Stevens' Home, Loris, South Carolina

Home of Mrs. Lalla McQueen Stevens, Loris, S.C. Mrs. Stevens is the daughter of Yancy Price Stevens who built the house and mother of our present Senator James P. Stevens who grew up in this house.

THE INDEPENDENT REPUBLIC QUARTERLY

Edited for The Horry County Historical Society
by
Florence Theodora Epps, 514 Main Street, Conway, S. C. 29526
HORRY COUNTY HISTORICAL SOCIETY OFFICERS

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That will win your heart

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Nothing in this journal shall be reprinted nor read in public without the written consent of the editor.

Contributions from members and friends of the Society are invited.

Should you become disputatious over any item published herein, be assured that all information has been verified to me by the informant named and accepted by me in good faith. — — —

The Editor
SALUTE TO LORIS

That bustling little town of Loris in the north-central section of our county boasts of a Main Street lined with dogwood trees, a former County Superintendent of Education, our current County Librarian and at present, three State Representatives plus our State Senator. It is naturally blessed with good earth; its sweet potatoes, strawberries, blueberries, beans, cucumbers, and tobacco travel far and wide. Within its environs are three manufacturing plants natively owned and operated, and a growing community hospital. And so we are pleased to present some special items from Loris, its neighboring communities of Sweet Home and Longs, and invite your attention to them in this issue.

OLD BELLAMY HOME AT LONGS
Margaret Long Thomas

Margaret Long Thomas (Mrs. C. A.) of Longs, a teacher in the Sweet Home School, gave us this information about an interesting old home in her community.

About a mile from Longs off Highway 9 was the home of William Addleton Bellamy, who I think was the first Bellamy to settle here, in the 1700's. The home with a cemetery on its grounds was built in an indigo field. The indigo was shipped on the river from Star Bluff and Red Bluff. Within my memory the house was an unpainted two-story one with a porch across the front, though there were signs of green paint inside. The original house was pegged together with wooden pegs and a few wide original shingles remained.

The most interesting feature to me was the loom house built on the back which stood there till it rotted down. It was small and flat on the ground with a slanting roof attached to the main house. You entered by an outside door. It was a high loom with a little seat attached to it. The carved mantel inside the main house was removed when the big chimney was taken down. As a child I used to visit the house when it was occupied by my Aunt Ella Long Bellamy whose husband, Llewellyn Bellamy, was a descendant of the first settler. Two years ago Cleo Fennell, another Bellamy descendant, Superintendent of Education in Williamsburg County, bought the house and moved it to Kingstree where he re-fashioned the lumber, those very wide boards and beams, and used it when he added a den to his house.

HOME SWEET HOME
Julie Vaught

Our informant, Mrs. J. Everett Vaught of 1001A 7th Avenue, Conway, was born Julie Godfrey of Florence. Her late husband was reared in the Sweet Home community.

 Shortly after the Civil War, three prominent farmers in the Sweet Home community, Isaac Lee, a Mr. Mills, and Shadrack W. Vaught, decided that their community needed a school. On completing their one-room frame building, they were undecided as to what to name their school. Mr. Vaught, so happy to be home from the war, is said to have made the statement that this is our home so we will call our school Sweet Home. The men liked this and what it stood for and the name has remained Sweet Home throughout.

The first frame building burned. It was replaced by a larger building in the same spot, directly across from the Sweet Home church on Highway #9. The second building also burned. Again it was replaced on the same spot. This building was a two-story structure and had seven grades. When the schools in the County were consolidated in the 1950's, a new site was chosen. The old building was sold and later torn down. The present Sweet Home School is the 4th to carry this name. The present location of the school is not in what is considered the Sweet Home Community. However, the inhabitants of Sweet Home community still call it and take an active part in all school functions.

LINGERING IN LORIS
Louise Stanley Eidson

Mrs. H. L. Eidson of 3914 Bryant Street, Loris, was born Louise Stanley of that town where she has spent her entire life. She is a retired teacher and was unanimously named by all whom we asked to name someone who might give us some of her town's cultural background.

Loris is a small town of approximately 3,000 persons. It is located along the Atlantic Coast Line Railroad, twenty-five miles north of Conway and approximately twenty-five miles west of Ocean Drive Beach.

In the year 1880 what is now called "Loris" was owned by two men, Mr. Ashley Patterson and Mr. Boyd. Mr. Boyd owned land west of Railroad and lived in a house situated on the same site that the dwelling of Mr. Sid Bellamy now stands. Mr. Patterson lived in a house in what is now east Loris, located on the lot on which the old home of Mr. Dan Hardwick still stands.

In 1890 we find that Loris began to show growth. There were four stores operated by Y.P. McQueen, Patterson and Toon, B.R. King and "Boss" Holt. There was also a Baptist Church. A Methodist church was built a few years later as was also a Presbyterian church. The first post office was operated by Mr. Patterson in A.F. Toon's Store.

Loris being a turpentine center had several turpentine manufacturing stills in the town limits. The town was growing so rapidly that the citizens thought it necessary to draw up a charter. The charter was applied for and granted in 1903. The increased growth of tobacco in the area necessitated a market place. In 1904 a warehouse was built and operated by Causey and Sanderson. Three warehouses are now operating.

In 1890 the first drug store was operated by Dr. Bethea and later by Dr. Mace. Today there are...
two drug stores, one of them said to be one of the largest and most modern in the state. Three flower shops seem to run successfully. Three large manufacturing plants provide work for hundreds of persons. I think we take most pride in our hundred bed Community Hospital and our forty bed Nursing Home staffed with efficient doctors, surgeons, radiologists, dentists, and nurses.

I should like briefly to mention the school growth of Loris. Fifty years ago the Loris School building was a one room house 16' x 24' situated near where the N. M. Rogers' house still stands. The seats were long benches on each side of the room. The pupils would sit humped over on these benches, as there were no desks on which to lean. This of course was a one teacher school. Now there are eight hundred high school pupils. Some in fact, are brought in by bus lines from surrounding areas. Adequate buildings, including a large gymnasium, provide ample space for all needs.

Race relations are friendly. A few years ago an organizer from the North attempted to activate a Negro group, but was ordered to get out by leading citizens of the Negro race. We have been assured by new-comers that they find living here to be friendly and satisfactory.

THE NAMING OF LORIS

Novel Story About A Dog and A Novel

Mrs. Sam Hickman, born Mitchell Bellamy of Loris, is librarian of the Loris Branch, Horry County Memorial Library. Through mutual friends she heard of Mr. C. C. Chadburn's connection with the railroad and the naming of the town. She obtained Mr. Chadburn's address and wrote for details. The following letter is his reply:

Dahlonega, Ga.
March 3, 1955

Dear Mrs. Hickman,

Several years ago I heard the ridiculous story of your town having been named for a dog. I denied it then as I shall again to you. First, let me say that for obvious reasons, I have watched with gratifying amazement the marvelous growth and rural development of the entire section. Tho I now live in Georgia I avidly read all news from any of the towns along the Atlantic Coast Line from Wilmington to Conway. While I am dependent on memory, this story will be accurate, and since it is the history of your interesting little town, destined later to become greater, I am taking the liberty of reminding that it may be preserved not only as interesting to the present generation, but that it be a demonstration to future generations of the truth of the adage "Big oaks from little acorns grow."

My father, James Chadburn; George Chadburn, father of James H. Chadburn, Jr.; William H. Chadburn, father of W. H. Chadburn, Jr. and James H. Chadburn, Jr., were engaged in the mill business in Wilmington. The operation of the business did not furnish occupation for four men. The two younger men being eager to increase the business, located a tract of 10,000 acres of timber land in Columbus County.

It may make a more interesting story for me to digress to tell something of the astounding future of those 10,000 acres. At that time it had so little value that it was sold for fifty cents an acre. Incidentally, the Chadbourns traded the land for property in Minneapolis which proved to be of no value. That "put the Chadbourns out" - but only for a while.

There was another man in Chadburn, a Mr. Brown, who learned that new land was well suited to the growth of strawberries, so he conceived the idea of inducing farmers from the mid-west to reverse Horace Greeley's advice "Go West, young men" to "Come East, young men." An enterprise was thus born that made supposedly worthless land around Loris the center of the largest strawberry marked in the world at that time, tho it has since lost this distinction. Tobacco has supplanted berry in farming value and ease of harvesting.

It was necessary that a railroad be built to reach the Chadbourns' timber. The engineer was the brilliant W. H. Chadbourn, Jr. who later in life achieved great success on a national scale.

