

THE

# HISTORIAN

www.hancockcountyhistoricalsociety.com

OF HANCOCK COUNTY

Bay Saint Louis, Mississippi

November 2019

## COMING EVENTS AT LOBRANO HOUSE

The monthly luncheon meeting will be held on Thursday, November 21, 2019, at noon at the Kate Lobrano House. The speaker will be Jennifer Baxter, Communications Director of the Hancock County Port and Harbor Commission. **Reservations are required** and may be made by calling 467-4090. **Respectfully we must request that you please call by noon on Wednesday, November 20,** to make your reservation in order to help us plan seating which is limited to fifty-four people and to apprise us of the number of lunches to order. **Lunch is \$14.00 for members and \$15.00 for non-members,** payable at the door. It is catered by Almost Home Catering, Michelle Nichols, chef. The lunch menu is whiskey glazed pork loin, corn pudding, mandarin orange salad, yeast rolls, and pecan praline bread pudding.

The nominating committee will submit its recommendations for new officers at the November luncheon meeting, but we are also asking the general membership for nominations. If you would like to serve or recommend someone, please call 467-4090 or nominate from the floor at the meeting. The offices being filled this year are president, second vice president, publicity chairman, and historian.



The Civil War Naval Theater

## THE CIVIL WAR NAVAL THEATER

By  
James Keating, M.D.

A look at the history of the Civil War informs us there were no major land battles fought in Hancock County. However, its location on the Mississippi Gulf Coast insured that its inhabitants would be directly involved in the naval theater of the Civil War. The Anaconda Strategy of President Abraham Lincoln called for a complete blockade of the entire coastline of the South and its ports. The Anaconda Strategy was the military plan proposed to defeat the Confederacy. In point of fact it took four years to accomplish this goal and to capture the

ports of Ship Island, New Orleans, Vicksburg, Mobile, and Galveston. Major players in this drama came from the old families in the county like Poitevent and Claiborne. The economy of the county came to a standstill and there was breakdown of civil order. Ultimately, the Yankee Bluecoats prevailed over the Butternut and Grey.

The naval blockade was designed to slowly strangle the economy of the Confederacy. The Confederate States of America (CSA) attempted to thwart this campaign by appropriating a fleet of ships both large and small and transforming them into effective blockade runners. In addition, some CSA vessels would be built and armed as gunboats that would challenge the Union Navy blockade in direct armed combat. The Mississippi Sound shallow waters prevented effective blockade by

## THE

**HISTORIAN**

OF HANCOCK COUNTY

Eddie Coleman, Editor  
James Keating, Publisher  
Charles Gray, Executive Director

Published monthly by the  
**HANCOCK COUNTY  
HISTORICAL SOCIETY**

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**LOBRANO HOUSE  
HOURS**

MONDAY — FRIDAY

10:00AM — 3:00PM

Closed: 12:00—1:00 (lunch)

**MISSION STATEMENT**

“TO PRESERVE THE GENERAL AND ARCHITECTURAL HISTORY OF HANCOCK COUNTY AND TO PRESERVE THE KATE LOBRANO HOUSE AND COLLECTIONS THEREIN; TO RESEARCH AND INTERPRET LIFE IN HANCOCK COUNTY; AND TO ENCOURAGE AN APPRECIATION OF AND INTEREST IN HISTORICAL PRESERVATION.”

the ocean-going deep hull union warships.

Fast schooner sailing vessels successfully ran the blockade through out the entire war. Indeed they could sail close to the wind and dart into the many small inlets along the Gulf to hide or escape capture. Sailing vessels would slip out of different harbors on moonless nights or in fog or rainy weather. The owners/operators of these blockade runners made substantial profits from these exciting ventures; one trip back and forth to Havana, Nassau, or Bermuda might earn enough money to pay for the ship itself and another load of precious cargo. Schooners would carry cotton, tobacco, turpentine, and sugar out and bring in dry goods, coal, gunpowder, medicines, coffee, and munitions.

