The county with a heart

That will win your heart.

Edited for The Horry County Historical Society

by

Florence Theodora Epps, 514 Main Street, Conway, S. C. 29526
"Let us cross over the river and rest in the shade of the trees," spoke Stonewall Jackson as he lay in a delirium, dying from his battle wound. "Over the river and far away to Grandfather's house we go" is the opening line of a song my mother played and taught me to sing long ago. "Shall we gather at the river, the beautiful, the beautiful river?" is the refrain of an old and popular Protestant hymn.

And so the river has many associations for us, yet always refreshing, hopeful, promising. Horry is blessed with the Waccamaw and the Pee Dee Rivers, both flowing into the Atlantic at Winyah Bay, Georgetown. Waccamaw is an Indian name meaning black water; and black it is from the cypress trees that outline its banks and swamps. Pee Dee is also an Indian name.

These two rivers, especially the Waccamaw, were the main arteries of traffic into the Independent Republic, even after the advent of the railroad in 1887 and still in use as transportation and communication throughout the 1920's. Hence we are proud to present several features on ferries, the onetime necessity in crossing over the river.

FERRIES ON THE WACCAMAW RIVER
by
J. A. Norton, M. D.

Right along with the discussion of the different transportation systems within the county comes the interesting and romantic exploration of that adjunct to the first type of transportation, that of the ferries that connected the different communities holding the early settlers of this section. The river splits the county north and south almost exactly in half, with a more or less large swamp bounding it on first one side and then the other. The township of Kingston was at first laid out on both sides of the Waccamaw River at Kingston Bluff, but it was soon discovered that the eastern bank of the river at this spot frequently overflowed, that it was too low for a town site anyway, and so the whole site both of township and town was transferred to the western bank.

There was a ferry over Kingston Lake just at the junction with the river. The land just across the lake was somewhat higher than that on the other side of the river, and it was used to proceed about four miles higher up the river where a crossing could be made on a ferry, then and since known as Hardee Ferry. It is also known as Hemingway Ferry, I suppose being owned and operated by a family of that name before Mr. William Hardee came into its possession. This must have been the same ferry used by Bishop Asbury in 1801 and 1805, by the famed Lorenzo Dow in 1804, and other traveling preachers in their journeys to and from the town of Kingston on their way from or to Wilmington.
As far as I can remember, the ferries from the North Carolina line down as far as Georgetown were as follows: Wortham's, almost opposite Little River; Bellamy Landing, some ten miles lower down; Star Bluff, off of Wampee; at Bear Bluff at one time; Reaves Ferry, Nixonsville; Hardee Ferry, Savannah Bluff; a local ferry; Cox's Ferry; Peach Tree Ferry, which was the lowest one down toward the lower end of the county.

All of these were privately owned and privately operated, without license or permit from any governmental agency, and with usually the family doing all the work. At this time when travel was slow and far apart, when social contacts were few and far between, these private businesses were more or less important social conveniences. For from the few travelers the ferryman, or the ferrywoman in some cases, would get the news of the sojourner, and kindly pass it on to the next crossing, meanwhile giving to this person also a cross question regarding any and all news in his parts. In this way the news and the views of the county were disseminated far and wide over the territory, and the people kept in some touch at least with each other.

I can remember well the time when these ferries were all in more or less active use. And the balking of the ferryman up, especially at night, when it was dark and perhaps cold and rainy, and the ferryman curled up snugly in his bed on the other side of the river, and it seemed to me that the ferryman was usually on the other side of the river on a cold, wet and mean night, was quite an adventure in and of itself. There was usually one consolation, and that was that when you did reach the ferry, the worst and darkest part of your trip was over, for always the ferryman's house was on the opposite side to the swamp, usually situated on a bluff, and the dark and sometimes deep swamp would then be behind you, and only the steep bluff to cross to on the other side.

Many of these ferries, as travel grew more frequent and rapid, were made free ferries; that is, they were put in charge of a licensed man to run. He was paid for his time and trouble by the state and all the equipment provided and cared for by the same agent. Then there developed the professional ferryman, who studied the needs and desires of those who crossed with him and met them at all times, and had no other manner or method of making a livelihood. Gradually all the more frequented ferries became public, and to them the roads then began to be somewhat more improved than the usual country and byway roads; the beginning of the good roads movement in this county.

I remember best the crossing of the Peach Tree Ferry, I suppose by reason of the crossing leading to it from Bucksville, but almost as much because of the length of the crossing, which was long and when using the old-fashioned poles, of some good length of time. At high water or flood water, this road would be overflowed, and in some places where the road ran right along the river bank, it would be difficult on a dark night to distinguish it from the river itself. Then there were two gulps or creeks to cross where the planking was never too good, and where in some crossings there were no railings in place, and then much had to be left to the horse that you drove as to whether you got safely across or not.

Many a time on a dark night, I have driven that road and wondered if I could ever get the ferryman out of his warm bed at that time of night, or whether I would have to swim the river in order to get him, or perhaps there might be some loose boat waiting that I could borrow and so get across and get the flat or awaken the man himself. But I must say to the credit of this
ferryman and all the others, I have never had to do otherwise at a time like this except spend possibly ten minutes more hallooing to the extent of my lung power than in the daytime.