One summer I was assistant to Engineer Chadburn, who was a close friend for life time. We lived in a shiny car which necessarily followed the progress of the railroad line. Mr. Chadburn was a hard worker. He would run railroad lines by day and figure out triangles by night. However, there were inclement days, Sundays, holidays and many hours which we spent in reading. One of the books which we both enjoyed had the title of "Loris." You asked the name of the author. I was a sixteen year old boy at that time. Very soon I shall be eighty nine years old. In the intervening years, the author's name has been crowded out, but I can assure you of the accuracy of the naming of "Loris." You can take pride in its present prosperity and in its potentialities.

We named other towns on the line. Tabor City was Mt. Tabor; Conway was Conwayboro; Evergreen was not yet born. This railroad extension was subsequently bought by the Atlantic Coast Line.

I am the only Chadburn that had any connection with the naming of your town. How I should like to see it!

Sincerely yours,

C. C. Chadburn

The following article was taken from The Loris Sentinel, July 27, 1955.

Loris was not named after a dog, if you take the word of C. C. ("Uncle Charlie") Chadbourn, 90-year-old retired railroad man of Dahlonega, Georgia. Loris was not named after a pretty book if you take the word of Uncle Charlie's cousin, Philip H. Chadbourn of Clarksburg, Maryland.

But, Uncle Charlie has lost a lot of his old papers and says that when he tries to brush the cobwebs from his memory "the brush does not brush as well as it did nearly 100 years ago."

And Philip was born about the time he claims the town was named. Any information he might have on the building of the railroad and the naming of the town must, necessarily, be second-hand.

Both of these old gentlemen say that William Junior built the Wilmington, Chadbourn and Conwayborough Railroad.

Philip tells of the first locomotive on the
W., C., C.R.R. He writes "Dad went with the cash up to Pennsylvania and bought the first locomotive (photo enclosed) and drove it home." That is the photo shown here. "Saturday A.M.," Philip says, "he would have to run into Wilmington to get the baggage-passenger car loaded with kegs of silver dollars to pay off the Negro labor who demanded to be paid in silver.

"After crossing the South Carolina line towards Conway, Dad had another camp at Loris which he named after the big old St. Bernard dog that was Mother's pet. I have a fine photo of Mother and the dog which I have thought of presenting to the mayor..."

"Dad's only labor trouble was absenteeism. After the Saturday payoff, it was hard to resume work before Wednesday. The woods was full of partridge, wild turkeys, 'possum, deer, and bear, not to forget the ubiquitous stills, and of course, you could go fishing with skillet in hand - the fish would jump right into it. Dad's foreman used chewing tobacco for bait and simply hit the fish over the head with a mallet when they came up to spit."

Who knows which of these old gentlemen to believe? A more plausible theory would be that both the dog and the book were named after the town. Theory that Loris had no name before the Chadbourns built the railroad is not necessary. It may be barely possible that some traveler who had a pet loris settled here. A loris is a slow-moving lemur of India and Ceylon, according to Webster, and a lemur is a small nocturnal animal allied to the monkeys.

At the turn of the century naming small towns after girls was popular. There were little community postoffices with such names as Katie, Blanche, Verona and Daisy. Possibly, there was a place named Delores. The same people who lost the letter o from the opposums, the po from potatoes, the to from tobacco could, just as easily, lose the De from Delores. Or the town might have been named Lois, and since R's were more than plentiful for adding to potatoes and tobacco, people gave Lois a nice big rolling R.

A member of the congregation was Gen. Conway, who donated the site of the settlement to the public and from whom the settlement took its name. As was customary in those days, the same as the present, Gen. Conway had his private pew, where he sat and knelted with his household at worship.

Kingston Episcopal Church is to be erected at Conway, possibly not on the original site, since the Presbyterian church stands practically on that ground, but as near thereto as may be practicable; and the old Conway pew is to have a place of honor in the new edifice.

When the old church was abandoned the pew was presented to Mrs. Jane Norman, whose husband was a leading citizen and a veteran of the wars of 1812 and with Mexico. Mrs. Norman passed the pew down to her daughter, Mrs. Fannie Buck, of Buck's Mill, on the Waccamaw. Mrs. Buck presented the relic to Capt. A. A. Springs, her son-in-law, of Georgetown. For many years the pew has been in the possession of Capt. Springs, in this city, and he has made known his willingness and intention of presenting it to the new congregation at Conway.

The pew is of heavy oak, with high back and sides, and was held together with wedge-shaped pins. The wood is in a fair state of preservation. It is as dark as mahogany from age.

**A BRIEF HISTORY OF RAILROADS IN HORRY COUNTY, SOUTH CAROLINA**

Remarks and notes prepared by Brigadier General Hoyt McMillan, U. S. Marine Corps, (Ret.) for presentation at a meeting of Horry County Historical Society on 10 April 1967.

The importance of transportation and ease of communication can not be overemphasized as the keys to the development and prosperity of an area. During all of recorded history these factors have been paramount in the growth and prosperity of states, cities and people. Those who took advantage of developing these resources were proven to be the ones who experienced the greatest progress.

In discussing the early transportation facilities of Horry County it is appropriate to emphasize the development of the railroads.

While the rest of the United States was experiencing its big boom in railroad building in the last half of the 19th century, those interested in the growth and development of Horry County were busy planning and building our early railroads.

The first railroad to Conway was the Wilmington, Chadbourn & Conway Line. In 1887 this railroad company obtained permission from the Horry County Board of Commissioners (consisting of Mr. B. G. Collins, Mr. David Rabon and Mr. J. R. Suggs, and Mr. Robert B. Scarbrough, Clerk) to lay its track along Main Street of the village of Conway for a distance of about 1500 feet. Our town was laid out in 1734 as Kingston and by 1887 had grown to be an unincorporated village of 400 inhabitants. Tracks entered Main Street between 5th and 6th Avenues and terminated at a point on the Waccamaw River near the location of the...
terminus for the Waccamaw Steamship Line. The Jerry Cox Company warehouses are in this vicinity now.

In 1896 F. G. Burroughs and his son F. A. Burroughs surveyed a straight line from Conway to the coast of the Atlantic Ocean. This was the route followed pretty closely by the railroad when it was constructed about the turn of the century by Burroughs & Collins Company. The route skirted the low swampland places and led to what is now Myrtle Beach. The name of the railroad was The Conway Coast and Western Railroad.

The first engine used on the Conway Coast and Western Railroad was the BLACK MARY. It was bought in Tabor City, North Carolina where it had been used by a lumber company for its logging. It operated on the railroad for some time and when it was no longer needed it was sold to a man at Enterprise, and probably was returned to work in the woods.

Arthur Burroughs, son of F. G. Burroughs and father of Franklin G. Burroughs, our Conway attorney, went to New York for Burroughs & Collins Company to buy engines and cars for the Conway Coast and Western Railroad Company. This railroad equipment was purchased from the New Elevated System when it converted from steam to electricity. One of his trips for this purpose was in 1904 when he was accompanied by his bride, Frances Coles.

Two locomotives and two cars were bought from the New York Elevated Train Company by the Conway Coast and Western Railroad. One car was open with seats running across and featuring long steps along the sides. The locomotives and cars were shipped to Conway, loaded on lighters and ferried across the Waccamaw River to the Railroad Line leading to Myrtle Beach. The point where the new equipment was placed on its tracks was opposite the present Yacht Basin at the Dynamite House Landing on Highway 905, a short distance from the present city limits of Conway. Later the track was extended to a point opposite the Waccamaw Steamboat Terminal (the present site of the Jerry Cox Company warehouse on the river.) For several years passengers and freight were ferried across the Waccamaw River to trains waiting on the other side.

In about 1904 Burroughs & Collins (The Conway Coast and Western Railroad) built the drawbridge across the Waccamaw River to the terminal of the Waccamaw Steamship Line and the Wilmington, Chadbourn & Conway Railroad Line at the foot of Main Street. This drawbridge has been removed recently from this spot. Soon after this drawbridge was completed, the Conway Coast and Western Railroad extended its line to Aynor. The plan at that time was to extend the railroad on to Marion.

In 1912 the Atlantic Coast Line bought out the Conway Coast and Western Railroad Line and the Wilmington, Chadbourn & Conway Railroad Company. By this time the railroad down Main Street of the growing town of Conway had become a nuisance and the town council passed an ordinance limiting the actions of the trains in the downtown area.