The Union Navy occupied Ship Island in April of 1861. The gunboat *Massachusetts* was assigned the duty to protect this installation and construction of a fort commenced. Nevertheless, the Confederates captured the island with two steamers and eight hundred soldiers in July of 1861 while the *Massachusetts* was patrolling the mouth of the Mississippi River. The Confederates held the island for two months but then decided to evacuate since they had no secure

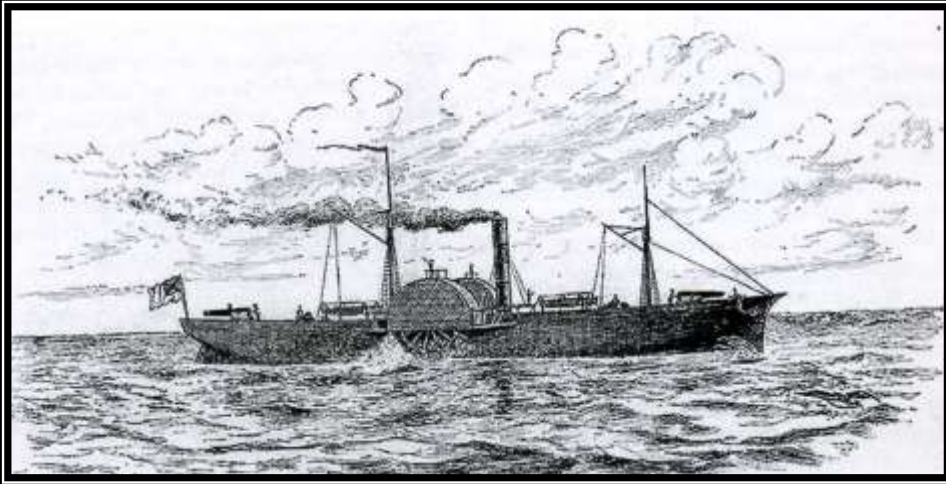
line of supply and little hope of prevailing against anticipated superior Federal forces. Thus the US Navy reoccupied the island on September of 1861. Furthermore, the island also served as a prisoner of war camp for Confederate soldiers and civilian southern sympathizers.

Captain John W. Poitevent (1840-1899) was born in Pearlington, Mississippi. The son of Captain William J. Poitevent, John Poitevent followed in his father's footsteps and inherited his father's love of the sea. The Poitevents were in the timber business and owned a fleet of schooners that transported their lumber products to markets in New Orleans, Mobile and ports in the Caribbean Sea like Havana. John Poitevent earned his license as a pilot and master before the Civil War. Naturally, in 1861, he enlisted in the CSA Navy and was commissioned as lieutenant commander assigned to the gunboat, *Carondelet*. This ship was a wooden, side-wheeler steamer gunboat approximately 196' by 38' launched in January of 1862. It was built at a shipyard at Bayou St. John in New Orleans and was armed with seven 42-pounder cannons.

On April 3 of 1862 the Federal Navy attempted a landing of soldiers at Pass Christian and Biloxi. The CSA Navy gunboats



Captain John Poitevent, Lieutenant Commander of the *CSS Carondelet* was born in Pearlington, MS in 1840.



*CSS Carondelet*

*Pamlico, Oregon, and Carondelet* engaged the Union gunboats *John P. Jackson, New London, and Hatteras*. After significant naval combat the Confederate gunboats retired to Lake Pontchartrain and the Union Navy landed twelve hundred soldiers at Pass Christian. The *Carondelet* continued to patrol Lake Pontchartrain until after the fall of New Orleans. The gunboat was then abandoned and destroyed by its crew to prevent capture by the Union Navy.

Later in April of 1862, the US Navy was ready to take New Orleans. New Orleans was the South's largest city and its most important manufacturing and commercial center. Ironically, the Confederacy had stripped the city of much of its defenses. At that time, two forts—Fort Jackson and Fort St. Philip—guarded the Mississippi River. An assortment of gunboats was placed upstream and adjacent to a chain blockade which stretched between the two forts on each side of the river. Captain John Poitevent had been reassigned to one of these gunboats and fought in this significant battle. It should be noted that the CSA converted over two thousand river steamboats of various sizes for wartime service on the various rivers of the South.

