort Powell on the north side of Grant’s Pass, very near Tower Island. The fortification was still under construction, but did have some artillery pieces in place at the time of the Battle of Mobile Bay. As anticipated Fort Powell came under attack by Union gunboats shortly after they entered the Bay. The Confederate forces held out until defense of the position was futile and capture was imminent. At this point the Confederates destroyed the fortification and retreated to Mobile. Whether the lighthouse was also destroyed by the retreating Confederates or destroyed by the Union gunboats isn’t known but when the assault was over the tower was gone.

Following the surrender of the City of Mobile and the end of the Civil War, the Union Navy wanted a light restored at Grant’s Pass. Accordingly, a 25-foot tall tower with a small lantern was in place by December 1864. Now that the war was over, Captain Grant asserted his right to collect tolls for the use of his channel, but he did not object to having federal lighthouse keepers maintain the light. The federal keepers remained on the private waterway until August 1866 when extensive repairs would have been required to keep the light in service and it was discontinued. The tower apparently survived without maintenance until 1873 when it was said to have been ravaged by sea worms. The Lighthouse Board requested a replacement light but this was not approved and small lighted beacons were installed to mark Grant’s Pass. Remnants of the Tower Island site apparently disappeared altogether by about 1912. Grant’s Pass survived as a waterway until the Intracoastal Waterway was constructed in the 1930s’ through Pass Aux Herons, a short distance south of Grant’s Pass. Grant’s Pass as a channel has disappeared but the name remains as a historical reminder of Alabama’s only significant private lighthouse.

The privately built Lighthouse at Grant’s Pass was in service for approximately 25 years before being destroyed in the Battle of Mobile Bay. The federally built replacement tower was in use approximately 2 years before being replaced by adequate channel markers.

Bibliography


What makes Fairhope different?  The first meeting of Fairhope founders was held 998 miles away! And the first Fairhope Courier newspaper was not printed in the South! The unique heritage of Fairhope was meticulously planned by a small group of 11 visionaries who had to pack and travel almost a thousand miles before they were “home.”

The community of Fairhope was conceived by a group in Des Moines, Iowa, who used the theories of economist and social reformer Henry George and his book, Progress and Poverty. George believed that land speculation was the source of most economic woes, and that the solution was that no taxes should be levied other than a “single tax” on land. According to legend, after months of work on the governing document for their new colony, it got its name when one of the original Des Moines group proclaimed that he thought it had a “fair hope” of success. The Fairhope Industrial Corporation was born.

Led by newspaperman Ernest B. Gaston, (who started publishing The Fairhope Courier before he ever left Iowa), the visionaries looked for land throughout the South and Midwest before settling on a high bluff overlooking Mobile Bay. And in November, 1894, 28 people from around the country met at Battle’s Wharf and began to build their own Utopia. Those first colonists were soon referred to as “Single Taxers,” and they immediately attracted supporters and financial backers from around the country, drawing an eclectic assemblage of industrious, creative, and free-thinking people to Fairhope.

The Fairhope founders were not able to create a true single tax community as defined by Henry George, but they attempted to come as close as they could. The acquired land in the name of the Fairhope Single Tax Corporation (it was officially called the Fairhope Industrial Association until 1904), then leased the land to those who wanted to use or live on the land. Lessees have a 99-year renewable lease on the land, but have ownership only of improvements.

Fairhope became a resort community almost from the start. The founders quickly realized that the key to their survival depended upon a connection to the outside world. One of their first undertakings was the construction of the first Fairhope wharf, which allowed visitors to come by Bay boat from Mobile to relax in the small Bay cottages and hotels that sprung up along the bluff top. Vacationers came to Fairhope in the early days for many of the same reasons they do today: its pleasant climate, peaceful surroundings, and impressive scenery. Artists, writers, and craftsmen found Fairhope to be an inspiring haven for their work. Even a few nudists found it attractive!

The City of Fairhope was established with around 500 residents in 1908, taking over responsibility for all municipal services. In the 1930’s, the City became the caretaker of Fairhope’s greatest assets: the beachfront park, the parklands on the bluff above the beach, Henry George Park, Knoll Park, and the quarter-mile-long pier—all gifts of the Single Tax Colony, which continues to have an active presence in the City.