By 1926 there were an average of 10 trains each day passing over the tracks on Main Street. These trains interfered with automobile traffic, were noisy and dirty, and would have retarded the growth of the town. One of the most interesting and significant and best documented episodes in the history of railroading in Horry County resulted from a correction of this blight caused by the poor location of the railroad tracks. The busy section of tracks which ran through the business section of Main Street was removed by its owner, the Atlantic Coast Line Railroad Company, as the result of a decree of U. S. District Court.

The account of this litigation is fully recorded in the "Federal Reporter, Second Series," Volume 20, pages 250-261. Also, included in this account of "Town of Conway v. Atlantic Coast Line Railroad Company, Etal." is an excellent condensed history of Conway. The case was heard by U.S. District Judge Ernest F. Cochran of the eastern district of South Carolina in March of 1926. The town of Conway was ably represented by Robert B. Scarborough, E. J. Sherwood and Hoyt McMillan, M. A. Wright and J. O. (Van) Norton, all of Conway. The Atlantic Coast Line Railroad Company was represented by Thomas W. Davis of Wilmington, North Carolina and F. L. Willcox and A. L. Hardee of Florence, South Carolina.

The removal of the railroad tracks from the Main Street of Conway to their present location about one fourth mile east of the city was a major factor in the development of Conway as a beautiful residential city with an attractive downtown business center. This move was made at no cost to the town of Conway and without the loss of any of the advantages of regular rail connections with the major railroads.

The Railroad Company appealed the decision in this case; however, by agreement of the attorneys the appeal was dismissed. The Railroad Company applied for a further extension of time within which to remove the track. The extention was granted and the track was removed in compliance with the decree of the District Court in 1928.

The following is quoted from pages 251-254 of "Federal Reporter, Second Series," Volume 20: "The town of Kingston was laid out in 1734 by Alexander Skene and Chief Justice Wright, acting under an order of King George II. The name of the town was changed by the Act of the Assembly of South Carolina of December 19, 1801 (5 St. at Large, p407), to Conwayborough, and later to Conway. On December 24, 1885, the Wilmington, Chadbourn & Conway Railroad Company was chartered by an act of the General Assembly (19 Stat. S.C. p 203). On November 16, 1887, the Wilmington, Chadbourn & Conway Railroad Company filed with the board of county commissioners for Horry County (in which the town of Conway is situated) the following petition: 'To the Honorable the Board of County Commissioners for Horry County, South Carolina: 'The Wilmington, Chadbourn & Conway Railroad Company respectfully shows: 'I. That it is a body corporate and duly chartered by the Act of the General Assembly of the State of South Carolina approved on the 24th day of December, 1885, and has the right of way from the North Carolina line to the Atlantic Ocean, 'II. That it proposes to make the village of Conway, in said county of Horry, its
present terminus, and by the terms of its engagements with Conway township, which has subscribed to the construction of the road, the company is to build the same to the Waccamaw river, at Conway.

'III. That after making several surveys and fully considering the matter, it appears that the most suitable and practicable route through said village of Conway to the Waccamaw river is the Main Street of said village from a point near the Burroughs Academy building, because—

'First. The said main street is sufficiently wide to contain the track of the road without at all interfering with its use as a highway.

'Second. There will be no necessity for any alteration or excavation of said street for the purpose of passing along same; and

'Third. There will be no interference with private property of any of the citizens of the village.

'IV. That in running along the said Main street the track will cross the following streets, viz:

'(1) The street leading by Lewis grist mill to Kingston Lake;

'(2) The street leading by the courthouse to the bridge across said lake; and

'(3) The street passing south of the Pope House to the river.

'V. That, while it is not deemed absolutely necessary to obtain a decree of your honorable body granting permission to the petitioner so to use said highway, yet your petitioner prefers to have your sanction to said use.

'Wherefore it prays your honorable board to make a decree granting said railroad company permission to construct its track on said Main street or highway in said unincorporated village of Conway, as hereinbefore indicated. And the petitioner will ever pray, and so forth.

'Nov. 16, 1887.

'W. H. Chadbourn,

'President of the Wilmington, Chadbourn 
& Conway Railroad Company.'

'On the 16th of November, 1887, the board of county commissioners of that county duly considered the said petition and made the following decree.

'On hearing the petition, the Wilmington, Chadbourn & Conway Railroad Company, asking permission of this board to build its track on a certain portion of the Main street in the unincorporated village of Conway, and it appearing that the construction of the said track will not in any way interfere with the use of said Main street as a public highway or obstruct the same:

'It is hereby resolved and decreed by the board of county commissioners of Horry county that the Wilmington, Chadbourn & Conway Railroad Company have the permission of this board to build its track on and along the Main street of the village of Conway, beginning at a point near the Burroughs Academy building, running its length to where the said street turns towards the river, and crossing the street named in the petition, upon the following conditions:

'(1) That the said track be so built that as it will not interfere with or obstruct its use as a highway.

'(2) That all the crossings of the streets named in said petition be so made as not to interfere with use as highways.

'Done at special meeting, November 16, 1887.

'B. G. Collins
'David Rabon.

'J. R. Suggs.

'Attest: Robert B. Scarborough,

' Clerk of Board.'

At the time this decree was made, Conway was still an unincorporated village of about 400 inhabitants, having a relatively small trade and traffic, and Main street in the village had been dedicated to public use as a highway and had been so dedicated since the year 1734 continuously as a highway and street of said village, up to the time of the incorporation of the village as the town of Conway in 1902.

'The Wilmington, Chadbourn & Conway Railroad Company, about the year 1887, pursuant to and by virtue of the authority given by the board of county commissioners, laid its track so as to enter Main street in the village of Conway between Sixth and Fifth avenues, and thence down the center of Main street to First avenue, and the track has occupied that location down to the present time. At the same time it built its railroad station and terminal facilities near the end of Main street, just beyond Second avenue.

'The town of Conway was incorporated under the general laws of the state in 1902. At that time, Main street was being used as a street and by the railroad for its track, and has continued to be so used up to the present time. On the 5th day of November, 1912, the town council of Conway passed the following ordinance:

'An Ordinance.

'Be it ordained by the mayor and wardens of the town of Conway in council assembled:

'Sec. 1. That, except as hereinafter provided, the use of the streets and avenues of the town of Conway by any person, firm, or corporation for the laying of iron rails and track for use in the operation of locomotive engines and cars for the transportation of freight of passengers is hereby declared to be unlawful, a nuisance, and contrary to the good order, quiet, and safety of the people of the said town and public generally.

'Sec. 2. That the railroad track now laid and used by the Atlantic Coast Line Railroad Company, Conway Coast & Western Railroad Company, and Conway Lumber Company, its and their licenses, on Main street of the town of Conway,
between the intersection of Second and Fifth avenues with said Main street, be and hereby declared a nuisance, hurtful to the peace, order, safety, and quiet of said town, illegal interference with and obstruction to the uses of said street by the inhabitants of the said town and public generally, a menace to the property of the said town and its citizens along said street and to the safety of the people using said street as a thoroughfare and highway.

'Sec. 3. That the permit, license, resolution of contract under which the said railroad companies claim the right to use the said street between said points is hereby annulled and revoked, and the said Atlantic Coast Line Railroad Company, Conway Coast & Western Railroad Company, its and their licensees, Conway Lumber Company, and each of their servants, agents, and employees, are hereby forbidden to run, use, or operate any railroad train, locomotive, or cars on said track.

'Sec. 4. That each or every person, firm, or corporation convicted of any violation of any of the provisions of this ordinance shall be subject to a fine of not less than five dollars nor more than twenty dollars, or to imprisonment for not less than two days nor more than ten days for each and every offense. And each and every person in charge of any train, engine or car or cars found standing on said street within the aforesaid limit for longer time than one minute, or using said track for switching purposes, shall be liable to arrest and prosecution hereunder, separately or jointly with the person, firm, or corporation owning or operating such engine or cars, and upon conviction shall be liable to like punishment.

'Sec. 4. That it shall be the duty of the police officers of the town of Conway to enforce the provisions of this ordinance and to arrest without warrant if within his view, any person or persons found so offending.

'Done and ratified this the 5th day of November, A.D. 1912.'

