1973

Independent Republic Quarterly, 1973, Vol. 7, No. 4

Horry County Historical Society

Follow this and additional works at: https://digitalcommons.coastal.edu/irq

Part of the Civic and Community Engagement Commons, and the History Commons

Recommended Citation
https://digitalcommons.coastal.edu/irq/26

This Journal is brought to you for free and open access by the Horry County Archives Center at CCU Digital Commons. It has been accepted for inclusion in The Independent Republic Quarterly by an authorized administrator of CCU Digital Commons. For more information, please contact commons@coastal.edu.
Note: Mrs. Julia S. Causey’s millinery shop at the left. Capt. C. S. Causey, the proprietor is assumed to be the man in the left doorway, and Col. D. A. Spivey and H. P. Little in the corner doorway opening into the Bank of Conway, H. S. Collins the boy with the bicycle, and W. L. Richardson in the road cart on the right of the picture (presumptions). Note the post office on the north side of the building. The following directory of Conway businesses is on the back of the card.

DIRECTORY

Kingston Hotel, C. S. Causey, Proprietor.
Burroughs and Collins Co., General Merchandise and Naval Stores.
D. A. Spivey, Cashier Bank of Conway.
W. R. Lewis, General Merchant.
S. T. Sessions, General Merchandise.
B. R. King, New York Racket Store.
C. S. Causey, General Merchandise.
P. W. Hardwicke, Fancy Groceries.
B. T. Hyman, Fancy Groceries, Confectionery.
C. L. Abrams, Boot and Shoe Maker.
Porter & McCaskill, Livery.
A. W. Jenkins & Son Livery.
Emery L. Floyd, Livery.
Dr. E. Norton, Physician and Druggist.
Dr. J. S. Dusenbury, Physician and Pharmacist.
R. B. Scarborough, Attorney at Law.
Jeffersons & Quattlebaum, Attorneys at Law.
J. & S. Skipper, Millinery.
Spivey & Collins, Real Estate and Insurance.
Independent Republic, Stationers and Printers.
J. H. Jollie, Manufacturer of Wagons and Carts.
W. H. Howell, Post Master - Hotel Building.
M. B. Wineglass, Tonsorial Artist.

Published quarterly by the Horry County Historical Society, 1008 Fifth Avenue, Conway, S. C. 29526.
Second class postage paid at Conway, S. C. 29526.
The County with a heart
That will win your heart.

---Ernest Richardson

HORRY COUNTY HISTORICAL SOCIETY OFFICERS

PRESIDENT ......................................................... William H. Long
VICE PRESIDENT ............................................... Gene Anderson
SECRETARY ..................................................... Mrs. Anne Hamilton
TREASURER ....................................................... F. A. Green
HISTORIAN ...................................................... Mrs. Aileen Paul Harper
BOARD OF DIRECTORS ................................. Mrs. Ernestine Little
...................................................... G. Manning Thomas
...................................................... Mrs. Catherine H. Lewis
EDITORIAL STAFF ........................................ John P. Cartrette
...................................................... Mrs. Eunice M. Thomas
...................................................... Mrs. Catherine H. Lewis
...................................................... Miss Ernestine Little
...................................................... E. R. McLver
...................................................... Mrs. Jewel G. Long
...................................................... Mrs. Annette E. Reesor

Dues: $5.00 annually for individuals; $7.50 for married couples and $3.00 for students. Checks may be sent to F. A. Green, 402-43rd Avenue North, Myrtle Beach, S. C. 29577. One subscription to the QUARTERLY is free with each membership. If a couple desires two copies, the dues are $10.00.

Material for the QUARTERLY may be submitted to Mr. John P. Cartrette, 1008-5th Avenue, Conway, S. C. 29526.

Back issues of the QUARTERLY may be obtained for $2.00 each plus 25 cents postage from Miss Ernestine Little, 1003 6th Avenue, Conway, S. C. 29526, as long as they are in print.

Copies of the 1880 CENSUS OF HORRY COUNTY, S. C. may be obtained by writing the Horry County Historical Society, 1008 Fifth Avenue, Conway, S. C. 29526, or in person from the Horry County Memorial Library. The price is $7.50.
TABLE OF CONTENTS

PAGE 2 .................................. HORRY COUNTY HISTORICAL SOCIETY OFFICERS

PAGE 3 .................................. TABLE OF CONTENTS

PAGE 4 .................................. STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

PAGE 5 .................................. INDUSTRIAL DEVELOPMENT IN HORRY COUNTY

PAGE 10 .................................. CHRISTMASES IN THE PEE DEE

PAGE 12 .................................. HORRY'S FIRST SCHOOL ATTENDANCE SUPERVISOR

PAGE 13 .................................. RED HILL METHODIST CHURCH CEMETERY CATALOGUE

PAGE 13 .................................. CARTRETTE FAMILY - BY JOHN P. CARTRETTE

PAGE 14 .................................. HISTORY OF TODDVILLE - MRS. CAROLYN DUSENbury

PAGE 17 .................................. COLONEL C. P. QUATTLEBAUM LETTER

PAGE 19 .................................. H. P. LITTLE - ERNESTINE LITTLE

PAGE 20 .................................. TURPENTINE TOOLS - J. OSBY CARTRETTE

PAGE 21 .................................. THE BELLAMY HOUSE

PAGE 23 .................................. ERRATA

PAGE 24 .................................. PICTURES (& CAPTIONS)
STATEMENT OF OWNERSHIP
Management And Circulation
[Act of August 12, 1970; Section 3685. Title 39
United States Code].