I never crossed at Star Bluff or Bellamy's Landing, nor did I ever cross at Bear Bluff while there was a ferry running there. But at all the rest of the ferries, I was from the latter part of the last century up to the time they went out of business a more or less constant visitor, and I have been, I hope, properly appreciative of the good work that these vigilant servants of the public had done and were doing for the public. And those who kept the service going included the females of the family as well as the males. For as mentioned by one of the Methodist Bishops who crossed at, I believe, Hemingway Ferry, as it was first called, that he was astonished to be put across by a couple of females, and they carried on the work faithfully and well whenever the men of the family were out of place or busy at something that just had to be attended to. And that was one outstanding trait of the women of this county anyway—indoors or outdoors, they were at all times not only willing, but did take their places shoulder to shoulder with their men folks in any kind of work.

The first method that I remember in getting the flat across the river was the usual flatbottomed scow being poled first on one side and then on the other until the other side was reached. Then came the method of having a heavy wire rope stretched from a tree on one bank to a tree on the other, and with a short club with a notch cut in it, the notch fitting over the rope, pulling the flat along thus wise. Then came the method of having the river itself, whenever the current was swift enough, do all the work. With a pulley on the end of a post at each end of the flat and the wire rope running through each pulley, the rope was thrown off of the rear pulley and the flat held in place by a short length of rope. This gave the current a slanting object to strike, with the result that it started the flat across the river, and kept it going till the other side was reached.

There was a motor boat on the long ferry at Bill Creek, at Yauhannah Ferry, but that was the only one in the immediate section, and this only very late in the records, in fact, not so very long before the bridge there was built. The other ferries in the county were too short to bother with such a thing, and if the water greatly overflowed, the distance of the extra amount of ferriage did not call for such a financial investment. At pretty nearly all the ferry sites, during a time of extra high water, the low side of the ferry would be covered over with water for some distance and this would always necessitate some extra distance of ferriage. Thus at Hardee Ferry, the eastern side would sometimes be covered to a depth of three or more feet, with no possibility of unloading at the bank of the river, so the flat would go right up the road until the water got shallow forbidding further progress or until dry land was reached. During the time of private ownership and operation, this extra length of ferriage was charged for, and during the public exploitation of the ferriage, some extra compensation was naturally expected of the traveling public for the extra time and trouble in such transportation.

Livestock of all descriptions soon became accustomed to this use of the ferry, and there were few accounts of any serious accidents or the loss of livestock by such accidents. In fact in the long hot days of summer, or even in the short cold days of winter, the crossing of the river on a ferry seemed to make more or less of a special memento of the trip, breaking the monotony.
of a long drive with its consequent cramping and leg-weariness of possibly an all day's drive in a small buggy. And this was seemingly the case with both man and beast, as it also afforded the fourlegged animal a space of breathing and rest as the flat took its slow way from one side of the river to the other.

The inherent honest of Horry folks has always been known. I have no record of any theft or mutilation of any flat boat on any ferry in the history of the county. Where one family had established such a convenience, no one ever came in and tried to make trouble by establishing a near rival line, but the original man was left to his own devices. Under cover of darkness, the boat might have been used for selfish purposes, but it was usually found tied up securely by the owner the next morning.

This material has been edited from "The Independent Republic of Horry County," one of several unpublished manuscripts by Dr. Norton, 1876-1950, deposited in the Horry County Memorial Library. The contents page says the plan of this work was mapped January 14, 1927, thus providing a clue to the time it was written.

LAWS RELATING TO EARLY FERRIES AND ROADS

by

Mrs. Lucille Norton Burroughs Godfrey

When you realize that there was not a highway bridge anywhere in Horry County until after World War I, you will understand why many of us have a firsthand familiarity with ferries. Their history, location, and operation, based upon memory and the texts of the laws governing them are the subject of this paper. I am indebted to Mr. Ernest Richardson for lending me a copy of The Statutes at Large of South Carolina; edited, under authority of the Legislature, by David J. McCord, v. 9, Columbia, S. C., 1841. The quoted texts of the laws are taken from this volume, "containing the acts relating to roads, bridges and ferries." We can't talk ferries apart from the roads.

In 1705 we read (Act no. 246): "the want of convenient ferries and roads upon all occasions, hath much prevented the uniting of her Majesty's forces in the defense of this colony." This would be Queen Anne, 1665-1714.

In 1734 commissioners were appointed (No. 587) "for that part of the parish of Prince George Winay, commonly called by the name of Waccamaw Neck, which district shall be extended between the Waccamaw river and the sea, as far as the Province line." The names of the Commissioners are omitted. Waccamaw and Black Rivers, being very remote and very extensive, his Excellency James Glen, Esq., Governor-in-chief and Captain General over his Majesty's Province of South Carolina, prayed his most sacred Majesty (King George) in 1741 that the land be divided into five districts (No. 757). The second district concerns us here in Horry:

That the second district shall contain all that part of the Parish of Prince George lying between little Pedee and Waccamaw rivers, from the upper thorough fare to the Province line, including the township of Kingston; and that George Sterrat, Thomas Brown, and Jeremiah Vareen,
shall be, and they are hereby appointed, commissioners of the highways for the said second district.