Admiral David Glasgow Farragut (1801-1870) in March of 1862 had advanced his fleet through the pass at the mouth of the Mississippi River. Subsequently, his fleet steamed upriver to the site of the two forts and the river chain blockade on April 18 of 1862. After a worthless three-day artillery barrage by Commander David Dixon Porter (1813-1893), with his flotilla of mortar rafts, the Union Navy was still unable to silence the 177 guns in the two forts. Farragut decided at this point to change the battle plan and secure a small opening in the chain blockade in the middle of the river in the dark of night. However, this bold maneuver would place these slow moving targets (gunboats) going upriver at the mercy of the Confederate gunners. Farragut thought he had no other choice and it was worth the risk.

One-by-one, in single file the first squadron of union gunboats moved slowly through the small gap in the chain blockade enduring a withering barrage of Confederate artillery shellfire. To make matters worst, the Federal gunboats engaged the smaller Confederate gunboats in individual ship-to-ship encounters. This resulted in the Union Navy losing

one gunboat, but the CSA Navy lost twelve gunboats. Fortunately, Capt. John Poitevent was neither injured nor captured during this major naval battle. Nevertheless, since there was little left of the Confederate Navy, he subsequently elected to enlist in the CSA Army and served thereafter as a commander of a company of cavalry for the rest of the war.

Shortly thereafter, General Butler landed eighteen thousand Union soldiers in New Orleans. The Confederate Army abandoned the Mississippi Gulf Coast and the previously mentioned two forts downriver. Earlier in March of 1861, A Yankee raiding party captured twelve oyster sloops and schooners in the Cat Island area. By the summer of 1862, the Union had confiscated all private schooners on the Mississippi Sound. One Yankee gunboat, *Wabash*, went aground in the Pearl River and was abandoned. After that no Union gunboats dared ascend the Pearl River. Small sloops could therefore slip into New Orleans through little used and little known passages.

Etienne Maxson reported that as a slave he would haul cotton for his planter master fifty miles at night by a horse drawn wagon to get his precious cargo to a boat for New Orleans. Hancock County became a lawless no man's land subject to Yankee raids, Confederate cavalry intrusions, and migrating bands of jayhawkers, deserters, and bandits. During the war the economy of Hancock County came to a standstill. In one Yankee raid, the Shieldsboro Courthouse was burned down as well as St. Luke's Episcopal Church. The sawmills closed. Henry Weston then decided to operate a salt production plant in Lakeshore that recovered



salt from boiling seawater. In Gainesville, a Police Jury patrolled the countryside to provide law and order. At one time a bandit camp formed near the town. As a result, one night a posse of citizens attacked the camp killing five outlaws. One jayhawker was hanged at the site from a large live oak tree.

The regular citizens of Hancock County needed salt, coffee, sugar, flour, and medicines. The fishing villages on the coast could trade seafood and sea salt with the farmers up county for meat and vegetables. Sadly, the Yankee raiders confiscated all visible horses, mules, and cows. Local fishermen engaged in illicit barter with Federal soldiers at Fort Pike trading seafood for the previously mentioned staples. Parched corn or sweet potato was used as a substitute for coffee. Cornmeal for many families on the coast was the only staple food. In Shieldsboro (now Bay St. Louis), seafood replaced beef, mutton, and pork. Mullet fish was called "Biloxi Bacon."

In the fall of 1863, a company of Sibley's Alabama cavalry skirmished with a company of Union soldiers near Shieldsboro. The Yankees were defeated and a few Union soldiers were taken prisoner. Four wounded Union soldiers were placed in a local residence near Our Lady of the Gulf Church where the Sisters of Charity treated them. Shortly thereafter a Union gunboat, *Commodore*, landed eighty soldiers to rescue these men on October 20, 1863. A Confederate Captain Marshall was shot dead in the encounter.