Today, the Single Tax Corporation owns about 4500 acres of land in and around Fairhope. This includes the downtown area and a little less than half of the remainder of the City. The rent paid to the Single Tax Corporation by lessees includes an amount due for state, county and local taxes, an administration fee to operate the Corporation office, and a “demonstration fee,” intended to demonstrate the usefulness of the single tax concept. Funds from the demonstration fee are used to enhance
the community by supporting things such as the public parks, the public library, Thomas Hospital, and our historical Museum.

Portions of the contents of this article were taken from the City of Fairhope and the Fairhope Single Tax Corporation websites. For additional information about the Single Tax Colony, go to: www.cofairhope.com or www.fairhopesingletax.com.

This article originally appeared in the Friends of the Fairhope Museum of History Newsletter
When it comes to locating historical sites since forgotten, it has been my pleasant experience that one needs to do only two things to accomplish the goal - put out the word and seek.

Having noticed that Camp Powell appears in a number of historic documents, especially in regard to Confederate recruitment and muster rolls, I put out the word several years ago that I was looking for the site. Several casual leads put it east of Foley and then Doris Rich was kind enough to refer me to a gentleman of the Elberta community who claimed to know its exact location. As in other cases of this nature, it also led to other historical locations and activities. For several years I had also been hearing of “Spanish Trails” in Baldwin County, but I had never really followed the leads. One trail is said to end in the Weeks Bay area. This would jibe with several of the land boundary shapes still carried on the maps of the area which have the character of a limited boundary on the water extending back from the water some distance in relation to this width.

John Haupt of Elberta turned out to be an extremely observant and knowledgeable amateur student of history in the southeast Baldwin County area. While a young boy at the turn of this 20th century, he roamed the Elberta area and observed the last remnants of what was a Spanish Trail from Pensacola. It could be seen even in later years as a road strip where crops would not easily grow due to the many years of compaction by trail traffic. His interest in the trail continued during adulthood whereupon he traced its origins, path and destinations on foot and by map. He observed that it followed the high ground above the headwaters of the creeks and rivers and could be traced on the maps by staying on the high ground. He found it to cross Perdido Bay (from Pensacola) starting on the beaches just below the present Lillian Bridge. It then proceeded west generally following existing Highway 90, turning north approximately three miles east of Elberta in the diagonal direction of present day Summerdale. It is here that it passes within a few hundred feet of Camp Powell - a mile north and east of Elberta on County Highway 87.

Since the site is near a house on open farm land near the headwaters of Three Mile Creek, site investigation was not made by this writer. However, Mr. Haupt reports that musket balls were found generally in the area during his childhood days and that it was known to be the site of the camp. It is somewhat an unlikely place for a camp, being in a low spot. However, the creek may have been more essential for the cavalry horses than the dryness of the site. Farther west on the trail is purportedly the site of a skirmish, spent balls being in evidence some years ago. So far, no account of such a skirmish has been found in the various written accounts for this era and area.

The Spanish Trail continues on north and west from Camp Powell towards the Summerdale area passing three-fourths of a mile diagonally north and east of this present day town. Following the crest of the watershed (Fish on the west and Perdido on the east), it continues northwest generally along the route of Highway 59 through Robertsdale.

This brings us to my “theory historical of roads”. Before the time of constructing roads on section lines, the state of the science of transportation and road building was primitive. Furthermore, public taxes and manpower were either limited or non-existent for the purpose of constructing roads. By necessity even the Indians were required to stay to the high ground during travel even if it meant a longer journey. By travelling around the ends of creeks, most bridging and fording could be avoided. These highway roads set right-of-way precedent, becoming public ground by habit and later by law. The present day roads that wind and bend (originally to keep the ox and horse drawn wagons out of the mud) tend to be new (usually straightened to accommodate the modern motor car) on top of old roads. Railroads also sometime follow this crest to keep bridges and hills to a minimum. A portion of Highway 59 near Robertsdale seems part of this old-new road. The trail seems to be located a bit west of Highway 59 in this area and passes just west of today’s Loxley.
It was at this point there seems to be a rather critical crossroad. Another Spanish Trail from the Perdido at Nunez’s ferry crossed going towards Spanish Fort and probably The Village. It is likely, but totally unsubstantiated, that portions of Highway 31 were part of the communication road with Spanish Fort. There is evidence of stage trails crossing D’Olive Creek from The Village (now in the midst of a large shopping center being constructed on this creek) and meeting this trail on the high ground east of Spanish Fort.