By 1756 the inhabitants of Waccamaw Neck were complaining about the ferry on Waccamaw opposite to Georgetown:

... that the ferry ... commonly called Wasso Ferry, has been found by experience to be badly situated, by reason of the width of the river and bad situation of the causeys and slips, which render it, oftentimes, impassable in rainy or windy weather. ... (No. 843)

They humbly prayed his Majesty, King George II, that two more convenient ferries be established for the transportation of passengers, horses, and cattle over the Waccamaw and the Pee Dee. Their prayers were answered and the ferries were put into operation. The plantation owner in whom responsibility for the operation of Waccamaw ferry was invested had the right to the following tolls:

... for every single person ... two shillings and six pence; for every man and horse, five shillings; for a chair or other two wheeled carriage, ten shillings; for every head of neat cattle, ferried or swam, one shilling; for calves, sheep or hogs, by the head, six pence, in the lawful money of this Province...

The same act empowered the Commissioners "to lay out, make and keep in repair, a road from the highway to Cape Fear, leading to the ferry hereby established over Waccamaw river ... by the labor of the male inhabitants of Waccamaw Neck, from the age of sixteen to sixty years. ..."

Ferries were not operated whimsically. The duties of the ferryman were laid down very explicitly:

... to provide and keep in good repair, a ferry boat or boats, for carrying and transporting over the said rivers ... all passengers, horses, cattle and chairs, or other two-wheeled carriages; and also, two able men, one of whom to be a white man, who shall constantly attend the said ferry, as well by night as by day. And in case any passenger shall meet with unreasonable delay, ... the person or persons in whom the same is hereby vested, his or their executors, administrators or assigns, shall forfeit and pay, to the party grieved, the sum of forty shillings, for the first hour, and the further sum of twenty shillings, for every hour afterwards, that any person shall be so delayed; which sum and sums shall and may be recovered, on oath of such delay, by warrant, from any justice of the peace, who, on complaint made to him, shall hear and determine the same according to the powers given him by law for trying small and mean causes. Provided, always, that all ministers of the Gospel, persons going to and from divine service, persons going to and from musters, and all persons in the service of the public, and all free Indians, shall and may pass either of the said ferries gratis.

In other years more regulations were passed. No person was required to work on roads or causeys more than ten miles from his home. Shepherds were exempted from performance of militia, patrol, and road duty. Tolls had to be paid before passing; if any refused or neglected to do so, it was lawful for the person entitled to receive the toll, to issue a distress warrant, and cause any of the load to be disposed of to an amount sufficient for the payment. Shade trees on the roads and paths were to be uncut. A penalty of twenty shillings for cutting such a tree lent force to the edict.
There was a ferry at Dog Bluff in 1797, vested in Anthony Sweet for fourteen years. The road was to lead through Kingston County to Kingston. Joseph Jenkins and Robert Jordan for Kingston County and Robert Hodge, Leonard Dozier, and Solomon Shannon for Liberty (i.e., Marion) County were named commissioners to "lay out, clear and grub the same." (No. 1678)

In 1795 Act No. 1626 provided:

... That in ten months after the passing of this Act, a ferry be, and is hereby, established over Waccamaw river, about three miles above Kingston; the south-east side to be vested in Jesse Brewton, his heirs and assigns, and the north-west side to be vested in Benjamin Gause, his heirs and assigns, for and during the term of fifteen years. ... And the commissioners of roads on the north-west side of the said ferry shall, and are hereby directed to, open and keep in repair a road leading from Kingston to the said ferry.

Since this act was passed in December, 1795, the ferry would not have been legally established until 1796.

In 1801 the road from Gallivant's ferry to Conwayborough was authorized:

... That a public road shall be opened and kept in repair, leading from Gallivant's ferry to Conwayborough; and that all the male inhabitants, from sixteen to fifty years of age, within four miles of said road, shall be liable to work thereon; and that George Lewis, Reuben Hartsfield and Thomas Aiken Smith, be, and are hereby appointed, commissioners of the said road; and that the commissioners aforesaid shall form a board with the two commissioners on the road leading from Dog's Bluff to Kingston.

In 1804 two ferries in and near Conwayborough were established (No. 1835):

... That a public ferry shall be, and the same is hereby, established on Kingston Lake, adjoining lot number four, in Conwayborough; and that the said ferry, on the northwest side of said lake, shall be vested in Captain Thomas Crowson, his heirs and assigns, and on the south side, in Joseph Elythe, Esquire, his heirs and assigns, for the term of ten years. ... That there shall be another public ferry established across the river of Waccamaw, adjoining lot number one, in Conwayborough; and that the said ferry, on the north-west side of said river, be vested in Captain Thomas Crowson, his heirs and assigns, and on the south-east side, in Captain Thomas Mitchel, his heirs and assigns, for the term of ten years. And that the following rates of ferriage shall be taken at each of the above ferries, viz:--for short ferry--for every foot passenger, three cents; for man and horse, six and a quarter cents; every two wheeled carriage and riders, twenty-five cents; every four wheeled carriage, or rider or drivers, fifty cents; every head of cattle, horses, hogs, goats or sheep, ferried or swam, two cents. And for long ferriage, from either of the above ferries to Glass Hill, or from Glass Hill to either of the above ferries, double the amount of short ferry. ... That immediately after the passing of this Act, that there shall be two boards of commissioners of the high roads in the election district of Kingston; and that there shall be a division line between the upper and lower boards of commissioners, which shall begin at Council Bluff, on Waccamaw river, and continue from thence, on a direct line, to Big Swamp bridge, leaving Mrs. Jane Ludlan's plantation in the upper division; and
from thence, to the intersection of Dog Bluff and Little PeeDee roads, leaving William Max's plantation in the upper division, and Issac Skipper's and Rawlin Hartsfield's in the lower division. And that Simon Gaudwin and Edward Cannon, be, and they are hereby appointed, commissioners, to join John Graham, James Floyd, and Samuel Garret, already appointed, in the upper division; and John Rogers, Sen., Selvanus Stout, and John Hughes, Sen., be also appointed commissioners, to join William Snow and Henry Durant, already appointed, in the lower division.