In retaliation for previous events, the Yankee soldiers proceeded to burn Lockett Hall. Indeed, they actually intended to burn down the whole town in punishment for resistance. However, at just the right moment, Father Henry



JFH Claiborne

Le Duc (1837-1897) came forward holding his silver crucifix out in front of him and blocked the path of the raiding party. He requested that they cease and desist. Fortunately, these soldiers were Irish Catholics from Massachusetts. Miraculously, the soldiers respectfully doffed their hats and knelt at the sight of the cross. Afterward, they returned to their ship. Shieldsboro was thus saved from destruction, and the street at that location has ever since been named Union Street.

John Francis Hamtramck (JFH) Claiborne (1807-1884) lived at Laurel Wood Plantation on Mullet Bayou. He speculated in slaves, cotton, and land. He was a gentleman farmer/planter who owned one hundred slaves growing Sea Island cotton earning an annual income of \$6,000. Like many people in Hancock County, he survived during the Civil War by maintaining contact with both sides of the war without being shot for treason. In fact, both armies needed various products from planters such as cotton. In truth, Claiborne was a spy for the Union, providing intelligence about local salt production, Mobile Bay fortifications, and coastal smuggling activities. In return he was allowed to transport

some of his cotton and some of his neighbor's harvest for much needed hard currency. On the other hand, simultaneously he was made a purchasing agent to Belgium for the CSA sending cotton through the blockade. Furthermore, Claiborne urged the Union general at Fort Pike, twelve miles from Laurel Wood, to allow trade of needed foodstuffs like flour for the citizens of the coast who were having a hard time acquiring enough to eat. After the war, in 1870, Claiborne moved to Natchez after inheriting a much larger plantation from his mother-in-law called Dunbarton Plantation. Claiborne is remembered also as the most distinguished Mississippi historian of that period. He published *Mississippi as a Province, Territory, and State* in 1879.

The fall of Vicksburg in July of 1863 gave the Union complete control of the Mississippi River. Consequently this achievement divided the Confederacy. Blockade running continued through the port of Mobile until Admiral Farragut engaged the forts and the CSA Navy in the famous naval battle of Mobile on August 5, 1864. It is this battle where he is remembered for his order to "Damn the torpedoes, full steam ahead!" In the last year of the war, the only port left for the Confederacy was Galveston. Galveston was a shallow water port with poor railroad connections. The naval blockade was completed with the fall of Galveston in June 1865.

In conclusion, the naval theater of the Civil War saw the Union construct a successful strategy of blockade that prevented the CSA from building a full-scale war economy. Although there were twenty-five hundred successful trips by schooners and other assorted steamers through the blockade, the key to the success of this strategy was deterrence. The amount of

goods transported to and from the South during the Civil War amounted to only one eighth of the volume of trade the region usually enjoyed before the war.

Seamen and sailors from Hancock County like John Poitevent served with distinction in the Confederate Navy. The wives and older inhabitants of the county were left behind after the young men departed to serve in far away places. As a result they were subject to hardships including harassment by soldiers and bandits as well as deprivation for lack of foodstuffs and supplies. Recovery after the war occurred with the reopening of the sawmills, the building of the railroads and the return of the fleet of fishermen to the coastal hamlets. Nevertheless, the sacrifices made by the men and women of Hancock County during the Civil War are still remembered and respected to this day.

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### Annual Cemetery Tour Presented by the Hancock County Historical Society

By  
Eddie Coleman

The Twenty-fifth Annual Cemetery Tour was scheduled from 5:00 until 7:00 P. M. at Cedar Rest Cemetery on South Second Street on Thursday, October 31, 2019. However, because of inclement weather, the tour was moved inside the Lobrano House, and two performances, one at 5:30 and another at 6:30, were presented to the guests. The following former citizens of Hancock County were presented.