Getting back from our trail from Lillian, it also continued north sometime in history to Blakeley via the old Bromley-Pensacola road. It seems more likely that this portion of the trail was after the Spanish period, probably before and during the Civil War. Another road, according to Civil War Period maps, traveled west across Fish River to Ragged Point on Mobile Bay from this crossroad. At some point in history, this crossroad became known as Greenwood. Greenwood was speculated to be a plantation during the Civil War when Confederate cavalry troops stopped there. Numerous accounts of the era mention the name and it occurs on maps of 1865 and 1872. Thereafter it disappears except for the Greenwood Cemetery west of Loxley and Greenwood Branch northeast of the same town. The exact location and any artifacts have not been found, mainly because it seems to have been located in the midst of a rather large modern-day farm which prevents confirmation.

During the Spanish Period, the trail from The Village through Spanish Fort and Greenwood on to Nunez’s ferry on the Perdido River and then on to Pensacola is likely to be the most important of the Spanish Trails through our country. It is likely that this is the route that armies traveled during the Battle for Spanish Fort (“Battle of The Village”), the War of 1812 and the Indian Wars. The Village seems to have been a critical crossing, camping, docking and material staging point up through the Civil War. Soon thereafter it disappeared like the town of Greenwood.

Mike Blake and I have been following old stage roads all over Baldwin, Washington and Clarke Counties for a number of years. He has spent his entire life walking these areas with a knowledgeable eye. Most of my interest lies in finding sites and routes given on old maps and in written accounts. Perhaps some of the information provided here will re-document locations of places in Baldwin County. Better yet, perhaps some reader can provide more definitive information about activities and locations of the sites mentioned. I feel confident that there are people living even today that know more about such places as Hollywood, Alexis Springs, Roaring Springs, Holyoke, Milstead’s Bridge and Deer Park. We have searched diligently for them all, came close, but never were we quite able to verify their location or significance.

The most discouraging thing is to see the rapid and destructive pace that development is incurring on county historical sites and routes. This development is occurring with little knowledge or concern for the geography or history of this area. The mauling of the hills around Spanish Fort and D’Olive Creek are the most obvious examples of this unplanned growth. Only drastic and rapid measures will blunt this trend.

This article originally appeared in The Quarterly (Vol VI, No. 4) in 1979. It is reprinted at this time because of a recent request for information on Camp Powell and frequent interest in early trails and roads through Baldwin County.

It is noted that since the first printing of this article a book was written by John Haupt of Elberta who is mentioned in the above article. In his book, he devotes a page to Camp Powell.

The book is available for purchase at the Baldwin County Heritage Museum in Elberta and is available at several public libraries in the county.
Look for “LAND OF MILK AND HONEY”, By John Haupt as told to Nina Keenam, Underwood Printing Company, Foley, Alabama 1990
In the City of Daphne, just a few feet off the eastern edge of Main Street North and about a quarter of a mile south of Village Point Park, there is a solitary monument with the following inscription.

Sacred to the memory of
WILLIAM PATTERSON
who departed this life
May 29 1847
aged 30 years

When sorrow weeps o'er virtue's sacred dust
Our tears become us, and our grief is just:
Such were the tears she shed, who grateful pays
This last sad tribute of her love and praise.

Local folklore includes many tales of William Patterson, the “occupant” of the lonely grave. Some of these tales are probably true and some may not be. Some probably apply to his father and at least one is probably the result of confusion between him and members of another local family named Paterson (one “t” in the name). This article is an attempt to verify some of these and to question others. It is based on a study of property records, books, newspaper articles, pamphlets and miscellaneous letters and notes gathered mostly by Al Guarisco. Some of the most often heard tales and comments follow.