By 1815, Thomas Crowson had died, but his rights were reaffirmed to his heirs for a fourteen year term under Act No. 2072.

In 1811 a long omnibus act (No. 1994) containing authorization on many ferries, bridges and roads contains the following:

... That Coxe's ferry, on Waccamaw river, be, ... re-established; and vested in the said Coxe, his heirs and assigns, for fourteen years; with a right to the same rates of ferriage heretofore allowed. And that the commissioners of the roads for Kingston, do cause to be worked on and kept in order, the road leading from the west side of Coxe's ferry, to the nearest part of the road leading from Conwayborough to Bull Creek. There are many more acts recorded by David McCord which are of interest to Horry County. I am sure you see that ferries were, comparatively speaking, about as numerous as filling stations today. Pitch ferry, a few miles below Conway, is on all the old maps. There was Cause's Ferry, Hardy's Ferry, Bellamy's, Clarady's, Grier's, and others. Here in Horry County we were cut off entirely from the rest of the state by our rivers. We deserved the name "Independent Republic of Horry."

To end on a somewhat more personal note, I must say something about the ferries to our beaches. For Conway folks, the Beach meant mostly Singleton Swash or Murrell's Inlet. Singleton Swash was reached by Hardy's ferry or the one at Grahamville. Remember too, there was no Myrtle Beach until the turn of the century. Suppose we go to Murrell's Inlet. The trip took the best part of the day. The long drive on the sandy roads required that men and horses rest overnight. We leave Kingston, or Conwayborough, by the old river road to Georgetown, turning toward the river about where Mr. Gasque and the Floyds lived. Peach Tree landing, our first stop, is opposite Socastee which is about five miles from the river. If you had strong lungs, the ferryman answered your call, otherwise you banged on an old saw or a piece of metal fastened to a post or tree. The ferry was soon across, and the exciting trip to the far-away Beach began. You of the present day cannot imagine the absolute thrill and joy of getting to the Inlet. Then going to visit the Bucks at "Dunen" and waiting in the creek where Mrs. Buck kept the shells cleared away; of getting the wonderful taste of salt on your tongue, and the unforgettable smell of puff mud that you would love the rest of your life.

Later the steamers came along, but it was still complicated. Mr. Howell sent his family to the Inlet one summer. When asked how he liked it, he said it was fine, but he was going to send them to the Philippines the next year, as it would be more convenient. The boat left Conway very early, taking advantage of the tides. Most people drove down to the boat that morning, but you could put your luggage on board the night before and take a state room, if you please! This avoided getting up early. You went to bed and lay listening for awhile to the moving about on the lower deck, the soft sounds
from the engines, and finally you waked up before good light to find yourself underway. Everyone was pretty certain to get up for breakfast.

The boat docked at Wachesaw Landing for passengers for Merrills Inlet. A message had been sent the week before asking that a team meet you. You hoped and prayed that it had been delivered. If the conveyance was not in sight, the Captain delayed as long as possible, then hauled in the gangplank and disappeared around the bend. To go to the Inlet in those days required a stout heart.

This article has been adapted with Mrs. Godfrey's kind permission from her paper prepared for the April, 1967, meeting of the Society. It lacks the grace and charm of her presentation, but the editor hopes the texts of the laws will be useful.--CHL

BEFORE AND AFTER 1870
by
Marjory Q. Langston

The Kingston Presbyterian Church bell tolled. It was a winter morning in 1901--Mrs. Mary Beaty was dead. Thus it was announced. Mrs. Beaty lived alone, with faithful servants attending her needs. The servants had been instructed to toll the bell at her passing.

The Thomas W. Beaty home was back on the lake on what is now the Conway Post Office block. From my earliest childhood I knew Mrs. Beaty as a lonely old lady. My ties with her came about through my father, Col. C. P. Quattlebaum, who came to Conway as a young lawyer in the year 1874. For ten years he boarded in the Beaty home. The tragedies in this woman's life all occurred prior to Papa's life in Conway.

There were three Beaty children: Cora, Brookman (Brookie), and Fredrica Marilla (Freddie or May). In 1870 Cora married Charles Bolton. The only transportation in and out of Conway was by boat. Cora and Charles were on their honeymoon down the Waccamaw River when the boat struck a sandbar and stuck (a frequent occurrence back then). For days and nights, while the boat was disabled, the passengers were devoured by mosquitoes from the surrounding swamps. Charles Bolton developed a fever and died.

Shortly after her return to Conway, Cora saw a maid trying to rescue her little sister, Freddie, from drowning in the lake back of the home. Cora went to her aid. The three lives were lost. So it came about that Cora was a bride, a widow, and a corpse within a few weeks' time. Brookie was now an only child. Mrs. Beaty told my father this strange story.

Brookie had played as usual all day, but in the late afternoon he didn't seem too well. His mother put him to bed in her bedroom which adjoined her sitting room. She sat during the evening in front of an open fire in her sitting room. Suddenly the room was filled with angels and sweet music. Mrs. Beaty, who was a good musician, noted one discordant note. Among the angels the mother saw her daughter, Cora. She asked, "What is the meaning of the discordant note?" Mrs. Beaty jumped to her feet as Cora replied, "That is the death note. We have come for Brookie." The mother rushed to her son's bedside and found him dying.
After hearing Mrs. Beaty tell this experience, my father said to her, "You were dreaming!"