1. Title of Publication: THE INDEPENDENT REPUBLIC QUARTERLY.
   4. Location of known office of publication: 1008 5th Avenue, Conway, S. C. 29526.
   5. Location of the headquarters or general business offices of the publishers: 1008 5th Avenue, Conway, S. C. 29526.
   6. Names and addresses of publisher, editor, and managing editor:
      Publisher - Horry County Historical Society
      1008 5th Avenue, Conway, S. C. 29526.
      Editor and Managing Editor - John P. Cartrette, 902 10th Avenue, Conway, S. C. 29526.
   7. Owner: A society formed by the Horry County Historical Commission.
      Eugene Anderson, Vice-President, 514 63rd Avenue North, Myrtle Beach, S. C. 29577.
      Mrs. Robert Hamilton, Secretary, 213 Pinewood Circle, Conway, S. C. 29526.
      F. A. Greene, Treasurer, 402 43rd Avenue North, Myrtle Beach, S. C. 29577.
   8. Known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities - NONE.
   9. Extent and Nature of Circulation:
      A. Total No. copies printed; average No. copies each issue during preceding 12 months - 500; actual No. of copies of single issue published nearest to filing date - 500.
      B. Paid Circulation:
         1. Sales through dealers and carriers, street vendors, and counter sales - NA.
         2. Mail Subscriptions; Average No. copies each issue during preceding 12 months - 381. Actual No. of copies of single issue published nearest to filing date - 381.
      C. Total paid circulation; Average No. copies each issue during preceding 12 months - 381. Actual No. of copies of single issue published nearest to filing date - 381.
      D. Free distribution by mail, carrier, or other means:
         1. Samples, complimentary, and other free copies; Average No. copies each issue during preceding 12 months - 46. Actual No. of copies of single issue published nearest to filing date - 46.
      E. Total Distribution: Average No. copies each issue during preceding 12 months - 427. Actual No. of copies of single issue published nearest to filing date - 427.
      F. Office use, left-over, unaccounted, spoiled after printing; Average No. copies each issue during preceding 12 months - 73. Actual No. of copies of single issue published nearest to filing date - 73.
      G. Total - Average No. copies each issue during preceding 12 months - 500. Actual No. of copies of single issue published nearest to filing date - 500.
   I certify that the statements made by me above are correct and complete.

John P. Cartrette, Editor


OFFICERS OF HORRY COUNTY HISTORICAL SOCIETY
FOR 1973. Front Row: [L to R] - F. A. Green, Treasurer; Miss Ernestine Little, Director; Mrs. Anne Hamilton, Secretary.
Back Row: [L to R] - Mrs. Catherine Lewis, Director; Manning Thomas, Director; W. H. Long, President.
INDUSTRIAL DEVELOPMENT IN HORRY COUNTY
By John P. Carrette

From the "Horry Herald" on September 9, 1909. "On the fourth day of July, 1881, Horry County presented the dreariest picture of abject poverty, desolation and desertion imaginable. Along the entire stretch of country on the Fair Bluff or Post Road (Highways 410 and 701), from the N. C. line above Green County presented the dreariest picture of inhabitable. Along the entire stretch of country on the Fair Bluff or Post Road (Highways and Homewood), and W. H. Privett were the M. 1909. They were grown almost exclusively for home log cabins with mud chimneys."

There was no market for farm products. They were grown almost exclusively for home use and only as much as necessary. They were mainly corn, peas, potatoes, rice and collards.

The main dependence for fresh meats was the old reliable scrub cattle and the ever ready at hand, piney rooster hog. Some attention was paid to sheep raising, the wool of which was exchanged for cloth at a mill. Their beast of burden was the faithful and patient ox, and their conveyance was the two wheel cart.

Turpentine and ton lumber were the chief industries.

The people were land poor; and, often to avoid paying the tax, they would let it be sold for taxes. Mr. Cordie Page relates that his father told a stranger who had stopped in for dinner that he was unable to pay his taxes. The stranger offered his horse, bridle and saddle for the Aunt Aynor tract. Later it was sold for taxes, and the Town of Aynor is located on this property.

An exploring party from Georgetown in 1734 found two barrels of pitch at a landing below the bluff on which the town of Kingston is locatec (Conway), and they set it afire to cook their supper of beef and rice.

Per capita income was said to be about $2.50 per annum.

The people were resourceful and self-sufficient. Candles made from tallow furnished their light. They made their soap, spun cotton thread and made cloth on their looms, and sewed and made the clothing for all the family. Socks, gloves, and sweaters were knitted. Feathers from geese and chickens made their beds and mattresses. Down from the duck's back made fancy downy cushions. Sugar cane was ground and boiled to make syrup. Bees furnished the honey. Strips of paper or turkey feathers fastened to a stick made good fly swatters. (There were no screens.) Bricks were made on the place. Barrel hoops were bent and cut to make iron. Wooden latches were used to fasten doors. A latch string through a hole in the door was used for lifting the latch from the outside.

Community enterprise was shown by pooling their manpower to cut timber, a log rolling to clear land (cut and burn virgin trees). On these days when the neighborhood men had gathered to clear some land, the ladies of the community came along and cooked a huge dinner for the men. Upon invitation the women came to a quilting bee and sewed scraps of cloth for coverings for the bed.

Apple, peach, pear, plum, and persimmon trees were plentiful—no pests or diseases. Grape vines grew with bountiful yields—black and white scuppernong, Thomas, James and other varieties. Refreshments were home concocted—apple cider, grape wine, and persimmon beer. The earthquake of 1886 made teetotalers of some people.

Chairs were hand made with cane and bark seats. Shingles were rived out by hand. Brick mills, threshing machines, and then cane mills were powered by a draft animal. Wood lathes were operated by a foot treadle. There were tobacco presses for processing home-grown chewing tobacco; wooden hinges, a wooden yoke to prevent cattle from jumping fences; bridle with nails to weaken calves; pestle and mortar to beat out rice; hand-powered grindstone, coffee mill, butter churn, spinning wheel and loom.

Other tools were the froe, drawing knife, and draw and shaving horse for making hand-drawn cypress shingles; a wooden well sweep with a waterpail made of a hollow cypress knee; dug-out boats and water troughs; wooden kneading tray in the kitchen; zigzag rail fences; rails split with iron or wooden wedges and a mall; wooden plows.

There is a tidewater lagoon on fairway number 11 at the Dunes Club at Myrtle Beach. This is thought to be the salt water storage tank that Peter Vaught was interested in. Near by on the banks of Singleton's Swash are outcroppings of brick that may have been the foundations for the furnaces and cast iron salt evaporating pans.

In 1864 a Yankee officer went ashore at Cane Patch at the salt works at about 2:00 p.m. There were four separate works; each con-
taining 12 large pans. The water was raised from the beach by horse power, leading into a cistern large enough to contain 100,000 gallons, built of timber and planked and caulked on the inside. There were 12 pans ready for setting, also timber and materials for extending the works to double its size. There were about 50 buildings, three of them large warehouses built of heavy logs, containing about 2,000 bushels of salt, a large quantity of rice, corn and bacon. One of the warehouses was constructed as a blockhouse with loop holes on all sides. The salt pans were six by four feet and 18 inches deep. Salt was made by boiling the water in the home of a Mr. Chisolm. (Report of I. A. Pennell, commanding the boat)

After breaking all the pans and making it impossible to repair them, he mixed sand with the salt as long as time would permit, set fire to all the buildings, and about 50 cords of pine wood. Next morning at 9:00 a.m. off Wither's Swash he sent a party ashore to destroy the salt pans in the home of a Mr. Chisolm. (Report of I. A. Pennell, commanding the boat)

Turpentine, Horry's oldest industry, consisted of converting of fat (resinous) long-leaf pines into tar, which is made only from pitch pine trees (those killed by lightning, fire or turpentine box faces from used up turpentine trees). Tar is one of the products included in the name Naval stores. Originally all raw materials used in the construction and maintenance of sailing vessels were tar, pitch, rosin, turpentine, flax, cordage, masts and timber. Charcoal was a by-product of the manufacture of tar.