'Neither of these ordinances has been complied with by the defendant the Atlantic Coast Line Railroad Company. After the Wilmington, Chadbourn & Conway Railroad Company had constructed its line of railroad, and laid its track along Main street, and established its station and terminal facilities at a location generally south of and beyond that portion of its track along the county road then known of Main street, the defendant the Atlantic Coast Line Railroad Company for value purchased and acquired all of the franchise rights and property of the Wilmington, Chadbourn & Conway Railroad Company, and is now the owner thereof.

'On the 1st day of July, 1912, the Atlantic Coast Line Railroad Company purchased a line of railroad known as the Conway Coast & Western Railroad, extending from Myrtle Beach, in Horry county, to Conway, and from Conway in the opposite direction to Aynor, in Horry county. If the Atlantic Coast Line Railroad Company's track in Main street is removed, the physical connection between its main line and that portion of the line of Conway Coast & Western Railroad extending from Conway to Myrtle Beach will be broken.'

THE GULLY STORE, FLYING GINNIES, AND WOODEN CASKETS

Florence Theodora Epps

From 1906 till sometime in the late twenties or thirties, a proud little steamer named the MITCHELL C., carrying cargo and passengers, plied the Waccamaw River between Conway and Georgetown. Miss Mitchell Collins for whom the boat was named, still resides in her childhood home, 902 Elm Street, Conway. She is the daughter of Laura Cooper and Benjamin Grier Collins. Over a cup of coffee and slice of fruitcake she rocked by my fire as its embers helped her recall her childhood.
Papa was working at the Gully Store, got off one Saturday night, was married the next day, Sunday, September 4, 1870, and returned to work Monday. For a year the couple lived in a little old house just about where Dr. Henry C. Brooks recently lived on Collins Street. That property was Papa's old field. He owned to the railroad that was built in 1882 and went right in front of Brooks' place.

The Gully Store was then owned by Burroughs and Gurganus. After Mr. Gurganus' death, my father bought out Gurganus' stock and his home cater-cornered from the store. Papa enlarged the house and said he wanted it flat and one story.

Mr. B. G. Collins ready for a Sunday service out in the country where he was instrumental in organizing Methodist churches. Returning home one Sunday, Mr. Collins fell asleep and rolled out of the buggy. His horse walked on home, could not open the gate, so turned around and walked back for his master. George Grissett is his groom.

so if it caught fire he could throw his children (he had eleven) right out of the window. He had cut by hand ornate bannisters which ran around the front and back porches. Now only those you noticed in the back remain. And that little cottage I rent in my back yard was our wash house.

In 1939 when I had apartments made out of the house, workmen discovered that no two walls were of the same dimension; no two were the same at top and bottom. Every sill in the house is of fat light wood. You couldn't find a rotten piece. When I was having it rewired, Jessie Woodward, the electrician, said it was the hardest, toughest thing he'd ever had to drill through. The high ceilings keep the house cool in summer. My niece, Mrs. Aileen Spivey Hehl of Columbia, suggested the name Homestead Apartments.

When I was a child, neighborhood children gathered to play on the present Taylor property opposite my house. 'Twas called Green Grass. We had flying ginnies to play on. A flying ginny was made of a wagon wheel attached to a post stuck in the ground. A girl would sit on the rim of a spoke and be whirled around by the boys.

The old Methodist parsonage facing Green Grass was on the site of Dr. and Mrs. E. C. Proctor's home today. Moved back one lot, the parsonage, now facing Elm Street, is the home of Miss Essie Marsh. I don't think the streets were named then. I don't remember calling any by name as we call my corner Ninth Avenue and Elm Street today.

On Green Grass, Tracey King, a Negro man, sold ice cream and knick-knacks to us children. He churned his own ice cream — this was before the days of cones — and sold it for five cents a dish. I reckon it wasn't very sanitary, but it didn't hurt us.

Where Mrs. Hal Holmes lives today, Mr. Jesse H. Jollie had his carpenter's shop — right on the corner there. He lived on the adjoining lot where Mrs. Essie Elliott Kelly now lives. He made the caskets — there were no undertakers then — no embalming. Doctors cared for the bodies. We children were delighted when somebody died. We couldn't stay away from Mr. Jollie. He must've been a good old man 'cause he let us children go in and out asking him questions. We'd follow him over to the Gully Store where he'd buy wood and cloth for the caskets. Black cloth for adults, white for young people. It was some kind of crepey stuff that he'd cover the boxes with. And the yunguns'd ask, "What are you buying that for?" "What you gonna do with that?" and such. He bought an embroidered edging to finish the caskets with little pillows and frills inside. The box was wider at one end where people's elbows were bent for their folded hands. The old fellow...
was mighty patient with us but then he worked for Burroughs and Collins and he might've been afraid to get cross or threaten us.

The Jollie dining room was always covered with sand \( \frac{1}{2}'' \) thick to keep down grease or anything dropped on the floor. They'd get fresh sand about every two weeks.

You remember Mr. Hadley Lee at Homewood? His sister, the Lee girl, died; but since her skin was still pink, people who went to the funeral said she was not dead. Mrs. McNeil* came by and told Mama about it. So they postponed the funeral till the next day. Dr. Evan Norton came and said she was dead, that the morphine he'd given her caused the flush on her cheeks.

I attended school on the corner of what is now Main Street and Lakeside Drive where Rebecca Bryan lives. There was a high thickly boarded fence all around the building. The railroad was at the back but the thick wall was there before the railroad. The Dozier's lived across the street.

Mr. Zack McGhee was principal of the school; my cousin, Miss Ruth Burroughs, my first teacher. You know, Ruth later drowned at Myrtle Beach. I was eight years old when I started school. The family used to stay in the mountains till November. Papa said he wasn't coming home just for school.

Parents taught their children more at home in those days than they do now and our religious training was strict. I was in the last class that graduated from that old building. There were four of us: Paul Quattlebaum, Henry Scarborough, Mrs. B. G. Collins' quilting party on the front steps of her Conway home.

Sue Martin, and me. Old Dr. Norton gave the graduation address. For years I remembered every word he said. All four of us graduated from college; Paul from Clemson, Henry from the University, Sue from Winthrop, and me from Columbia College.

The school was the gathering place of the town. We didn't have plays, but there was something going on there all the time. There was always a community Christmas tree with its candles lighted and it would catch fire every year. Everybody got a gift. Parents would bring gifts for their own children. But they stopped that because some children got more than others. Most of the entertainment was drills and calisthenics to music. The children marched around to music. Once I was in an operetta of some kind, though it wasn't called an operetta. I was Sleeping Beauty and all the children marched around me and sang "Tra-la-la-la-la. Oh toot and a toot and a too!"

Dr. Henry Scarborough was the Prince who waked me up. They always served refreshments at these

entertainments. The women brought home made cakes and ice cream home churned. Mrs. Dozier** brought chocolate cake which everybody wanted 'cause it was so good.

Every spring we had an all day picnic on one of the boats on the river. We went down to Wachesaw or Laurel Hill and would eat on the river bank at one of those places where the bank was high and there was a place to tie the boat up.

You know the river is very narrow, especially at Peachtree, and we always used to be scared to death when the boats went around the bend. Limbs from the trees brushed against the deck. One of my aunts was brushed down steps from the second deck to the first deck. Another woman was once knocked overboard and they had to stop the boat to get her, to take her out of the water.

To get to the mountains at Hendersonville, North Carolina, we went by boat to Georgetown, spent the night there with Aunt Emma, Papa's sister, Mrs. Edgar Beaty; took the Atlantic Coast Line train to Lanes (we had a pass), met the Southern to Columbia, then on to Hendersonville. Sometimes we spent the night at a hotel in Columbia. It was a 3-days' trip from Conway to Hendersonville.

(Here I asked Miss Mitchelle, "Your father was road commissioner at the time the railroad came to Conway, wasn't he?"

She answered, "I never heard him say, Papa didn't brag. It wasn't the style in those days."

The IRQ, v.1, no.1, January 1967, carries Mr. Mrs. Collins, her granddaughter, Miss Lois Cooper of Wilmington, N.C., and Master Jimmie Nye of Conway.

Mrs. Collins with her house guest, Miss Dorothy King of Brevard, N. C.
Collins’ telegram signed by him as Chm’n Board County Commissioners, Horry County, dated Dec. 15, 1887, copied from The Horry Herald, December 22, 1887, and taken from an article in The Wilmington Messenger.

Out on the muster field we had egg hunts at Easter and jousting tournaments in the spring. Col. D. A. Spivey used to win so often and my sister Essie was always his queen. She was crowned that night at the school house.