"No," she affirmed, "I was wide awake."

Whether awake or asleep, this was a very real experience to Mrs. Beaty, and one she seldom told for she knew it was a story hard to believe.

I have named this account "Before and After 1870" because I know the funeral of the two Beaty girls took place July 3, 1870. I have in my possession a black bordered card with these words printed on it:

**Funeral Invitation**

The Relatives and Friends of Mr. and Mrs. T. W. Beaty are respectfully invited to unite with them, at their residence at 4½ P. M. and at the Presbyterian Church at 5 P. M. in the Funeral and Burial Service of their Daughters.

Conwayboro, July 3rd 1870

**AMONG OUR SOUVENIRS**

A letterhead of her father's given to Mrs. Walter Stilley, Jr. (born Margaret Davis), of 702 Elm Street, Conway, after her marriage and Horry citizenship, which reads:

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S. U. Davis
Post Office
Railway Station
River Landings
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Mrs. Stilley recalls that in the legislature from Marion County, her father was once provoked with the slow session and called out, "Gentlemen, if you will please attend to the business at hand. I have to get home and get my cotton down the river!"

Boat bailers belonging to Mr. Ernest Richardson, Chairman of the Horry County Historical Preservation Commission, who last September called for the organization of our society. Boat bailers, he says, were used mainly in seining boats around Murrells Inlet, but also on rivers on barges and flat boats. On a flat bottom fishing boat, for example, the fishermen would scoop up the water and throw it directly overboard. If on a covered deck boat, the men would scoop the water into pails, then empty the pails. This was surely before the heyday of the versatile tin can. His boat bailers are roughly hand hewn of white pine, measuring 14 3/4" long, 5 3/8" wide. Their handles are 3 1/2" long, 3 1/2" thick, a comfortable fit into your fist. Though the shoulders are slanting, the scooping end is squared off and straight across, tapering down to 5". The underside is whittled slightly at the bottom, sloping down for 3 1/2".

Belonging to Miss Laura Jeannette Quattlebaum, daughter of Paul and Sue Martin Quattlebaum, 225 Kingston St., Conway, an 1895 photograph of the boat building of three boats near Kingston Lake Bridge, Conway. Two of the boats were snag boats, Great Pee Dee No. 1, and Little Pee Dee No. 1. The other is a wood steamer, Mingoa. Showing in the foreground on Kingston Street is the home of Miss Quattlebaum's grandparents, Colonel and Mrs. C. P. Quattlebaum. The home is now occupied by her aunt, Mrs. Marjorie Quattlebaum Langston. Miss Quattlebaum identifies in the background on Main Street and Third Avenue the Mayo store and the Lewis store.
A ticket for the 1876 election, that momentous year when our state came from under reconstruction and elected its first white legislature since the War between the States. Miss Alma Lewis of Sandy Plain possesses the ticket that was found among old records stored in the J. W. Holliday Store at Calivants Ferry when the store was being remodeled.

My own playbill of Ten Nights in a Barroom played on a showboat in Conway and a flyer for the same showboat during its week's "stand" on the Waccamaw near the foot of Main Street, Conway, in the mid-1930's. The showboat docked the following week at Socastee. 'Twas a little river showboat like this one that inspired Edna Ferber to write her novel, Show Boat, transplanted to the great Mississippi. Shortly thereafter Florenz Ziegfeld bought the story and dramatized it into one of his finest musical comedies. My copy of Ziegfeld's original playbill says:

Down at the bottom of the muddy Pamlico River in North Carolina rests what was once the pride and joy of the Mississippi River front hamlets, the hull of the James Adams Floating Theatre, queen of 'show boats' and progenitor of the musical success at the Ziegfeld Theatre.

It passed into oblivion recently while it was being towed upstream to another "stand." Fire caught in the hold, and the little bank of players seized their belongings and made their way to shore in rowboats.

. . . The troupe of roving Thespians stood on the banks and watched what was once their home and playhouse blaze high and then sink beneath the waters. . . .

Miss Ferber knew this floating playhouse from stem to stern. On it she traveled down the little Southern rivers, singing with the players and townsfolk who came nightly to see them play "East Lynn" and other classics and absorbing all the wealth of detail and picturesque color which made "Show Boat" a best seller and later as a musical production, a great hit.

Winthrop Ames is credited with having given Miss Ferber the original idea of writing a novel around show boats. . . . It was a difficult job. . . . Finally she was told of the James Adams Floating Theatre, most pretentious of the dozen boats which still make their way up and down the Southern rivers.

She located it in a little town in North Carolina.

On the high frieze of my dining room wall is a mural of the F. G. Burroughs, painted in 1957 by Mr. Burroughs' youngest grandson, James Burroughs of Conway. On the upper deck are representations of my parents coming up the river to Conway in 1902 and Captain Zack Dusenbury peering over the side. On the lower deck a Negro man is holding the hawser behind which are barrels of turpentine. Other Negro men are assembled in the stern of the lower deck while one is cooling his foot in the churned up water.

When the American comedian, Mr. Edward Everett Horton, viewed this painting from my living room, he exclaimed, "That boat's moving!" And in his inimitable pantomime he stood still and moved along with it.