Robert Nichols at Cool Spring had the first turpentine still in Horry County. James Hart in South Carolina came to Horry to engage in the industry. From North Carolina came Daniel W. Jordan from Jordain's Plains on the Tar River to Cherry Grove Beach in about 1849. Others from North Carolina in the 1840's were Yates, S. & H. Bell, John Tolar and F. G. Burroughs. B. G. Collins came from South Carolina. Wagons hauled the turpentine to stills at Homewood, Bayboro, Lewisville, Grahamville and Conway where stores and villages sprang up.

Tools were the boxing axe, hack, dipper, puller, scraper, and the barrel. The long leaf pine from which the sap was extracted had a notch or box as it was called cut in the tree near the ground, holding about a quart of sap. The hack was used for cutting away the bark, making streaks on the face of the tree to about head height, then continued by the puller. Streaks were cut weekly during the spring and summer months when the sap was running. When the box became full, the dipper was used to scoop out the sap and place in barrels to be hauled to the market.

SAWMILLS

John and Tom Pickett were doing a sawmill business at Hilland's Landing (Bucksville) in 1836. John Pope, a northern man, was doing business at a lumber mill at Bucksport, then called the lower mill before coming to Conway. Mr. Alexander Elliott built a home for him at the foot of Main Street—the Pope-McKeithan House. (Site of Conway Chamber of Commerce building in 1973)

Henry Buck from Bucksport, Maine built the upper sawmill on the Waccamaw River in 1828. The middle mill was at Bucksville, from where the lumber was shipped to the West Indies and to New York for use in constructing the Brooklyn Bridge. In 1870 it was the first and largest steam powered mill in South Carolina.

In 1894 Mr. George Officer, an Englishman, and his Canadian partner, Mr. J. W. Little, having absorbed a working knowledge of lumber, embarked from Boardman, North Carolina with five others upon the picturesque practical voyage of site seeking, by riding a log raft down the water ways, scanning either bank until they reached Eddy Lake. There they found virgin cypress scalable at six to eight feet. Mr. Officer bought this property from the Buck family at Bucksville. Many precedents were set here—the first electric light system in Horry County, the first cash pay roll (elsewhere workers received trade checks or tokens good for trade at the company commissary). A railroad was built for hauling logs. A town was built for permanency—homes for families, barracks like boarding house for the unmarrieds.

Mr. Clifford Sarvis, a timekeeper, said a work day of 12 hours netted 80 cents. A small boy stacking shingles, handdrawn by a Froe, earned about 30 cents, enough to make a trip to the commissary interesting.

The deep waters of Eddy Lake usually held about two schooners from as far away as Boston, tug boats from Georgetown, and sailing vessels from the length of the coast.

These were loaded with white cypress at $7 to $8 per thousand of a quality so perfect that buyers were skeptical and declined further shipments unless accompanied by a block bound in good cypress bark so as to convince their customers that the product was not some new type of wood. Cut out and a fire ended the town.

At Port Harrelson Henry L. Buck had a
sawmill. George W. Cannon had a grist mill. Wm. Hazel and Benjamin Smith each owned a cooper shop. The Charles Dusenbury home is the only remaining building on the site.

Conway Lumber Company was begun in 1902 as a small operation by D. W. Raper. That same year Mr. H. W. Ambrose came to Conway as manager of the Wilson Brothers Lumber Company of Pittsburgh, Pa. Logs were rafted to the mill. Also, log trains hauled timber from Gunter’s Island and other Pee Dee points. This was perhaps the largest operation of its kind in the history of the county—employing between 300 to 400 people.

About 1904 Avant Lumber Company at Avants, South Carolina, six miles north of Conway on the Chadbourn, Wilmington, and Conway railroad sold their holdings to John H. Sixer for $8,000. He sent from Pennsylvania carpenters, plumbers, and electricians to build a winter home for him. The house is presently occupied by the Peter Byrd family. This was the first water and the second electric light system in the county. He sold out to Harry Trexler who named the place Allentown after his hometown in Pennsylvania. It was later changed to Allen in 1905. The Whites lived on the west side of the railroad and the Colored lived on the east side. There were hotels for the white and the colored; tram roads to Grier-Swamp, Baker’s Woods, and to Pireway, N. C.; a depot, express office, telegraph office, post office; and a R.F.D. Route 1.

In the 1880’s a Mr. Gurley had a sawmill at Gurley, S. C. Mr. W. H. Bell operated a sawmill at Bayboro in the 1890’s. Burroughs and Collins had a sawmill at the bend in Kingston Lake. E. S. Baker at Joy, S. C. had a sawmill. Mr. Teen Boyd owned a ground sawmill which he moved from place to place in the county. A Mr. Hegy contracted with a Mr. Moore at Homewood in 1900 to cut his timber for $2 per thousand. Mr. W. H. Howell put a mill at Booth, S. C. A village sprang up and the place was called Howell’s Siding. Alexander Elliott in about 1840 to 1850 had a water grist mill and sawmill in the gully on the lake at Lakeside Drive or Sawdust Road. He lived in the Snider home which he built.

Shortly after 1905 Mr. S. G. Godfrey was manager of the Horry Lumber Company at Gurley, S. C. for a Mr. McLucas. He cut the timber on the E. S. Baker land that had been blown down by the hurricane of that year. A tram road using wooden rails and a train drawn by mules were used to haul the timber. A village grew—churches, a boarding house and stores.

The Seashore Railroad only went as far as Pine Island in 1900. Mr. Jim Sanders operated a small sawmill there to cut timber for Myrtle Beach’s first hotel. Mr. T. T. Elliott was postmaster and manager of the company store.

The J. C. Bryant Lumber Company was in operation in Loris in 1910 and was followed by the Fitzhugh Lumber Company until about 1922.