The muster field was back between the present Baptist church and the Goldfinch property. On the field was a long building, open sided, with benches on the sides and tables in the middle for picnics. Children would go there to play when not on Green Grass.

We ate out of our garden all winter, had our own hogs and chickens all over the place and lots of eggs. We didn’t have beef, but sometimes had lamb because Papa liked lamb. I remember once lightning struck and killed 9 or 10 great big old hogs. It left long narrow red streaks down their backs. The hog pen was where the Lemmons now live. Mulberry trees were there and children from all around came to eat mulberries. Papa didn’t like the children coming there tearing down the fence because the cattle would get out. Do you remember there were white and purple mulberries? Mama would say we could eat 12 mulberries a piece; and so we’d climb to the top of the tree to pick the biggest berries. We obeyed her without argument and cutting up the way I see children today.

Mama was raised over where the Jenkins’ farm and place is today.*** She walked to school in a little red school house where Mrs. Eva Oliver**** later lived. She remembered going to school one day seeing a man going to his hanging. He was sitting on his coffin in a wagon. They used to ride them ‘round like that all over town just before they took them to the gallows.

I remember when we had boardwalks for streets. Two boards were placed down parallel to each other with another one at each end, attached to stringers. When the end board would wear out or come loose, you’d step and fall off or be hit in the face by a loose board.

It was graduated from Columbia College in 1907. In my junior year the MITCHELLE C. was built and they said nobody ever got so many telegrams as I did that day congratulating me on her launching. A former boat, the RUTH, named for Ruth Burroughs, plied the Waccamaw and Pee Dee Rivers and was tied up at Galivants Ferry for years before it fell to pieces. I recall two boats named MAGGIE and each one burned on a Saturday night. The Presbyterian church bell would ring for the fire alarm. Some people suspected arson because they burned when all the hands were off. At a funeral the church bell would toll just before the service the number of times the person was old.

After graduation I taught just a little bit. While teaching at Hickory Grove, I used to take as a treat for the children loaves of light bread. I’d cut off a slice, and somebody would grab it as soon as it fell. They’d eat it without butter or anything on it and thought it was just wonderful. They had cake and corn bread out there then but no white bread.

But I reckon it’s time for me to go. Thank you for the cake and coffee!

NOTES

*Mrs. D. T. McNeil, mother of Mrs. T. J. Bell, born Mary McNeil, whose widower and daughter still reside in the old McNeil home at 1301 Ninth Avenue.

**Mrs. James Lawrence Dozier, whose husband came to Conway to earn a living after the Civil War because their property in Marion County had been devastated. Her granddaughter, Mrs. John B. Wachtman, born Ruby Lee Moore, grew up in the same home at 701 Main Street.

***The late Mrs. Joe D. Oliver, born Eva May Clardy, resided at 1405 Fifth Avenue. Her home still stands though unoccupied.

CAPTAIN WILLIAMS’ OBITUARY

Mrs. Florence Sarvis Pinner of Bucksville kindly sent in an old newspaper article unnamed and undated, bearing the caption “Captain Williams.” We quote in part:

In the death of Captain Henry T. Williams, the State loses a good man and the county in which and for which he labored, a valuable citizen. Coupled with his beautiful life, he did great work for the Waccamaw river and for navigation along this beautiful stream. He has gone, but the work must be carried on.

In the Conway shipyards lies his last but unfinished work. Recently he expressed deep regrets that the Mitchelle C. could not have been completed in time to reach Georgetown with the “City of Columbia” and “Weems.”

HORRY COUNTY’S OLDEST INDUSTRY

By: C. B. Berry, President
Horry County Historical Society

Conway was formerly called “Kingston” and was first laid out in 1734 and had its first residents a short time afterwards. There is an account of a journey up the Waccamaw from Georgetown by an unnamed visitor who accompanied a party to take a view of the land.*** “Georgetown”, said the visitor who was there in February 1734, “is a very pleasant place . . . the town is laid out very regular, but at present there are a great many more houses than inhabitants; . . . we staid there two days and on the 7th of February set out thence in a large canoe, leaving our horses behind, with an intent to take a view of the land . . . the same night we reached Mr. Gordon’s on the P.D. (Pee Dee) where we slept; it was about ten miles from Georgetown. The next morning we set out to Major Pawley’s on the Waccamaw and thence we proceeded up the said river accompanied by them both and in which we found a great deal of good land; but it is entirely taken up for plantations.”

**Mrs. James Lawrence Dozier, whose husband came to Conway to earn a living after the Civil War because their property in Marion County had been devastated.

***Mrs. James Lawrence Dozier, whose husband came to Conway to earn a living after the Civil War because their property in Marion County had been devastated.
TWO TYPES OF TAR KILN

CROSS SECTION FROM SIDE
UPLAND TAR KILN

GROUND LAYOUT
UPLAND TAR KILN

CROSS SECTION FROM END

CLAY TRENCHES

GROUND LAYOUT
FLATLAND TAR KILN

(ILLUSTRATIONS BY THE AUTHOR)
This reference to finding two and a half barrels of pitch on the river bank would seem to imply that tar (from which pitch is made) was being manufactured in what is now the Horry County area before Kingston was inhabited.

Tar is one of the products included in the term "Naval Stores". As originally used the term included all raw materials used in the construction and maintenance of sailing vessels, i.e., tar, pitch, turpentine, rosin, flax, cordage, masts and timber. Flax, cordage and lumber are no longer considered as naval stores. The term now includes only pine tar, turpentine and related products.

Until recently, some seventy percent of the world supply of naval stores was manufactured in the Southeastern United States, mainly Georgia, Florida and Alabama. The basis of this fifty-million-dollar industry is the most prolific resin tree in North America, the Pinus palustris or long leaf pine, native to the sandy coastal plains of the South Atlantic and Gulf States. Large scale production dates from 1705 when the English Parliament passed a law providing bounties on naval stores and other shipbuilding articles imported from the American colonies. Soon the Carolinas were leading the world in the manufacture of turpentine, tar and pitch and continued to do so until near the close of the nineteenth century. The naval stores industry thus established was the foundation of the economy of colonial North Carolina and an important feature of the economy of colonial South Carolina.**

An early description of the manufacture of tar is given in a lengthy letter from one of the Carolina Indian Commissioners***: "Tar is made thus: First they prepare a circular floor of clay declining a little toward the center, from which is laid a pipe of wood, whose upper part is even with the floor, and reaches two foot without the circumference; under this end the earth is dug away and barrels placed to receive the tar as it runs. Upon the floor is built up a large pile of dry pine-wood, split in pieces, and surrounded with a wall of earth, which covers it all over, only a little at the top, where the fire is first kindled. After the fire begins to burn, they cover that likewise with earth, to the end there may be no flame, but only heat sufficient to force the tar downward into the floor. They temper the heat as they please by thrusting a stick through the earth and letting the air in at as many places as they feel convenient.

"Pitch is made either by boiling tar in iron kettles set in furnaces or by burning it in round clay holes made in the earth.