Hear what the artist says of the mural:

NOTES ON MURAL ART

A picture should speak for itself. It should need no written or spoken explanation, but there is a wide-spread tendency today to justify abstract and non-objective art with erudite manifestos and theories, therefore some brief notes about the purpose and intent of this work may be justified.
An effort has been made to represent the "mood" or "feeling" of the river, rather than the factual appearance of the river, so all of this work was done from memory or "imagination" without direct reference to nature. Memory is like a slow distillery which brings out the emotional essence of things while discarding the solid substance and the husk.

Since the mural was designed for the dining room of a private home, a free-and-easy spirit of excursion or picnic was desired. Therefore academic accuracy of drawing was abandoned in favor of an effortless, calligraphic type of delineation.

Murals are widely used to propagate ideologies and social commentaries and the like, but this seems amiss for a private home. Unlike many of my colleagues, who find the world an angular and harsh place of tortured souls and bodies, I find the world an exceedingly pleasant place in which to live. I have no idea to sell. I would not change the existing order of things.

LIMITATIONS

The area, 19 by 2½ feet, is an insistent horizontal shape and it dictates a horizontal treatment. The river is a horizontal, the steamboat is a compound of horizontals, the clouds are horizontals.

To relieve the monotony of repeated latitudinal lines, cypress trunks were used to frame the scene at each end, and their fluted and buttressed forms indicated a strong architectonic motif.

Murals should be flat and harmonious with the surface of the wall. They should not express the illusion of recessive depth. For this reason, blue (the most recessive of colors) was eliminated in favor of non-realistic green sky and green river. As a buffer against depth, the picture is composed of flat planes, lying parallel to each other like stage scenery, and all strong diagonal lines have been eliminated.

And now, goodnight, while I sit and knit by the fire in my Boston rocker brought down by sailing vessel to Bucksport many years ago.

HAVE YOU HEARD THAT . . . ?

Two sailing vessels were built at the shipyard in Conway before the Civil War? One was named Church Perkins.

Sailing vessels from the north came up to Bucksville and Potts Haff and their cargoes were unloaded onto flats. The sailing vessels were Eleanor, Sunny South, Lina C. Karinsky, Percy and Lilly; Ridgewood, Hattie Buck, Henrietta, and Gracie N.

The first steamboat, Francis Marion, came up for soldiers about the year 1862. Later steamboats were The Bull River, Juniper, Driver, J. M. Cook, Ruth, Maggie, F. G. Burroughs, Mitchelle C., Sessions, Comanche, Janie, The Fearless, William Elliott, and the Lucy D.

Tug boats were also a common sight on the river. They were Thatcher, Henry Buck, William P. Congdon, Brewster, E. B. Malone, The Lillian L., Alafair, and The Ruth Finder.

Pee Dee boats were called wheel barrow boats with their wheels at the stern because the Pee Dee is shallow. In high water these boats could navi-
gate as far up as Cheraw. Waccamaw boats had side wheels like those on the Mississippi.

The late Harold (Harry) Gillespie Cusboan's father, Frederick Brookman Cushman, was a Yankee captain on a Pee Dee river boat. Captain Fred, the nephew of Mrs. Thomas Beaty, had come from White Water, Wisconsin, at the request of his grief-stricken aunt after the drowning of her two children in Kingston Lake, Conway. Mrs. Beaty, born Mary Brookman, came from Maine to Bucksville as governess to the Buck family. After her marriage to river boat Captain Tom, she lived on the lake in the imposing home and grounds later occupied by the D. A. Spivey family. The home is now headquarters for the Conway Chamber of Commerce. The front yard on Main Street and Fourth Avenue currently houses three buildings: Peoples National Bank, Peoples Underwriters, and the Post Office.

In 1875 Thomas W. Daggett moved to Conway in the employ of the federal government to begin dredging the Waccamaw to keep channels open. It appears that prior to this date larger craft did not navigate beyond Potts Bluff, Toddville. Whenever a big event took place a large cannon on the bank of the river at Bucksville was fired. "Twas always shot when a boy baby was born and 'twas shot when Grover Cleveland won the presidential campaign. The cannon was heard for miles around. Once, when a little colored boy and a little white boy were drowned while fishing together, the cannon was fired in an effort to raise the bodies.

The first Joseph William Holliday, father of Mrs. John Edmunds Coles, Sr. (born Winifred Grissette Holliday), now of 601 Burroughs Street, Conway, and of Mrs. Nettie Maude Holliday Adams of Honewood, arrived in Horry by road cart from Little Washington, North Carolina, on February 29, 1852, the night his wife was born. Attended by a Negro man, Mr. Holliday spent his first night in the Independent Republic at Potts Bluff on the Waccamaw where he camped out. Since Mr. Holliday's advent here, there have been four Hollidays to bear his name. Joseph William IV, son of Joseph William III and Leona Jones Holliday, was nicknamed by his parents Joe Bill.

In the last century at Port Harrelson on Bull Creek in the Pee Dee, Dusenbury and Sarvis had a big business.

Lumber was milled in Conway for the Brooklyn Bridge.

Messrs. F. G. Burroughs and B. G. Collins owned the Waccamaw Line, of which the Burroughs, built after Mr. Burroughs' death in 1897, was the flagship. Little Lucille Burroughs, now Mrs. Samuel Gillespie Godfrey of Applewhite Lane, Conway, was to have christened the big boat, but last minute thoughts of breaking the wine bottle against the prow frightened the young lass so that somebody else had to do the honors.