Mr. Arthur Burroughs built the Kanawha Lumber Company, named by the builder for his home town in West Virginia. This was a turpentine spirits mill. It was located at a bend on the Waccamaw River this side of Red Hill. Mr. L. D. Magrath of Brooklyn, New York came to Conway as manager.

From the “Horry Herald” in 1905, Conway had one iron works, two blacksmith shops, a broom factory, a bottling works (W. R. Lewis’ Coca-Cola Bottling Company), a Chinese laundry, B. T. Hyman’s Bakery, a crate and basket factory.

The Veneer Manufacturing Company established in 1938 was one of the three mills in the United States making three-ply boxes. Mr. W. A. Stilley resigned as manager and established his own business, the Stilley Plywood Company. The original plant is on the Waccamaw River and a second one is at 16th Avenue.

W. H. Winbourne Company in 1922 at the foot of Kingston Street sawed timber and made building material, desks, pews, benches and plans for fabricated houses.

Waccamaw Lumber and Supply succeeded them and relocated at Red Hill. The Red Hill Chip Corporation is along side of this building.

Ingram Dargan Lumber Company later known as Dargan Lumber Manufacturing Company, Inc. opened at Homewood in the late 1930’s.

Carolina Turning Company at Homewood established in the late 1960’s makes chair arms, legs, etc.

Mr. Ervin Dargan employed Mr. Sven Thomsen, a Canadian, to use a process which the latter had invented for making charcoal briquettes from saw dust. After a short while the business was sold to T. S. Ragsdale of Lake City, S. C.

From the “World” of 1891: “Two manufacturing and repair shops for carriages are in Conway:’ They were operated by Mr. James B. Moore and a Mr. Jollie at the corner of Ninth Avenue and Elm Streets. He also made caskets.

The Canal Wood Corporation purchases pulp wood units for the International Paper Company.
In the junction of Kingston Lake and the Waccamaw River, Burroughs & Collins Company built snag boats—-The Little Pee Dee No. 1 and the Great Pee Dee No. 1, and a wooden steamboat, the Mingo.

They also, at their Naval construction site about one-half mile out of town, built three steamboats, two of wood and one of steel. This place, commonly called the shipyard, built two sailing vessels prior to the Civil War. One was named Church Perkins.

Sailing vessels from the north came up to Bucksville and Pott's Bluff where their cargo was unloaded onto flats. Eight sailing vessels, 14 other boats, besides eight tug boats were regular callers. In 1862 a steamboat came up for soldiers.

The Saunders, a steamboat built at Little River was launched in 1902.

In the winter of 1874-1875 Captain Jonathan C. Nichols and Master ship builder Elisha Dunbar came from Searsport, Maine with 115 ships, carpenters, riggers, blacksmiths and joiners and laid the keel of the ship Henrietta. The W. L. Buck Lumber Company saved the white oak and hard pine which, in addition to the keel and ribs, used 1,500,000 feet. The cost was $90,000, whereas, an exact replica built at the same time in Maine cost $115,000.

Ninety per cent. of Buck's business was with the shipbuilders of the north; and they, to a man, notified him that if he built any more ships they would do no more business with him.

Mr. E. B. Malone of Philadelphia was one of a group operating a mill at a loss at Bucksport. They sold to Mr. D. V. Richardson who was looking for cypress timber. He began operating the Richardson Cypress and Shingle Company.

In 1879-1880 the Chadburn Lumber Company of Chadburn, N. C. built a railroad into Horry County to the site of Loris to haul their logs. A Mr. Patterson offered to give the land if they would build a depot there, and they accepted.

Our délégation in Columbia, S. C., a Mr. Neil Prince and Mr. Jeremiah Smith, agreed with the Chadburns to match dollar for dollar to extend the road to Conway. They bonded up to the legal limit of 8 per cent the townships of Green Sea, Bayboro, Simson Creek and Conway. Later the whole county was deemed to have benefited and was bonded to share the cost. In 1886 "The Shoo Fly" on the Wilmington, Chadburn and Conway Railroad was the first train to enter Horry County.

In 1896 Burroughs and Collins Company built the Seashore Railroad from the Waccamaw River in Conway to Pine Island. The engine was named the Black Maria. Mr. Arthur Burroughs went to New York City and bought the engine and cars when that city's elevated system converted from steam to electricity.

Two engines and two cars were shipped to Conway where they were placed on lighters and ferried across the Waccamaw River to the dynamite house landing on Highway 905, from whence they were placed on the Seashore tracks. Later the tracks were extended across the river to the foot of Main Street. Prior to this for several years passengers and freight were ferried across the river to and from the trains. In 1904 a drawbridge was built and the tracks connected with the Chadburn, Wilmington and Conway Railroad.

The tracks were extended to Aynor in 1906 and the name changed to the Conway Coast & Western Railroad. The Atlantic Coast Line bought the two tracks in 1912.

Now the citizens began cutting cross ties and trestle timbers and wood for the wood burning locomotives.

Truck was introduced by the Homewood colony in 1900. There was a strawberry train of refrigerated cars in season which followed behind the passenger train in the afternoon, stopping at Homewood, Allen, Adrian, Gurley, Loris and other points to pick up loaded cars.

At Myrtle Beach one farm of nearly 300 acres shipped 30,000 bushels of Irish potatoes in one season. Farmers usually planted from two to ten acres with a profit of from $100 to $150 per acre. Later Mr. E. C. Smith of Horry organized the surrounding farmers and planted large acreages.

The Gantt's at Pine Island shipped beans and other vegetables to northern markets. Mr. Jake Zimmerman, who owned the lot of the Homewood colony between South Carolina 319 and U. S. 701, accepted the managership of Gantt's. He had reserved seats at the colored church at Pine Island on Sunday Mornings. When he needed workers, the preacher would announce how many and for what purpose they were needed for the next day.

On Sundays when he wished to visit in the Homewood section, he would take the railroad hand car and get about four men to pump it to transport his family to and from home.

Tobacco in the early 80's and 90's replaced Indigo, corn, beewax, and cotton as the principle money crop. Captain Henry L. Buck
after learning about tobacco culture from Mr. Frank Rogers of Florence was said to have planted the first crop and built the first curing barn in Horry County. Mr. Joseph W. Holliday of Galivants Ferry was also reported among the first tobacco growers. He secured the services of a Mr. Peter Raspberry, an experienced tobacco man, to come to his farms and start the operation. In 1899 tobacco was selling from 3 to 9 cents per pound.

Mr. John Edmond Coles, an employee of R. J. Reynolds Tobacco Company, came to Conway in 1898 to operate the first tobacco warehouse in Horry County for Col. D. A. Spivey. This was the Horry Tobacco Warehouse. He traveled over the county instructing farmers in tobacco culture.