Another interesting account, similar to the above but in greater detail, was found in a beautiful old volume in the Richland County Library, Columbia, S. C. ****It is as follows: "The PITCH-PINE is that from which Tar and Pitch is made, it yielding much more Rosin than any of the other kinds. These Trees grow usually by themselves, with very few of any other intermixed. The dead Trees are first converted to this use; of which there are infinite numbers standing and lying along, being killed by age, lightning, burning the woods, etc. The dead trunks and limbs of these Trees, by virtue of the Rosin they contain, remain sound many years after the sap is rotted off, and is the only part from which the Tar is drawn. Some trees are rejected for having too little heart. These are first tried with a chop of an ax, whether it be lightwood, which is the name by which wood that is fit to make tar of is called; this lightwood is cut in pieces about four feet long, and as big as one's leg, which, with the knots and limbs, are pick'd up, and thrown in heaps. After a quantity sufficient to make a kiln is thus gathered in heaps, they are collected in one heap near their centre, on a rising ground, that the water may not impede the work; the lightwood being thus brought into one heap, is split again into smaller pieces; then the floor of the Tar-Kiln is made in bigness proportionable to the quantity of the wood. In this manner a circle is drawn thirty feet diameter, more or less, the ground between it being laid declining, from the edges to the centre all round, about sixteen inches, more or less, according to the extent of the circle. Then a trench is dug from the centre of the circle to the edge or rim, and continued about five or six feet beyond it; at the end of which a hole is dug to receive a barrel; in this trench a wooden pipe is let in of about three inches diameter, one end thereof being laid so as to appear at the centre of the circle, the other end declining about two feet; after which the earth is thrown in, and the pipe buried, and so remains till the kiln is built. Then clay is spread all over the circle about three inches thick, and the surface made very smooth. Great care is taken to leave the hole of the wooden pipe open at the centre, that nothing may obstruct the Tar running down from all sides into it. This done, they proceed to set the kiln as follows: Beginning at the centre, they pile up long pieces of lightwood, as close as they can be set end-ways round the hole of the pipe, in a pyramidal form, six feet in diameter, and eight or ten feet high; then they lay rows of the four feet split billets, from the pyramid all round the floor to the edge, very close, one by one, and the little spaces between are filled up with the split knots before mentioned. In this manner all the wood is laid on the floor, which being made declining to the centre, the wood lies so also. Thus they proceed, laying the wood higher and higher, quite round, till it is raised to thirteen or fourteen feet, projecting out; so that when finished, the kiln is about four or five feet broader than the bottom, and is in form of an hay-stack before the roof is made. Then the short split limbs and knots are thrown into the middle, so as to raise it there about two feet higher than the sides; then the kiln is walled round with square earthen turfs, about three feet thick, the top being also covered with them, and earth thrown over that; the turfs are supported without by long poles put cross, one end binding on the other in an octagonal form, from the bottom to the top; and then the kiln is fit to be set on fire to draw off the Tar, which is done in the following manner: "A hole is opened at the top and lighted wood put therein; which, so soon as the fire is well kindled, the whole is closed up again, and other holes are made through the turfs on every side of the kiln, near the top at first, which draws the fire downward; and so by degrees those holes are closed, and more opened lower down, and the long poles taken down gradually, to get at the turfs to open the holes. Great care is taken in burning to open more holes on the side the wind blows on, than on the other, in order to drive the fire down gradually on all sides. In managing this,
great skill is required, as well as in not letting it burn too quick, which wastes the Tar: and if there is not air enough let in, it will blow (as they call it) and often hurts the workmen: they are likewise frequently throwing earth on the top to prevent the fire from blazing out, which also wastes the Tar. The second day after firing, the Tar begins to run out at the pipe, where a barrel is set to receive it; and so soon as it is full, another is put in its place, and so on till the kiln runs no more, which is usually in about four or five days; after which all the holes in the top are stop'd up, and earth thrown on the sides are stop'd up, and earth thrown on the top, which puts out the fire, and preserves the wood from being quite consumed, and what remains is CHARCOAL. A kiln of thirty feet diameter, if the wood proves good, and is skilfully worked off, will run about 160 to 180 barrels of Tar, each barrel containing 32 gallons. The full barrels are rolled about, every three or four days, for about twenty days, to make the water rise to the top; which being drawn off, the barrels are filled again, bunged up, and fit for use.

In making Pitch, round holes are dug in the earth near the Tar-kiln, five or six feet over, and about three feet deep; these holes are plastered with clay, which, when dry, are filled with Tar, and set on fire. While it is burning it is kept continually stirring; when it is burnt enough (which they often try by dropping it into water) they then cover the hole, which extinguishes the fire, and before it cools it is put into barrels. It wastes in burning about a third part; so that three barrels of Tar make about two of Pitch.

"No Tar is made of green Pine-trees in CAROLINA, as is done in DENMARK and Sweden."

On a recent survey expedition on Tignham property at Ocean Drive Beach, where a new golf course was being laid out, we noted a large hole in the ground some thousand feet from the nearest road. The hole was obviously very old, having moss growing about in it. While trying to determine whether this was caused by sand haulers, a wartime bomb from a plane or perhaps the uprooting of a huge tree, we noted a circular imprint where once had been the wooden tar pipe that led to the hole. This kiln was thirty feet in diameter. Another kiln was found a few hundred feet away with a diameter of approximately twenty feet. We have personally observed other old kiln sites at Little River and in other parts of Horry County. Upon inquiring about these tar-kilns among some of the other local citizens, it was found that few of them had personally engaged in operating these kilns although many of them had heard of them from their predecessors. This and other evidence would seem to indicate the tar industry existed prior to 1900. In a report dated 1929 is the following: *****

"The production of naval stores in South Carolina practically ceased about 25 years ago with the apparent exhaustion of the timber supply. In the past five or six years, operators have come back here from Florida and Georgia and started production again and the business is now on a good production basis."

"The value of the crop in 1927 was $413,375.00. In 1928, the production was approximately 50,000 barrels rosin and 15,000 barrels spirits valued at $675,000.00. Production in 1929 will be probably double that of 1928."

As a youth, I resided in the sand-hills of Chesterfield county and was directly affected by this temporary revival of naval stores activity during the depression years in the early 1930's. My father, the late G. C. Berry, owned a tract of 448 acres of farm and woodlands in these sand hills (now a part of the Sand Hills State Forest) which had an abundance of undisturbed fat light-wood, as did much of the neighboring lands. A native North Carolinian, Mr. K. M. Carroll, who had become familiar with naval stores activity in Georgia and Florida, leased one of my father's houses and offered to teach him the tar business in a partnership. Together, they built one tar kiln with thirty-five cords of wood which yielded about thirty-five barrels (55 gals. each) of tar, after which Mr. Carroll moved away. My father then cleaned out the kiln and refilled it again with thirty-five cords of wood and ran a similar amount of tar as before. This kiln differed from those that had existed in Horry County in that they were rectangular in shape and situated on hills where a natural clay bottom was available. See diagram for the "upland kiln". Many landowners in that vicinity also began to build tar kilns and to tap the abundant longleaf pines that abounded there. In fact the small town of Patrick, nearby on U.S. Highway No. 1, became something of a naval stores center for perhaps a decade. It eventually had a tar refinery and four turpentine distilleries.

My younger brother and myself, both being teenagers, having learned how to build a tar kiln and to tap trees for turpentine, from local observation, decided to go into business ourselves. We built a small tar kiln and filled it with two cords of wood from which we ran a little over two barrels of tar. We also had sixty-five turpentine trees which we chipped regularly and from which we gathered turpentine and sold in Patrick. Georgia and Florida operators moved into nearby neighborhoods and leased the lightwood rights to the lands and began to run tar. I have seen tar kilns with more than a hundred cords of wood that would require more than three weeks to burn.

This resurgence of the turpentine and tar business in South Carolina apparently did not affect Horry County since most of the supply of lightwood had been exhausted around the end of the nineteenth century and the lumbering industry, which had attained considerable proportions, had removed most of the longleaf pine timber and in its place had grown the faster growing shortleaf pine which is not very suitable for turpentine purposes. We have conjectured that the old tar kiln sites in the Ocean Drive and Little River areas, were probably built in the 1950's. Evidence of this comes from the fact that Colonel Daniel W. Jordan came here about 1849 from "Jordan Plains" on the Tar River in North Carolina and began purchasing lands. He served briefly as Postmaster of Little River in 1851. His purpose in coming here was pursuing the turpentine and tar business.***** His holdings in the Little River, Ocean Drive Beach and Cherry Grove Beach areas eventually
reached 9,940 acres of land which he sold on January 5, 1860, to Nicholas Foy Nixon (grandfather of the present day developers of Cherry Grove Beach) who had come here from the New Bern, N. C. area. Colonel Jordan seems to have abandoned his naval stores operations after selling out since he purchased a rice plantation and moved there just prior to the Confederate War. His plantation was "Laurel Hill" on the Waccamaw (now a part of the Brookgreen Gardens properties) which, because of Yankee harassment during the Confederate War, he was forced to abandon after which he moved to Camden, South Carolina, where several of his descendants still reside.

There are many old Tar-Kiln sites to be found scattered throughout Horry County. While the 30 foot diameter seems to have been the most popular size, there were many sizes ranging from two or three feet to more than fifty feet. Obtaining tar with the old-style kilns was known as "destructive distillation" and wasted a portion of the tar. Today, lightwood and stumps are shipped to naval stores centers (notably Valdosta, Georgia) where it is processed with modern equipment and methods without waste. For this reason, the colorful old tar industry can be considered a thing of the past for Horry County.

* Georgia Historical Collections as quoted in RAMBLES IN THE PEE DEE BASIN by H. T. Cook. 1926.


*** NAIRN, Thomas - A LETTER FROM SOUTH CAROLINA GIVING AN ACCOUNT OF THAT PROVINCE, WRITTEN BY A SWISS GENTLEMAN TO HIS FRIEND AT BERN. London 1718.