Your editor recalls church picnics and excursions for visiting Chautauqua celebrities on the Burroughs, and during the Christmas season of 1924 traveling on it to her first cotillion in the Winyah Indigo Society Hall at Georgetown. "Twas while riding down and up the river that I first read Silas Marner and mingled my love of the Waccamaw with George Eliot's love of the hedgerows of rural England. My first and still favorite volume of Shakespeare is one edited by a Chautauqua lecturer and ordered for me by my father after the lecturer had paid me special attention on an excursion on the Burroughs in April, 1921. During the long, serpentine ride to and from Georgetown the sport for men aboard the river boats was shooting at alligators sunning on a log or bank.
The faithful old Burroughs was eventually converted into a barge and went to help build a bridge at Annapolis, Maryland.

The last boat of the Waccanaw Line built in Conway was the Mitchelle C., named for Miss Mitchelle Collins, daughter of B. G. and Laura Cooper Collins, still residing in the family homestead, 902 Elm Street, Conway. Miss Mitchelle was a student at Columbia College, Columbia, South Carolina, when telegrams arrived announcing her namesake and congratulating her upon the honor.

The Horry Herald of October 2, 1902, under the caption "Gala Day at Little River" records a story about the launching of the Sanders, the first steamer built there.

In December, 1917, Kingston Lake and Waccanaw river froze over while men walked across it or down it and some even said a horse and buggy was driven across it. Children, imagining they were Hans Brinker on his silver skates, delighted in playing hop the whip in the bend of the lake opposite Snow Hill.

My generation as well as ones older recall the thrilling sight of logs lashed together, rafted down the Waccanaw to mill to be cut into lumber. The farmer who owned the logs would pole them down at ebb tide, sometimes tying up at night or for other reasons. Such a waving as would accompany the approach of these logs, and oh, joy unbounded to find a raft tied to a cypress or willow trunk! Then we children would walk on the logs and sway with the rhythm of the river.

My mother told me that when I was two years old, little Elsie McCoy (now Mrs. Harry G. Cushman of 1103 Fifth Avenue, Conway) used to tease to dress and care for me. One day Elsie and her companion, Fannie Burroughs (the late Mrs. Jesse Woodward) took me with them to the river, where I slipped from their grasp, dashed onto a raft, and slid between the logs. The "big girls" lifted me up and returned me home, wringing wet, of course.

Thank you, dear girls!

The Juniper, Driver, Ruth, Maggie, and Mitchelle C. were also boats of the Waccanaw Line. Ruth was an ironhulled boat of light draft. She worked the upper Waccanaw, bringing down naval stores chiefly. The other boats plied between Conway and Georgetown on regular schedule, going down on Mondays, Wednesdays, and Fridays, returning on Tuesdays, Thursdays, and Saturdays. Naval stores and cotton were the main items shipped down the river, while general merchandise was brought up. I recall the cotton gin at Snow Hill on Kingston Lake where the boats went up for this freight.

At Pawleys Island Lachicotte's store was a popular gathering place. The colored people called it Graball and Tekscme, because, they said, the store "grabbed all yo' money an' you tek some ting." Our yardman, Uncle Johnny Cadsen, born a slave at Brookgreen Plantation, commuted weekly to us by river boat, always bringing a sack of pickers bought at Graball.

MEMBERS ARE INVITED TO CONTRIBUTE TO THE QUARTERLY--FIE.
JANUARY MEETING

The first program meeting of the Society was held at the Horry County Court House on January 9, 1967. After the business session Mrs. Catherine H. Lewis presented a short, illustrated lecture on maps which are helpful in the study of Horry County history. Members of the society brought maps and related materials in their own collections to share with the other members and guests. Especially notable were a copy of a Robert Conway deed owned by Mrs. Ernest Harper and a survey map of the Conway area owned by Mr. Henry Woodward, Jr. The last was prepared for a suit brought by descendants of Henry Durant and shows many large landholdings with the dates of the grants.

HORRY COUNTY HISTORICAL SOCIETY ADOPTS SEAL

At its meeting on January 9, 1967, the Horry County Historical Society adopted an official seal. The outline of the county is imposed upon a circle. Across the county is its nickname, Independent Republic of Horry. To the left is a pine tree, at the bottom a plow, and to the right the waters of the Atlantic Ocean, these three symbolizing the forests, the land and the ocean which have influenced the history of this place. At the top of the seal is the name of the society and at the bottom is the date of its founding.

The seal was designed and executed by Mrs. John G. (Dolly) Riley, 611 Smith Street, Conway. Mrs. Riley is cataloging assistant at the Horry County Memorial Library.

ERRATA

The editor is determined to make the Quarterly as free from error as possible, but inadvertent mistakes are bound to crop up. They will regularly be acknowledged and corrected as they are called to her attention.

In v. 1, no. 1, January, 1967, p. 3, the last paragraph contains a mistaken phrase, "elderly gentlemen" referring to Mr. F. G. Burroughs and Mr. B. G. Collins in 1902. Mr. Burroughs died in 1897. By 1902 his eldest son, F. A. Burroughs, had succeeded his father in the business.

On p. 4: Two who were here at the time say the tidal wave of 1886 should have read 1893, though two others had given me '86, which was the year of the Charleston earthquake.
Horry County Historical Society
Constitution and By-Laws

Article I
Name

The name of this association is "The Horry County Historical Society."