Burroughs & Collins Company employed a Mr. Magee to operate a tobacco warehouse at Aynor. At one time there were four warehouses at Aynor.

A tobacco warehouse was opened in Loris in 1903.

Brick manufacturing was begun in Horry County by Burroughs & Collins Company in 1887. Mr. H. P. Little came to Conway and made brick on the Waccamaw River. His boat, named the Lillian L. for his wife, was used to haul the brick. Later he had a mill on 16th Avenue and the railroad. Also, at one time he and C. F. DuBose had a brick kiln at Duford.

For several years after the Civil War cotton was the principle money crop. There was the Snow Hill Gin and the Spivey Gin on Kingston Lake. Others were at Cool Spring, Joy, Jordanville and other points.

In 1908 Mr. Paul Quattlebaum brought electric lights to Conway, and in 1912 he began the manufacture of ice. The Quattlebaum Light and Ice Company was on Kingston Street south of and adjacent to the Kingston Presbyterian Church property.

The Gardner Lacey Lumber Company of Georgetown built a railroad from Red Hill to Little River to haul their logs to the Seashore Railroad and thence to the dynamite house on the Waccamaw River where they were rafted and carried to their mill. This railroad operated from 1902 to 1913. The Baldwins were engineers; and Mr. J. R. Holbert at one time, at the age of 16, was fireman and brakeman on the train.

Hi Q Aerovox (voice of the air) now A.V.X. Ceramics began in 1948 producing a full line of capacitors where miniturization and high capacity are required. Its products are used in radios, televisions, washing machines, refrigerators, autos, aerospace and military equipment.

At Ocean Drive Beach, Escod, a home-grown industry under sponsorship of Moulded Plastics Corporation of Philadelphia, Pa., assemble electronic parts for the communications industry.

Franklin Brass on Highway 501 produces over 5,000 different items of plumbing since 1963.

Carolina Strand on its site on the Seaboard Coast Line Railroad at Red Hill manufactures living room chairs and sofas.

Conway Furniture Industries in 1962 began producing early American rockers, deacon benches, tote stools, and bars. They also make divider bars and bridge lamps.

Johnson Manufacturing Company, owned by Grier Johnson, opened on Fourth Avenue in Conway as a cabinet shop employing one other man. The firm produces chairs, tables, and sofas which are about 60 per cent modern and 40 per cent Spanish living room.

Hardee Manufacturing Company in 1958 built 13 sprayers and now produces several types of farm machinery.

Horry Electric Cooperative has furnished electricity to the rural areas since 1941. Mr. L. P. Williams was the first manager, and he was succeeded by the present manager, Mr. H. O. Stogner.

Pepsi Cola Bottling Company on Highway 501 turns out over 215 bottles of Pepsi per minute.

The Savoy Curtain Manufacturing Company, now Aberdeen Manufacturing Company, began operations in 1952. It is one of the largest draperies manufacturers in the United States.

Marlene Industries located in Aynor and Loris since 1962 makes blouses, suits, dresses and skirts.

Talon at Loris makes acrylic zippers.

Waccamaw Clay Products Company on U. S. 501 and the Inland Waterway produces about 50 lines of colored brick. The clay has a maturing range of 400 degrees, from 2060 to 2500 degrees Farenheit. In this range of temperature the old Charleston colored brick are made. I am told that at this temperature any other known clay would become glass.

American Gear and Pinion Company makes a safe and arming device for artillery. They began operation with a 2½ million contract for the U. S. Army.

Grayco or Gray Chemical Company on
Highway 501 at Myrtle Beach fabricates anything made of steel.

Windor Manufacturing Company of Myrtle Beach makes door and window units that the builder can use without any measuring or sawing.

McLean Concrete Company at Myrtle Beach supplies the area with ready-mixed concrete delivered to the building site.

Georgia Pacific Corporation, successor to W. M. Ritter Lumber Company since 1959, uses hardwoods most of which is cut on Bull Island in the Pee Dee River.

Conway Fence Company uses cypress for making lattice woven and picket fence, tool, dog and play houses.

Frank Spire's Furniture Veneers since 1968 has been making furniture veneer parts for manufacturers. Seventy-five per cent of his material comes from Africa and the Phillipines and 25 per cent locally.

G & G Enterprises, Inc. manufactures dimensional wood and plastic stocks for furniture plants, including laminating flake board for cocktail tables and bars. In 1968 this was the only plant in the southeast offering this service.

Myrtle Beach Air Force Base is an important segment of the economy.

Edge Manufacturing Company in the Maple community since 1963 turns out 200 beverage bars daily in addition to dry sinks.

Dargan Construction Company since 1953 has provided quality construction of homes and commercial houses.

Horry Telephone Cooperative organized in 1952 furnishes service to the rural areas. Bob Jamison is manager.

Dolphus M. Grainger Steam Plant on Busbee Lake furnishes current for the S. C. Public Service Authority since 1945. Current generated is piped into the entire system.

Conway Refrigerator and Locker Plant slaughters, cures and stores beef and pork for the farmers.

In 1973 Aberdeen Manufacturing Company opened a new plant between Main and Laurel Streets in North Conway to make bed spreads for the J. C. Penny Company.

Other industries are as follows: Wampee Textiles at Wampee, Grainger Concrete Mix, Edwards and Bashors' Cabinet Shops, Booth's Upholstering, Conway Feed and Grain, and Hugh Collins Mill.

CHRISTMASES IN THE PEE DEE

By Miss Foy Stevenson

Christmas Day for our family back in the first decade of the century was a glorious occasion of visiting and feasting with uncles, aunts, and cousins at our maternal grandparents' home near Galivants Ferry, South Carolina. It was a reunion on a grand scale, for all nine of Mama's brothers and sisters had large families of children. For one such gathering Mama baked an assortment of sixty-six pies. Because of the number of relatives who customarily gathered for the celebration, Mama had chosen Christmas Day as her wedding date.

The day before we drive by buggy to Grandmother's, we had our own quiet family celebration. Santa knew the way to our isolated farm home near Loris and left annual treats of nuts, fruit, candy, and toys to delight us. Our toys were treasured all the more because they were few.

The aroma, excitement, and thrill of Christmas were in the air long before the day arrived. My three sisters, Charlotte, Lalla, and Sarah, were taking their nightly bath one evening. They were quarreling and their voices grew louder and more strident. At the height of the squabbling, the door creaked open and, of all people, Santa Claus stuck his head in the room!