He came to the area with Andrew Jackson, on his way to New Orleans, but fell in love with a local Indian girl and left Jackson's troops to remain in the area.

As a beginning, it is noted that the William Patterson memorialized by the roadside monument must have been born in 1816 or 1817. This is 2 or 3 years after Andrew Jackson passed through The Village.

An article in the Baldwin Press Register, dated Monday Jan. 9, 1989 and written by Jean Richmond, Press Register Reporter, suggests some clarification of the tale of William Patterson and Andrew Jackson’s troops passing through The Village. The author notes that this connection, if it existed, would have been before the “occupant” of the lonely grave was born. It is suggested that it was probably his father who fell in love with a local woman and remained in the area of The Village where the couple had a son. The son is most likely the man memorialized by the roadside monument.

He came to Alabama from either New England, Canada or “up north”.

As of this writing, we are not sure where the elder William Patterson came from, but if he was one of Andrew Jackson’s troops he could very well have been from anywhere “up north”. Jackson had recruited troops from wherever he could find them as he built up his army to defend New Orleans. Wherever the elder William Patterson came from originally, it is likely that he came to the area known as The Village by way of Mobile since he had acquired a parcel of land in the area of the former Fort Charlotte, site of present day Fort Conde in Mobile, sometime prior to May 29, 1821. A Baldwin County Property Book contains a deed signed May 29,
1821 wherein Willoughby Barton and William Patterson swapped lands. In this transaction, William Patterson gave up his land in Mobile and acquired a narrow parcel of 80 arpens (approximately 68 acres) in the area of The Village.

He was known as a “gay cavalier” who enjoyed dancing, drinking, brawling and horse racing.

It is assumed that these tales were based on original meanings of the word gay, thus implying a joyful, carefree and perhaps showy disposition, addicted to pleasure, but gallant and chivalrous.

There are questions of which William Patterson this describes. Is it the elder William or the younger one? See comments on the next tale.

An associate once had him charged with “Assault and Battery” and he had to appear before a judge in Blakeley to answer the charges.

One of Patterson’s associates filed charges of assault and battery against him. Being aware of Patterson’s rambunctious behavior, the Sheriff (not identified) asked Louis D’Olive to accompany him when he arrested Patterson and took him to the County Court which was then in Blakeley. Patterson allegedly prolonged the departure as long as he could, claiming first that his horse was gone. After his landlady assured him that the horse was available, he then said he couldn’t ride because the girth strap on his saddle was broken. Again the landlady came to the sheriff’s aid and got the girth strap fixed. On the way to Blakeley, the trio passed through Sibley’s Mills and Patterson insisted that they stop so that he could cool off with a swim in the mill pond. It took the sheriff some time to persuade Patterson to get out of the pond and by the time they got to Blakeley the court had adjourned for the day. When court convened the next morning, Judge Wilkins supposedly said “Mr. Patterson, Mr. (name not known) has had you arrested for assault and battery. What have you to say for yourself? The answer was allegedly “Well, your honor, he ‘saulted me and I ‘saulted him, and that’s all there is to it.” After a moment the judge is said to have replied, “Case Dismissed.”

The tale is interesting, but again there is a question of to whom it applies. The tale involves a sheriff getting assistance from Louis D’Olive, but Louis D’Olive died in 1811, before the younger William Patterson was born.

He died in a duel over a forbidden love.

So far, the only written mention of William Patterson being killed in a duel is strictly hearsay. At the time of his death in 1847, dueling had been illegal in Alabama for many years, having first been made illegal in the Mississippi Territory in 1803, before Alabama became a state. The first state legislature in 1819 continued to make dueling illegal and the first penal code, adopted in 1841, made the killing of anyone in a duel murder in the second degree. In spite of these laws dueling continued and there is at least one documented duel in Tuscaloosa, Alabama in the 1870’s. It is doubtful that the citizens of The Village were aware of these laws, but it is also doubtful that the custom of dueling was practiced in the area. Arguments and insults were much more likely to be settled by less formal procedures.

Although death as the result of a duel might explain why he died so young, our thought at this time is that this tale is probably not true.