#### KATE LOBRANO (1871—1921)

#### FRANK LOBRANO (1870—1935)

**KATE:** Hello, my name is Katherine Maynard Lobrano. Most folks call me Kate.

**FRANK:** And I am Francis Joseph Lobrano, and most folks call me Frank.

**KATE:** I was born here in Bay St. Louis in 1871 and came from a very prominent family. My father was George Maynard, now resting right next to us. He fought with the 2nd Arkansas Cavalry during the Civil War and was later town marshal of Bay St. Louis. Frank and I were married here in Bay St. Louis on August 4, 1891.

**FRANK:** Now I am not from Bay St. Louis so you might be wondering how I was able to snake this Bay St. Louis gal. I was born in 1870 and raised near the mouth of the Mississippi River in the town of Port Eads on South Pass in



**KATHERINE LOBRANO**  
Portrayed by Karen Katherine  
Lobrano Schafer, granddaughter  
of Katherine

Plaquemines Parish. I was orphaned at the age of three and was raised by an uncle named Jacinto Lobrano who, in his early years was a pirate with Jean Lafitte and who later fought in the Battle of New Orleans. But I digress.

I was the first person in Louisiana to plant and cultivate oysters. I started the town of Oysterville on the South Pass of the Mississippi River and had a very successful business. My partner, a river pilot named John McLoughlin, and I cultivated oysters, harvested them, and brought them to market in New Orleans on packet boats that we owned. Well, our business grew to the point that we needed places for our workers to live so I took a boat ride to Bay St. Louis to look for lumber to build houses at Oysterville for living quarters. I was told that lumber was plentiful in the Kiln. While here I met Katherine, and we were married shortly thereafter.

**KATE:** After we were married, we moved to Port Eads at the mouth of

the Mississippi River. Frank ran the oyster business and became Justice of the Peace in 1898 and later Postmaster of Port Eads in 1900. I helped with the business in between giving birth to five children.

**FRANK:** Kate and I would visit Bay St. Louis often where gala parties were thrown by her parents. With the help of her father, we bought a home here with fronted on Main Street. We lived both here and in Port Eads. However, in 1915 I lost my oyster business because the government cut openings in the banks of the river, and the fresh water killed the oysters. You may be familiar with the effects of too much fresh water. We then moved upriver to Point a La Hache where I was elected Clerk of Court. We had to sell our Bay St. Louis home on Main Street, but we retained the cottage in the rear.

**KATE:** Then in 1917, I became very ill, cancer you know. And at the same time my mother became ill. She moved into my cottage, and I subsequently moved back to the cottage permanently to take care of

her and myself. Frank would come over on weekends and whenever he could. It was really tough going for both of us. I finally moved in here (the tomb) in 1921. Now I understand that my grandchildren donated my cottage to the Hancock County Historical Society.

**FRANK:** Kate and I had six children—one daughter, Alvina resides here with us. Our daughter Josie died at the age of five and is right next door. Our other children are buried in New Orleans. I moved in here in 1935. I spent many happy times in Bay St. Louis especially watching my three sons racing boats on the Jourdan River in 1931. Now we have many grandchildren, great-grandchildren, and great-great-grandchildren. I am told that one of our great-great-grandsons whose name is Nic kind of looks like me, so if you ever see him, tell him I said hello.

**KATE:** Now as you move on tonight, please try to be quiet as Alvina and Josie are finally trying to get some rest.

**FRANK:** And thank you for visiting.

### JOHN OSOINACH (1864—1939)

I am John A. Osoinach, and I was born in 1864. As a boy, I worked in a local hardware store. Later I created the Bay Mercantile Company and located it at the end of Bookter St., or as it was then known as “Down in the hollow.”

In 1903, I built a larger store on the beach located around the 200 block of South Beach. It was then that I came up with the wonderful idea of providing our townsmen with a real opera house. I was a music lover, a patron of the arts, and a man who believed in



**JOHN OSOINACH**  
Portrayed by HCHS  
Publicity Chairman  
Jim Keating

backing up my interest in cultural activities with financial support.