The three children were dumfounded. The silence was resounding.

"You children better be good," Santa Claus warned. "Christmas is coming soon and I won't bring you anything if you don't behave." With that he closed the door and was gone.

The children, aghast, looked at each other with wide-stretched eyes. The bath and the controversy were both forgotten as they went running to Mama. All in one excited breath they gasped, "Mama! Did you see Santa Claus?"

Years later in cleaning out Papa's dresser after his death, Mama upset the old false face Papa once used to pin three wrangling youngsters into a stony and awed silence--and better behaviour.

One Christmas Santa Claus brought Lalla a beautiful china doll. She clutched it happily and would not let it out of her sight one instant. In undressing the doll to put on another outfit from its full wardrobe, Lalla spied some lettering at the back of the body.

Curious, she took the doll to her literate sister, older by a year. "Lottie, what does that say?" she asked, pointing to the printed letters.
Charlotte made out the word. "'It says 'unbreakable'," she replied. A big smile spread over Lalla's countenance and her eyes shone with gratification. She knew she had the prettiest and best-made doll in the whole world. Of special quality and excellence, it was indestructible and she would keep it and cherish it always.

She decided to prove her conviction not only to herself but to others as well. Cradling her pride and joy in her arm, she ran to Papa's tool chest, took out the hammer, lifting it high, brought it down with a heavy blow on the doll's head.

China fragments scattered in all directions. Only the doll's torso and legs remained in one piece.

Lalla's outbreak of bawling alarmed the household. Everyone came rushing in to her, only to stand and gasp at the sorry sight facing them: Lalla, heartbroken, shedding tears of household. Everyone came rushing in to her, heartbroken, shedding tears of anguish, and the lovely new doll shattered into bits, deliberately undone by the hand which loved it the most.

In fun one Christmas Mama asked Uncle Henry, a Negro tenant and a familiar sight around the house, to dress as Santa Claus and pay the girls a personal visit. A proper Santa Claus costume was unobtainable, but Mama devised some sort of outlandish garb for him to wear. She made a crude false face out of a shoe box, colored it, and cut holes for the eyes. The result was more ghoulish than saintly. Uncle Henry compliantly donned the regalia and made his appearance in the children's playroom.

"You all been good chillun?" he asked. "I gone take care o' you. I ain't gone leave you no switches if you be good. I gone look after you right. You all just be good chillun'."

With all three children staring at him in open-mouthed astonishment, Santa Claus spoke and departed. Papa and Mama curiously awaited their reaction to his visit. After a few minutes of musing silence, Charlotte spoke up. "'Mama, did you see Santa Claus' ring? Santa Claus has got a ring just like Uncle Henry's!"

Papa and Mama usually did their Santa Claus purchases to keep in hiding for each other until Christmas Eve. One year Sarah and I longed for a bicycle. Having written a letter to Santa Claus and sent it up the chimney, I knew he would bring the bicycle. Sarah knew privately we would not get one because Mama, a widow by that time, could not afford to buy it. On Christmas Eve we went to bed, Sarah facing bravely up to the reality there would be no bicycle and I having the utmost faith in Santa Claus' generosity.

As a final resort Mama wrote a letter to Tom, our elder half-brother, who was then a student at the University of South Carolina in Columbia, and asked him to pick up some toys for the girls' Christmas and bring the gifts when he came home for the holidays. Having found a way out of her predicament, she calmly awaited the approaching holidays and Tom's arrival, secure in the knowledge that the Christmas stockings would be provided for.

When Tom came Christmas Eve, she cornered him and asked expectantly, "'Where are the children's things,?'" Tom replied casually: "'Oh Miss Mary, you know I couldn't do that. You couldn't have been serious when you asked me to go into a store and ask for dolls and doll carriages and things like that. People would think I was crazy. You know I couldn't do that.'"

Mama was crushed. She faced a dilemma as well. There was nowhere to buy anything anywhere at that hour. She would sit up all night to make a rag doll and have it ready for the children's Christmas--and she did!--but they would recognize it as her handiwork and know it was not from Santa Claus. She was desperate. What was she to do? She faced the hard reality. She would have to tell the children the truth about Santa Claus. There was no other way.

With a heavy heart, she called the three children together, swallowed hard, and then and there spoke the harsh, cruel words: "'I've got to tell you children something. There's no such thing as Santa Claus!'

Stunned, disbelieving, heartbroken--little by little the finality and sad truth of her words dawned in their minds. Their faith shattered, they set up a chorus of wailing and heavy sobbing. In spite of herself, Mama joined in. I was too young to be affected and knew no disillusionment about Santa Claus until years later.

After Papa became sixty-five and retired, we moved to Marion. There Mama and Mrs. Leary, a neighbor, used to exchange their Santa Claus purchases to keep in hiding for each other until Christmas Eve. One year Sarah and I longed for a bicycle. Having written a letter to Santa Claus and sent it up the chimney, I knew he would bring the bicycle. Sarah knew privately we would not get one because Mama, a widow by that time, could not afford to buy it. On Christmas Eve we went to bed, Sarah facing bravely up to the reality there would be no bicycle and I having the utmost faith in Santa Claus' generosity.

Late in the night Sarah heard what was unmistakably a bicycle being rolled into the house
by Mr. Leary. The tinkle of the bell gave her the clue. She crept downstairs to see and, sure enough, there it was in all its glory—a big, handsome bicycle, the back fender threaded to protect the full-flowing skirts girls wore. She could scarcely believe her eyes. How in the world had Mama managed it? She went back to bed, too excited to sleep.

About three o’clock in the morning she could stand it no longer. She had to get up and ride the bicycle. She roused me and together we went to discover the magnificent gift Santa Claus had left. It was ours to share. Delirious with joy we rode up and down in front of the house until daybreak.

When she was in high school, Sarah’s steady was Albert. He eventually quit school and went to work for his father in the lumber business. Consequently he had money of his own to spend while his friends in high school did not. At Christmas time Albert confided to the boys in Sarah’s class what he was going to give her for Christmas.

Christmas Eve came and Sarah had a date with Albert. As she sat with the family awaiting Albert’s arrival, there was a knock at the door. When it was opened, in marched four high-spirited school friends, bearing on their shoulders a large, flat box. Albert followed them, smiling indulgently at their antics. Two boys carried the box at one end and two at the other, as though it were a trunk. They pretended to be laboring heavily under an immense burden. When they reached Sarah, they stopped and deposited the package in front of her with a flourish. Albert stood casually by, amused at the pageantry.