He had a mercantile business and cotton gin in Daphne that were destroyed in a fire.
It appears that the tale of William Patterson having a mercantile business and a cotton gin that were lost in a fire is not true. This appears to be confusion with another and later family in Daphne. There are two photographs in the Daphne Museum showing a W. B. Paterson Mercantile Co. store and a Paterson Mercantile Co. Cotton Gin. The name is spelled with one “t”. One of these photographs contains the message “We OPERATE A MUNGER GIN”. The Munger ginning system was not developed until the 1880’s, long after the death of William Patterson.

He picked his own burial site, between four cedar trees, on land that he owned.

This is probably true. Assuming that he inherited land from his father, it is likely that the site of the lonely marker was on his property at the time of his death.

A Baldwin County Property Book contains a deed signed May 29, 1821 wherein Willoughby Barton and William Patterson swapped lands. In this transaction, William Patterson gave up his land in Mobile and acquired a narrow parcel of 80 arpens (approximately 68 acres) in the area of The Village. The land began near the eastern shore of Mobile Bay, between a live oak tree and a cedar tree, and extended 120 chains (7920 feet) in an ENE direction, with a width of approximately 374 feet. There is another deed, signed April 17, 1821, wherein Mary Hampton sold to William Patterson, a narrow tract of land in the area of The Village. This parcel was described as beginning at the eastern shore of Mobile Bay and being 2 acres wide by 40 acres long (80 acres). Another document in the Government Land Office records, dated 9/1/1845 records a land grant of 33.31 acres in Baldwin County, Township 5S, Range 2E, Section 8 which was made to William Patterson, on an authority dated April 24, 1820.

When he died, a trusted servant wheeled him in a wheelbarrow to the spot and buried him.

This is probably true.

He left no known relatives.

The 1840 Census of Baldwin County, Alabama shows the following entries under William Patterson.
1 white male (20-30), 1 white female (40-50), 13 slaves. The above entries could indicate the presence of the younger William Patterson, who would have been 23 or 24 at the time, his mother and the family’s slaves. The absence of an older William Patterson could indicate that he had died and might explain why the younger William Patterson was not identified as a junior. It is possible that William had siblings who could have left home before the census of 1840.

His burial site was in the way of a road being paved and his body was moved off to the east side of the roadway.

There is no reason to doubt that a marker of some sort was moved, prior to the paving of County Road 11, sometime in the 30’s, but it is questionable that his body was moved. It is more likely that the remains, if any exist, are actually under the road.

The beautiful epitaph on the monument may have been composed by his sister or the sweetheart, said to have come to mark the grave, or it may have been composed by his mother.

At this time we have no information to indicate who composed the epitaph or who made the legend on which it
is inscribed. It is possible William had at least one sister who could have left home before the census of 1840 and did return after William’s death to put a marker with an epitaph on his grave.

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All who read this are encouraged to let us know of other tales they have heard and to question or add to any of the information in the article. Send new tales or comments to The Quarterly at either barocohomeport@att.net or kbalme60@gmail.com and we can include them in a future edition.
Index

Symbols
1840 Census of Baldwin County  14

A
Alexis Springs  10
Andrew Jackson  12

B
Baldwin  10
Battery Gladden Lighthouse  4
Battle of Mobile Bay  5
Blakeley  13

C
Camp Powell  9
Captain Grant  5
Choctaw Point Lighthouse  3
Clarke  10
Confederate forces  5

D
Deer Park  10
Doris Rich  9

E
epitaph  14
Ernest B. Gaston  7

F
Fairhope  7
Fourth Order Fresnel Lens  3

G
Grant's Pass Lighthouse  5
Greenwood  9, 10

H
Henry George  7
Hollywood  10
Holyoke  10

I
Intracoastal Waterway  5

J
John Haupt  9

L
Lighthouse Board  5
Louis D'Olive  13

M
Milstead's Bridge  10

R
Roaring Springs  10

S
Single Tax Colony  7
Single Tax Corporation  8
Spanish Fort  10

T
The Spanish Trail  9
The Village  10
Tower Island.  5

W
War of 1812  10
Washington  10
WILLIAM PATTERSON  12
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

Submission Information
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 240 dpi. Digital texts should be formatted for 8 1/2 x 11 pages.

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