******* Horry County Deed Records, O, 5; X, 332; VV, 143 & 184.

******** THE AFTERMATH OF GLORY by James Henry Rice, Jr. 1934.


POST OFFICES OF THE PAST

Florence Theodora Epps

Mr. John Carterette, retired banker of Conway, handed me the following list of 30 Horry County post offices of bygone days within his memory:

Adrian
Allen
Bayboro
Bisco
Bucksville
Burgess
Celbu
Cool Springs
Dongola
Eldorado
Fornay
Gurley
Hand (Shell)

Postmaster Hoyt McMillan of Conway reports that the peak number of post offices in the United States was reached in 1935 when there were 75,000; though by that year the number in Horry had reduced considerably.

In 1945 of the above list of extinct post offices only Adrian, Bayboro, Horry, Hand, Nixonville, Rose Lake, Toddville, and Vina remained. Since that time there has been a drastic reduction throughout the nation and today only 32,000 post offices are in operation.

Formerly a post office was established where a shipping or trading station was established. Though good roads and easy transportation have been a factor in reducing the number of post offices, General McMillan informs me that the extension of the Rural Free Delivery Routes has been the prime factor. However remote an address is today, the mail is delivered to the box out front.

In his office General McMillan has found this record of Conway postmasters:

B.G. Collins - 1903 - November 1908
A.T. Collins - November 1908 - January 1914
A.C. Thompson - January 1914 - January 1918
Power W. Berthea - January 1918 - March 1920
Charles H. Scarborough - December 1920-Jan. 1922
Mack C. Holmes - January 1922 - January 1925
B.T. Frierson - January 1925 - November 1930
A.T. Collins - November 1930 - March 1934
M.G. Andersen - March 1934 - March 1947
H.G. Cushman - March 1947 - March 1961
Hoyt McMillan - March 1961 ----

ADVENT OF WOOD-BURNING LOCOMOTIVE

This story by J. G. Stevens appeared in the Charleston News and Courier on June 3, 1956.

Clouds of black smoke and white steam rolled toward the tree tops when the Shoo Fly "come a-tootin' an' a-puffin' down the tracks back in 1886.

Cows, grazing on the "burn", went into a stampede when they heard the thunderous roar of the wood-burning locomotive, and "razor-back" hogs, also called pine root skinners, went scurrying with a frightened snort for the protection of the gallberry thickets.

It was the first time a railroad train had ever steamed into Horry County, and it marked the beginning of a new era of prosperity. Longleaf pine timber, tar and turpentine attracted the investment and made the building of a railroad possible.

William H. Chadbourn, Jr. of Wilmington, North Carolina, had forfeited a scholarship in a German University in order to build a railroad from Wilmington to Chadbourn, North Carolina, and on down to the Waccamaw river at Conway. At that
time it was known as the Wilmington, Chadbourn and Conway Railroad.

When the road was complete Chadbourn went to Pennsylvania, bought a wood-burning locomotive, and drove it back to Wilmington. He named it Shoo Fly and put it into service on the new road. It had a large, conical stack, and massive, extended cow catcher.

After the cows in the woods became accustomed to the noise of the train they regarded it with indifference and showed a preference for lying on the soft, clean sand at grade crossings.

It was not unusual for the engineer to have to stop the train to run the cows off the tracks. Sometimes a cow would get killed by the train and the railroad company had to pay for the damage. The usual price was about $6.00 per head in those days.

Sparks flying from the stack often set the woods on fire. This would naturally be worse with a wood fire than with coal as the embers from wood are so light. A usual sight by the railroad was a pile of cordwood, cut, split and dried, ready to be loaded onto the tender as needed.

While the railroad in Horry, now only a spur from the Wilmington and Augusta line, has been of inestimable value to the economic, social and cultural development of the county it is now considered practically obsolete, what with passenger buses, motor freight, airlines and private automobiles providing more efficient transportation.

The railroad has been the scene of some highly ridiculous and amusing jokes on human behavior. Someone once remarked that flag stations were so close together that when the train was ready to leave one it had to back up to blow for the next one.

An old lady said she hoped "they never try to bring that long train through here sideways."

According to an old tale of long ago two drunks from Loris went to Conway on the noon train. They spent so much time sightseeing they missed the train back home. So, they started out to walk the 20 miles back to Loris. Reveling in the ecstasy that only a drunkard can know, they took frequent swigs from the jug until they hardly knew when it was empty. Thus "loaded", the world seemed beautiful to them, and every spoken word shone with glittering wisdom. The forests and fields seemed to swirl like floating islands, and the railroad shifted from side to side.

At times, when a cross tie would vanish from under foot, the tracks seemed to stand up like a tall pine for a moment, then drop back into position.

Finally one said to the other: "We must be climbing the Golden Stairs. This is the longest stairway I've ever seen."

"Guess you're right, Bud," his companion replied, "but what I can't stand is these low handrails."

THE RING AND THE BOOK AGAIN

Though you may recognize a duplication of facts printed herewith from THE HORRY NEWS, September 15; 1938, we publish them to show the many faces of history. Like Browning's dramatic narrative The Ring and the Book based on a seventeenth century murder, each narrator-witness presents another viewpoint. THE HORRY COUNTY NEWS formerly of Loris has merged into THE LORIS SENTINEL.

"Some time in the year 1879 or 1880 the Chadbourn Lumber Company, located at Chadbourn,
N. C., started to build a train road to haul lumber. After starting they decided to build a railroad on to Conway.”

So says a person who is well acquainted with the history of Loris for more than 50 years. The story goes on to tell about the first settlers in the town and of the business developments of the locality.

“The land where Loris now stands was owned by a Mr. Patterson. He offered the Chadbourns land for a station if they would put one here. They accepted his offer and a station was arranged for. About that time a lady friend of one of the Chadbourns came from Baltimore to visit. She had a pet dog named Loris and she suggested that the station be named for her pet. So that is how the town got the name, after a little dog.”

Another old citizen gives the information that the dog’s name was “Lollise” or something like that and when the people here were informed that the place was named for a dog they changed it to “Loris” which is the name of a type of monkey, so dog or monkey the name is Loris and it has been that way a long time. Our historian goes on.

“Soon after the railroad was finished the ACL officials, seeing the advantages of a railroad through this section, purchased the rights of the Chadbourns and established their railroad and it has been here ever since.

“The Pattersons lived in a log house situated on the lots where the homes of J. A. Bryant and D. W. Hardwick now stand. The cedar tree that stands in the edge of the street at Bryants was in the Patterson front yard.

“The highway, No. 9, was then a country road crossing the railroad. One of the Patterson sons, J. G., built a storehouse on the corner where Garrell and Hughes store now stands. He and A. F. Toon, from Whiteville, N. C., established the first business, known as the A. F. Toon & Co. Shortly after that B. R. King, Y. P. McQueen, and “Boss Holt” came and started stores. Later P. C. Prince also entered business here.

“At this time turpentine was the leading industry of the county and three stills were in operation. These were owned by A. F. Toon & Co., P. C. Prince, and Y. P. McQueen.

“A post office was established with J. G. Patterson as postmaster, with the office in his store. W. Mishoe was the second postmaster with the office in the railway station. He was also railroad agent. The next three postmasters were Y. P. McQueen, W. A. Prince and then W. J. Hughes.

“The first hotel was started by a Mr. Best. It was in a long building with only one room. The hotel had curtains across one end and the other was the kitchen and dining room and living room. It was not a success under Mr. Best’s management and soon closed. The boys had a rhyme about it. ‘Chadbourn’s railroad, Patterson’s street; Best’s hotel and nothing to eat.’”

“Later J. E. Carter opened a boarding house and for a number of years that was the only one in town. Later Mrs. D. J. Butler built, and for many years operated the first hotel. It is now owned and operated by Mrs. H. L. Eidson.

“In 1895, there was only one church in Loris; a small Baptist Church that stood where the present Baptist stands at this time. The Methodists started a Sunday School in a little one room house that was situated where the Don Currie home now is. It was called the Cedar House owing to the many cedar trees about it.

“When the Methodists decided to obtain a parsonage they purchased the Best hotel. Rev. J. D. Frierson was the first preacher to occupy the parsonage. When he went home from Conference and told his wife that he was coming to Loris they charged and that the parsonage was formerly a hotel she said, “We will never need all those rooms.” Imagine her surprise when she saw what had been called a hotel. Later the Methodist church was built where it now stands.