I decided to locate my opera house on the second floor of my store and went heavily into debt. But it was quite successful for a time. Many of the fine road shows then touring the country were booked at my opera house. One of the most famous actors was Cecil B. DeMille, a member of one of the traveling stock companies playing in Bay St. Louis. He later became one of Hollywood's big tycoons. When asked years later if he remembered visiting the Bay, he replied, “I most certainly do! I especially remember playing in that brand new Osoinach Theatre and the appreciative, music loving BSL audience.”

Unfortunately, later that very same year, the theatre and store burned to the ground. Bay St. Louis lost the Clifton Hotel and the St. Joseph Academy at that time (1907). People say the fire started in one of the display windows of my store. I guess we'll never know for sure.



**FRANK LOBRANO**  
Portrayed by Nic Lobrano,  
great, great grandson of  
Frank



I became a Bay St. Louis alderman, one of the first organizers of the Bay-Waveland Yacht Club, and probably the first unofficial banker of the town because I cashed checks at no charge for customers in my store. I was one of the organizers of the Merchants Bank and served as its First Vice-President and its second president. I was also director of the Bay St. Louis Building and Loan Association and president of the Commercial Club. I died in 1939.

**ANNIE RICHTER  
ADAM GRAHAM  
(1906-1991)**

I was born in New York City to an Austrian mother and a German father. At the age of one year and nine months I was sent to Bay St. Louis aboard the Orphan Train with the number 205 pinned to my underwear. This number is the way my adoptive parents identified me when the train arrived in Bay St. Louis.

I was indentured to and later adopted by John Sherry Adam and Mary Bourgeois Adam. My family spoke French, and when I entered first grade, I could not speak English. Fortunately, my teacher taught in French. I learned English in the second grade. I attended school until the eighth grade and then went to work in the Peerless Oyster Factory.

I was reared Catholic, and throughout my life, I attended daily mass at Our Lady of the Gulf. Later in my life Father Fahey of OLG helped me get a copy of my original birth certificate.

At age eighteen I went to work for the Bell Telephone Company which was located on the second floor of the *Echo* building on the beach, now North Beach Res-



**ANNIE RICHTER  
GRAHAM**  
Portrayed by HCHS First  
Vice President Beverly Frater

taurant. I worked there for thirty-two years.

At the age of twenty-five, I married William Bryan Graham. Unfortunately we had no children.. When my husband went to chose a post office box for our use, he chose #205 to commemorate the number pinned to my clothes when I arrived in Bay St. Louis.

**KATRINA OVERALL  
MCDONALD  
(1897—1985)**

I am Katrina Overall McDonald, and I was born in Murfreesboro, Tennessee in 1897. I later moved to Nashville and was educated at Ward-Belmont and Vanderbilt. In 1915 while a student at Ward-Belmont, I visited my classmate Elizabeth McDonald, the daughter of Judge Will T. McDonald who lived on the property where the Reed Hotel was located. While visiting, I was introduced to Elizabeth's cousin, C.C. McDonald.

I taught at Bay High School for one year, and then returned to

Vanderbilt to continue my education. C.C. served in the army in WWI. In 1919 we married and lived in Bay St. Louis. After having five sons, I began public service. In 1925 I served as national president of my college sorority at Vanderbilt. In 1930 I was appointed to the Bay-Waveland school board and served for twenty years.

I was very active in the statewide PTA and was State President in the late 1930s. After the war the governor appointed me to the State Welfare Board.

In the 1950s small rural schools consolidated. The Board of Superintendents asked me to serve on the county school board for nine years. In the 1960s I worked for the Girl Scouts facility. Also during this time, I helped form and operate a chapter of Candy Strippers for Hancock General Hospital.

I was devoted to my family and the Main St. Methodist Church. I served as a Sunday school teacher and in other capacities in the church for over fifty years. I died of heart failure on December 13, 1985.