Albert’s gift was an elegant ten-pound box of luscious chocolates in its handsome, be-ribboned wrappings. Sarah and the whole family were as overwhelmed at the sight of it as the four man escort had been. That never-to-be-forgotten box of candy was worthy of every bit of the pomp and ceremony the clever, fun-loving boys concocted for its dramatic presentation.

Perhaps none of us would relinquish a single one of our present-day pleasures, conveniences, or opportunities in exchange for any treasured remnant of the old days, but we do confess to a nostalgic longing for the simple, uncluttered, and happy Christmases we knew as children.

MRS. BERNICE H. FRIERSON
HORRY COUNTY’S FIRST SCHOOL ATTENDANCE SUPERVISOR
By John P. Cartrette

In 1941 when Bernice H. Frierson became attendance supervisor the Horry County Department of Education consisted of the newly elected superintendent, Thurman Anderson, his secretary and his first professional staff member, Mrs. Frierson. There were more than a hundred schools in the county and no one knew where all of them were. Her first assignment was to find them all and plot them accurately on a map.

The duties of the attendance supervisor were to enforce the compulsory attendance laws. Simple enough to say, but quite another matter to achieve. Mrs. Frierson was known for the energy and compassion she brought to the job. Indigent children had to be clothed, sick ones or physically handicapped ones had to have medical attention. Disinterested parents had to be persuaded of the value of educating their children. The services of other agencies such as Public Welfare and the courts had to be used.

Mrs. Frierson received recognition from professional associations at the local, state and national level. She held office in the International Pupil Personnel Association, The State Association of Supervisors of School Attendance, the South Carolina Education Association and the Horry County Education Association. As president of the state attendance teachers she attended the Mid-Century White House Conference on Children and Youth.

A native of Butler County, Alabama, Mrs. Frierson taught at Allen, Baxter, Poplar, Four Mile and Savannah Bluff schools before joining the County Department of Education. After 26 years in the job of attendance supervisor she retired from a career that had kept pace with the development of a modern school system in the county. She makes her home at 1100A Sixth Avenue, Conway.
RED HILL METHODIST CHURCH

When we were preparing "Historic Sites of Horry County" in 1972, Mr. John Cartrette and I were driving along Pee Dee Road between Jordanville and Galivant's Ferry and passed Red Hill Methodist Church. Although it had not been submitted to us by the committee, we thought it had historic interest and took a picture of it. It was not included in "Sites" so we are printing it here along with a catalogue of the graves in the cemetery prepared by Margaret Kirton.

Catalogues of a number of graveyards have been made by students of Miss Laura Quattlebaum and are on file at Horry County Memorial Library. Members of the Society are encouraged to use these records and to make catalogues of other cemeteries.

E. R. McIver

RED HILL CEMETERY

Five Miles from Aynor

Alford, William Ovelma, 1924-1925
Alford, Clara B., 1938-1938
Barnhill, Fernie and Bernie, 1917 (Twin sons of M. T. and Cora Barnhill)
Flowers, Albert, 1925-1926
Flowers, Bell, 1905-1940
Flowers, Thomas Clyde, 1896-1936
Hardwick, French, 1907-1954
Hardwick, J. L, 1908-1944
Hardwick, John B., 1917-1951
Hardwick, William B., 1906-1952
Lewis, Empie, 1874-1923
Lewis, Everett H., 1869-1891
Lewis, Everett Taly, 1839-1887
Lewis, Fannie, 1871-1906
Lewis, Fleetly, 1877-1923
Lewis, Joseph Morgan, 1874-1950
Lewis, Mary A., 1812-1881 [wife of Everett H. Lewis]
Lewis, Mary A., 1848-1904 [wife of William R. Lewis]
Lewis, Mary Anne Dozier, 1890-1916
Lewis, N. H., 1830-1890
Lewis, Noah McDuffie, 1886-1957
Lewis, Pearly W., 1891-1893
Lewis, Sara J., 1852-1924 [wife of W. M. Lewis]
Lewis, Ruby Maude, 1901-1923
Lewis, William M., 1855-1924
Lewis, William P., 1919-1850 [?]
Lewis, William R., 1850-1819
Lewis, William Scarborough, 1901-1945

CARTRETTE FAMILY

By John P. Cartrette

John Cartwright born in 1600 was living in Virginia in 1623. Robert Cartwright lived in Surrey County, Virginia 1630-1699. Hezekiah Cartwright was listed in Pasquotank County, N. C. in the 1740 census.

A caravan of Cartwrights (Carterrefts) left Tarboro on the Tar River in N. C. headed for Alabama. Richard Cartwright stopped in Horry County for a while.

One Hezekiah Cartwright married Millie Keaton in 1801. She was likely the wife of the first Hezekiah Cartwright in Horry County. He moved here after 1820.

Robert Cartwright was also in the caravan and the name of his wife and children are continued from generation to generation in the Cartrette family. His third wife was named Penelope.

Pet/Petit/Petway Allen in Pitt County N. C. in Will of 1802 named his widow Sarah Allen and his daughter Nancy Ann Allen Cartwright (later Carteret) to have tract No. 4 of fifty acres. Horry County census of 1850 shows that she was born in N. C. in 1785. Her brother Enoch Allen came to Horry with her.

Horry County Deed book AA page 20 shows that she sold tract No. 4 South side of Tar River to Samuel Allen subject to widow Sarah Allen's dower. Robert Conway, J. P.

All of the family except Hezekiah went on to Alabama. He stayed because of the good hunting. His home was on the South side of Bugg Swamp.

Richard Cartwright sold land in Bladen County, N. C. in 1808. The Horry census of 1850 lists his widow Louise and several children. The King and Alford families married into the Cartwright families and named their children after the Basil and William Cartwrights. The Mishoe family (Micheau) intermarried and took the name Penelope (Penny). The Holmes's intermarried and continued the name Hezekiah. Sarah Cartwright married Christopher Holmes.

Also the Pettway Cartwright family was listed, and he was a cousin or nephew of Hezekiah. Abraham King aged 80 was living in the home of his kinswoman Louise-the widow of Richard Cartwright.

Hezekiah Cartwrights Will dated 1848, land division in 1857. Heirs: Children: Solomon, Richard, Penny (Mrs. John W. Mishoe); Sara Jane (Mrs. Christopher Holmes); (Widow-Na-
Solomon Carteret was a large landowner. He died at the home of his mother in 1862 from wounds received in the Civil War. His war record shows that he enlisted from P. O. Bugg Swamp, Horry County, S. C. His brother Hezekiah, Jr. enlisted as H. B. Cartwright, Conwayboro, S. C. He was wounded in the battle of the Wilderness in Virginia in May 1864 and died May 28, 1864.