“In 1925 a Presbyterian church was organized.

“The first doctor to locate in Loris was Picket Key Bethea. His cousin, Jim Bethea established and operated the first drug store. Neither of them stayed very long, but later Dr. P. K. Bethea returned to Loris and practiced medicine until his death. After the death of Dr. Bethea, Dr. Sam Mace located here. Following Dr. Mace in regular order these men of medicine located in Loris: H. H. Burroughs, D. O. Dubose, P. P. Chambers, H. T. Kirby (who died here), Dr. Robinson, H. Richardson, J. D. Thomas, and W. K. Rogers.

“The three last are practicing at the present

“About 1903 the first tobacco market was established and a warehouse was built by the businessmen and farmers of the locality. This warehouse was operated by the original owners for several years and then sold to P. R. Casey who continued its operation for twenty years or more. The house burned a few years ago. It stood near the location of the Harry Lewis house.

“The first bank was the Bank of Loris. It was organized in 1910 and at first occupied a wooden building on Main street until a brick building could be erected. This was the first brick building in Loris and is now occupied by J. Graden Boyd.

“The bank failed in 1922. The next organized was the Farmers Bank and it is still doing business and giving excellent service to the community.

“About 1910 the J. C. Bryant Lumber Company was established and it operated until 1922 when it was sold to the Fitzhugh Lumber Co. This concern ceased operations here a few years ago.

“In 1903 a charter was applied for and granted to the Town of Loris. The town was incorporated with the radius of one mile. In 1910 the population was 400. Now it is near 2000 with some thirty odd business houses, four churches, three white and one colored, a first class theatre, a fine school system, and one of the top tobacco markets of the state.

NOTES ON THE HISTORY OF HORRY COUNTY

By Mrs. Ben Butler

1893 the Bank of Conway was chartered.
1898 one of first brick buildings was erected on the corner of Fourth Ave. and Main.
1903 Bank of Horry was organized by R. B. Scarborough; President; W. A. Freeman, Cashier. Conway Hospital opened in 1930.
1903 the town of Loris was incorporated to prevent the state Dispensary from being located in the town. Incorporate limits extended one mile east and one-half mile south from where the road crossed the railroad.

The Bank of Loris was organized in 1907 or 1919
and operated about a year in a wooden building. In 1908 the brick building on the corner was built for the bank and used for several years. This building has the distinction of being the first brick building erected in Loris. The first officers of this bank were: Tom Cooper, President; J. C. Bryant, Vice President; E. L. Sanderson, Cashier.

HELP US!

Shortly we plan an issue featuring early or outmoded industry in Horry, President Berry's current article affords you a splendid sample. We promise you Mr. A. J. Baker's readable piece on the turpentine industry. . . . But will you please send us your contributions or possible sources of information - persons who might supply us with records and stories? Please also lend us your old photographs. Snapshots reproduce excellently if they are of glossy print. Thank you!

OCTOBER MEET

The October meeting of the Horry County Historical Society was a lively one well attended. Mr. Cordie Page, formerly of Aynor, returned to Conway attorney, presented his recollection of the social, economic, and educational life of the county. Pertinent questions were asked concerning property, building sites, and early schools. Mrs. Ashley Page of Aynor provided many answers with first-hand information.

Attend your meetings! They are informally informative.

MEMORIAL FUND

Miss Nelle Bryan, Society Treasurer, reports that contributions to the Memorial Fund have been received from the estate of Ernest E. Richardson in his memory and from Mrs. Charles L. Kearns in memory of Mr. and Mrs. E. J. Sherwood.

We have also received a flood of requests for copies of the October quarterly dedicated to the late Ernest E. Richardson, founder of our society. These extra fees have been placed in our memorial fund in his name.

FLORENCE TO FLORENCE

On November 30, Miss Florence Epps represented our society in Florence at the Sixth Congressional District meeting presented by the new Department of Parks, Recreation and Tourism. Miss Epps asked the State Director Bob Hickman if funds or consultation service would be available for a brochure to publicize the Independent Republic's peculiar past. Mr. Hickman assured her that though he could not promise her funds, he could offer consulting service. He heartily approved of the brochure for distribution at the Welcome Station, the first one in South Carolina, to be opened in January near Little River on Highway 17.

Representative Lloyd Bell of Ocean Drive then comforted Miss Epps by saying not to worry about the money, that he would see to that. (Our delegation, as you know, last summer allocated us a goodly sum). Mr. E. E. Burroughs, Commissioner of the Sixth Congressional District, who called the meeting, noted that our appeal was the only one advanced that received the support of both state and county officials.

ALLEN'S AND JERRY COX

HANDLING SALE OF IRQ

Allen's, Inc. or 1120 North King's Highway, Myrtle Beach, and Jerry Cox of 316 Main Street, Conway, have accepted on consignment a few of our July 1967 and October 1967 quarterlies for sale. Hereafter non-members wishing to purchase copies may do so from these establishments for $1.00 per copy.

NEW MEMBERS

Arnold, Mrs. Ruby Russ, Windham, Connecticut 06280
Bryan, Carl O., Galivant's Ferry 29544
Cooper, Mrs. Sarah Page, R.F.D. 1, Box 302, Myrtle Beach, S. C. 29577
Cutts, Charles C., Jr., 335 Worth Ave., Palm Beach, Fl.
Fount, Mrs. Joan Reynolds, State Library, State House, Columbia, S. C. 29201
Jordan, Mrs. Zelda, 900 7th Ave., Conway, S. C. 29526
Page, Cordie, Rt. 1, Box 338, Conway, S. C. 29526
Parker, Mrs. H. H., Royal Palms Motel, Myrtle Beach, S. C. 29577
Sullivan, Mrs. Alma Russ, 225 Church St., Willicomantic, Connecticut 06280

WE RECEIVE STATE RECOGNITION

The September 1967 NEWS for South Carolina Historical Societies, Barney Slawson, Editor, carries the following two items:

From "Research Started on Washington Trail";
Barney Slawson, Historic Resources Coordinator;
Bill Taylor, Assistant Coordinator and Miss Wylma Wates, Research Specialist, recently started field research on the Washington Trail.

The survey party retraced the trail used by George Washington on his trip through South Carolina in 1791. The trail has been traced and plotted from Washington's entry point near Little River to the site of Pyrrysburg on the Savannah River.

With the help of Mr. Burgin Berry, President, Horry County Historical Society, the research team located a number of points of interest including remnants of the King's Highway used by Washington.

The coastal branch of the Washington Trail is being researched first in order to have signs and brochures ready for the opening of the State's first Welcome Center near Little River.

Horry County Historical Society Sets Example

With Fine Publication

The Independent Republic Quarterly, published every three months by the Horry County Historical Society, is certainly one of the fine projects of historical societies in the State.

The publication is, as its name implies, dedicated to reporting the history of Horry County. It includes articles by notable professional personalities and history enthusiasts of the area, often accompanied by photographs of rare scenes of the past.

The quarterly is edited by Miss Florence Theodora Epps of Conway, who is the publicity chairman for the society.

Congratulations are due the Horry County Historical Society for an interesting publication and a job well done.
and operated. When a great fire occurred in the building in 1839, the iron building, the corn was saved, but the barn was used for a few years. The building has been the site of being the first brick building erected in Littleton. The first school of the namesake was the Upper Establishment J. T. Bryant, Village President B. B. Sanderson, Comptroller.

HELP US
Shortly, we plan an activity involving the building of a new historical building in Littleton. Mrs. L. F. Pierson's donation will enable us to participate in the restoration project. We encourage our fellow community members to join us in this exciting endeavor to preserve our history.

OCTOBER MEET
The October meeting of the Horry County Historical Society will be held on Saturday, October 25th, at the Public Library. The meeting will begin at 2:00 PM. The featured speaker will be Mr. John Smith, who will discuss the history of the county.

MEMORIAL FUND
The Board of Directors of the Horry County Historical Society has established a Memorial Fund. Contributions to the fund will be honored in the name of citizens who have made significant contributions to the history of the county.

FLORENCE TO FLORENCE
On November 11th, Florence Florence Faye presented a lecture on the history of Florence. The event was attended by a large crowd of interested citizens. Florence, a native of Florence, has been an active member of the historical society for many years.

NEW MEMBERS
Mrs. H. F. Pierson, B. B. Sanderson, Village President B. B. Sanderson.

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