**KATRINA OVERALL  
MCDONALD**  
Portrayed by HCHS member  
Connie Roth



**ED VAIRIN**

Portrayed by HCHS member  
Robert Delcuc

**EDWIN (ED) WILLIAM  
VAIRIN  
(1894—1958)**

I am Ed Vairin. I was born March 22, 1894, and I lived all of my life in Bay St. Louis. My family home on the old Vairin property was on Main St. that at one time extended all the way across present day Highway 90 to what is now called Blue Meadow Rd. I served as a sailor in the US Navy during WWI. After the war I returned home to take care of my elderly father and mother. I took a job as a city policeman, working the night shift. My job was to keep order on the beach front and Main Street. I never owned a car. When my duty was over about 7:00 A.M., I walked home and sometimes stopped at the home of Walter Maynard, brother of Kate Lobrano, to have morning coffee with the family as we were friends for a long time.

I was friendly to everyone I men, and many times I would take a homeless person to a rooming house

that widows often ran in their homes and pay for the night's stay. At one time my family ran a merchant store on Main Street that now is where The Social Chair is located. After World II my brother Horace opened a war surplus store there. In addition to Horace, I had two other brothers—George and James.

I died of pneumonia on February 12, 1958, at the Kings Daughters Hospital on Carroll Ave. I never married and was faithful to taking care of my family.

**DR. CYRUS M. SHIPP  
(1880—1964)**

I am Dr. Cyrus M. Shipp, and I was Hancock County's first public health officer, serving for fourteen years. I was born in 1880. Although my father was a doctor, I began my working life as a railroad man, employed by the Illinois Central Railroad for a number of years.

When I met my wife and proposed, I gave her at \$500 diamond ring, a very nice ring for the early 1900's! Knowing that my ambition was to become a doctor, she

insisted that the ring be sold and the money used to start my medical education.

I studied at the University of Mississippi and then Tulane, graduating from Tulane Medical School in 1917. After graduation, I married Bettie Boyd. In later years I did post graduate work at Johns Hopkins and at Vanderbilt.

I started out in private practice in Grenada, MS but did not find it fulfilling. I then went to work for the Rockefeller Foundation Mosquito control program. I became an authority on malaria and mosquito control.

Malaria was a continuous threat to the people of the Gulf Coast when I became health officer in 1924. From my office in the old city hall, I worked tirelessly to bring malaria under control. I supervised the building of drainage canals to remove water from areas where mosquitoes bred. I saw to improved sanitation and people were taught how to reduce mosquito infestation.

I also had many other duties, such as inoculating school children and inspecting food service establishments. During the Depression the State, for a time, lacked the money to pay my salary. However, I was paid in "scrip" money. Even though my wife and I had to live on credit, I continued my work.

Later I added Pearl River County and during World War II Jackson County as my areas to service. By this I was in my sixties and working harder than ever.

I finally retired in 1958 at the age of seventy-eight. The doctors of Hancock County presented me with a silver plaque, the first time a public health doctor in the state of Mississippi had been so honored by the doctors of the county in which he served.

At my death in 1964 the people I served mourned with my family.



**DR. CYRUS M. SHIPP**

Portrayed by HCHS member Lex  
Mauffray





**GEORGE ARBO**  
**1845-1907**

*(portrayed by HCHS Historian Jim Codling)*

I am George Arbo, and I was born in 1845. I came to Bay St. Louis from Canada. Mississippi was a sawmill state at that time. The Weston Lumber Company in Pearlinton was the biggest sawmill in America, sending lumber to other parts of the world.

I owned and operated the Arbo Sawmill on Bayou Glary, nowadays Joe's Bayou on Cedar Point about where the Casino is today.

We cut trees, floated them down the bayou and planed them into lumber and shipped the lumber out by L&N Railroad. I also had a mercantile store on the beach and my cottage was on Main and Second Street here in Bay St. Louis. I had the oldest cedar marker in this cemetery. I had it made at the sawmill. I died in 1907.



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