Article II
Objects

The purposes and objects of the Society are:

(a) to discover, preserve and study all books, pamphlets, papers and
traditions touching on or pertaining to the history of Horry County, South
Carolina, and to aid and encourage individuals and associations in compiling
and publishing historical data covering Horry County.

(b) to assist and cooperate with the Horry County Historical Preservation

Article III
Membership and dues

Section 1: Members joining on or before January 9, 1967, will be con-
sidered Charter Members and their names will be so entered upon the roll of
the Society. Any other person desiring to become a member will file an appli-
cation in writing, endorsed by two members. Such a candidate will be voted
upon at the next regular meeting, and if receiving a majority of the votes
of the members present will be declared a member of the Society. Upon pay-
ment of dues for the current year, the new member will be entered upon the
roll of the Society.

Section 2: The dues of the Society are $3.00 per person per annum or
$5.00 per married couple, or $1.00 for students under age 21 years. Dues are
payable at the organizational meeting or as soon thereafter as members are
notified, and at the first meeting in each year thereafter. If a member
fails to pay dues for thirty days, such action may work his or her dismissal
from the Society at the discretion of the Board of Directors; but a member
so dropped may be reinstated by a majority vote of the Board of Directors
upon payment of the dues in arrears.

Article IV
Meetings

Section 1: The Society will meet four times each year on the second
Monday of January, April, July and October. The program, time, place and
other matters incidental to these meetings will be determined by the Board
of Directors of the Society.
Section 2: For the purpose of conducting business one-tenth of the enrolled members constitute a quorum.

Article V
Officers

Section 1: The Officers of this Society are a president, a vice-president, a secretary, and a treasurer.

Section 2: All officers are elected at the first meeting in each year and serve for one year or until their successors are elected. Nominations are made by a nominating committee or from the floor and voting is either by ballot, or viva voce vote. The candidate for any office receiving the highest number of votes cast will be declared elected. No officer may serve for nor be re-elected for more than two consecutive times to his or her same office.

Section 3: The President will preside at all meetings of the Society, will serve as Chairman of the Board of Directors, and will represent the Society at all proper occasions.

Section 4: The Vice-President will perform all of the duties of the President in the event of the absence or incapacity of the latter. Other officers will perform such duties as may be usual to their offices or as may be assigned to them respectively by the Board of Directors.

Section 5: The Secretary will keep the roll of the members of the Society, the minutes of all meetings and the other records of the Society, will send out notices of all meetings at least two weeks prior to the date thereof; and with the aid and advice of the President will carry on all correspondence of the Society.

Section 6: The Treasurer will collect and disburse the funds of the Society and deposit same in such depository as may be designated by the Board of Directors. No funds save for the ordinary and usual expenses of the meetings and correspondence, etc., will be disbursed except on the written order of the Board of Directors, and all checks must be signed by the Treasurer and countersigned by the President.

Article VI
Committees

Section 1: A Board of Directors is hereby created which consists of all elective officers and three members-at-large. The three members-at-large are nominated from the floor and elected by the Society at the first meeting of the year. Their terms of office are one year and until their successors are elected, but none may be elected for more than two consecutive terms.

Section 2: The duties of the Board of Directors are to plan and carry out the aims and purposes of the Society and to act as custodian of and trustee of any property that may come into the possession of the Society by loan, gift or purchase; to act with sub-committees of the members engaged in
special work or study, to disburse the funds of the Society for worthy purposes, and to act in general as the executive body of the Society. The Board of Directors meets at such times and places as the members thereof may decide upon and at any time a special meeting thereof may be called by the Chairman or by any two members.

Section 3: The Board of Directors has the power to create such other committees or sub-committees as may be deemed advisable or necessary and to define the duties thereof.

Article VII
Amendments

The Constitution and by-laws of the Society may be amended at any regular meeting of the Society by a vote of two-thirds of the members present, but any such proposed amendment must be incorporated in the notice of such meeting as sent out by the Secretary. Any member may make proposals to amend by presenting the same in writing to the Secretary, whose duty it shall be to notify all members of such proposals in the regular notice of the next ensuing meeting.

CHARTER MEMBERS

Altman, Eugene, Aynor, S. C.
Altman, Mrs. Pearl J., 2601 4th Ave., Conway, S. C.
Anderson, Mike, 208 Sherwood Drive, Conway, S. C.
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Anderson, Mr. and Mrs. Wallace, 208 Sherwood Drive, Conway, S. C.
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Barnes, Mr. and Mrs. Thomas K., 205 12th Avenue, Conway, S. C.
Bell, Lloyd B., Ocean Drive Beach, S. C.
Bellamy, Mrs. Edith Bessent, Little River, S. C.
Bellamy, Mr. and Mrs. Joe D., Box 266, Conway, S. C.
Berry, C. E., Crescent Beach, S. C.
Bessent, Mrs. Jeanne J., Box 126, Little River, S. C.
Blanton, Mr. and Mrs. James, Rt. 2, Nichols, S. C.
Booth, Mr. and Mrs. James, 901 Laurel St., Conway, S. C.
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Conway High School Library, Conway, S. C.
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Sanders, Dr. and Mrs. Frank A., Box 854, Conway, S. C.
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Stone, Miss Louise H., Little River, S. C.
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Thomas, Mrs. Nancy C., 190 North Crest Road, Chattanooga, Tennessee
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Woodward, Mr. and Mrs. Henry H., Jr., Conway, S. C.