Richard Cartwright was a large landowner and mortgaged his property along with eleven others to guarantee bonds for building the Chadburn to Conway railroad. (Hemingway, Mansfield, Durant, Singleton and Sarvis families are all related to these Cartwrights - Andrea, Genealogist.)

Pettiway Cartwright born 11-23-1817 died 10-7-1895, married Mantha Ann Hux (Hucks), daughter of John Hux and Samantha Sarvis Booth. Children: John P., Robert L.; Mary J. (Mrs. Hardee); One infant; George W. (1); Gilbert B. (2); Rebecca Jane (Mrs. L. S. Booth; Fannie (Mrs. C. W. Booth); Mantha (Mrs. S. M. McNabb); Margaret (Mrs. Ed Harris); Eliza (Mrs. Arnold Anderson).

War record - P. Cartwright age 42 Horry District, Private, Waccamaw Light Artillery. Enlisted January 20, 1862, at Georgetown, S. C. under Captain Joshua Ward. Discharge May 1, 1865. He served, according to the family, in Virginia to the end of the war - outfit not known.


CHILDREN MARRIED
Isadora Olin F. Booth
John Asbury Melona Etta Baker
Fletcher Logan Frostie Booth
Samuel Grier Lillie Bell
Howell Whiteford
Conley Avery & Martha Ava - Twins
Ida L.
Mellie M.

MR & MRS. OLIN F. BOOTH
Children: Bertha married D. A. Allen; John Preston died in France in World War I, buried in Arlington National Cemetery; Sam J. Booth, Reverend Olin Boyd Booth; and Benjamin D. Booth.

JOHN ASBURY & MELONA BAKER CARTRETTE CHILDREN MARRIAGES
John Osby 1st - Gertrude Norris
Lutie Sam B. McQueen
Lena H. Zemp Davis
Jake Wilbur Eleanor DeFalco
Jacob Grant Ida Mae Floyd
Connie Maxwell Carroll Gibson
James Asbury Elaine Allen
Allen Parker (1904-5).

FLETCHER LOGAN & FROSTIE BOOTH CARTRETTE
John P. married Nell Jones
Kenneth P. married Velma Cooper

SAMUEL BELL & LILLIE BELL CARTRETTE CHILDREN MARRIAGES
Henry Tolar Tee Dudley
John Emery 1st - Blanche Elliott
Sam B. McQueen 2nd - Mattie Keene
Estalene Ernest Johnson
(1) George W. Cartrette married Georgia Beaty
Children: Tom F. married Anna Gaskill
Ruth
(2) Gilbert B. Cartrette married Laura Pearce
Children: W. Pearce married Rose Watts
Julian
Velma married H. K. Sanders
G. B. Jr. married Bertha Lee Thompkins

HISTORY OF TODDVILLE SHOWS SPIRIT OF PIONEER RESIDENTS

Carolyn Osborn Dusenbury is the daughter of Mr. and Mrs. Edward Hunt Osborn, Kinston, N. C. She married A. Harmon Dusenbury in 1927 and moved to Toddville in 1932, where she still lives. She has two daughters, Mrs. H. B. Kelley, Raleigh, N. C. and Mrs. J. B. Meador, Jr., District Heights, Maryland, and five grandchildren. The following article appeared in the CONWAY FIELD sometime in the late 1930's.

Growth of Horry County Community is shown in Authentic Article.

There is a high bluff on the Waccamaw River about eight miles from Conway by water, formerly known as Woodward's Landing, being part of a tract of land granted to James Woodward and wife in 1791. This landing was named in honor of James Woodward, who also owned a large tract of land surrounding this
territory. Toddville was once an old Indian village, Indian arrow heads and other relics have been plowed up in the fields in recent years, and Indian graves have been found on its banks.

In 1875 Joseph Todd purchased part of this bluff and eight acres of surrounding territory, the name was then changed to Toddville. Mr. Todd established a turpentine distillery store, storage house, and gin. This business was run by Mr. L. D. Long for Todd until the year 1888. (Mr. Long will be well remembered in this county as he served as county treasurer for 15 years.) Tolar Hart and Company of New York held a mortgage on this property in 1888, and Mr. W. J. Tolar ran the business for two years. In 1890 H. L. Buck and A. M. Dusenbury purchased the business and it was run under the name of "Buck and Dusenbury." A. M. Dusenbury with his family, father, mother and three sisters, moved from Port Harrelson to go in business at Toddville. In 1894 Mrs. Mollie C. Dusenbury purchased H. L. Buck's interest, and the name was changed to Dusenbury and Company.

A post office was established at Toddville in 1890, with U. A. Dusenbury acting as postmaster. Mr. Dusenbury served as postmaster until 1914, when his health failed, and Mr. Joe Harper was appointed postmaster in his place.

In 1894 Mrs. Mollie C. Dusenbury purchased the interest of her son, Albert Dusenbury and became sole owner and ran the business in the name of "M. C. Dusenbury," trading as "Dusenbury and Company" until her death in 1934.

In 1914 a rural route was established from Toddville, with A. M. Dusenbury as rural carrier. This was known as "Toddville, Route No. 1." Mr. Dusenbury carried this route until he retired at the age of 65 in 1935, the route was then consolidated with Conway, rural route no. 2.

With historical consideration of this business I would like to state that at one time it was considered the third largest business in the county. "Dusenbury and Company's" trade territory extended through all of Buck's township, Socastee township, as low down as Waverly Mills, also a part of Marion county. All business was done by water. This company furnished the money and supplies to make cotton, they also ginned it and sold it for their customers. General merchandise was always carried in the store, and trips to Conway were few and far between by the people of this community, and surrounding territory. The store at Toddville furnished the people with groceries, clothing, farm supplies and medicines for what ailed them, with full instructions for using this medicine.

A turpentine still was run at Toddville until 1905. This was closed down for lack of crude turpentine. Burroughs and Collins ran a still a few years later but this was also closed down.

All supplies were shipped in and out of Toddville by water, to Georgetown, Charleston...
LOOKING BACKWARD IN TODDVILLE
(By Leigh Junius Harper) 1938

There's a tiny little village, from here it's not so far,
It's nestled on a river bank, the River Waccamaw.
Its mill, its ware houses, three or four,
Are clustered close together around the General Store.
Its Elms lined beside the road cast a steady shade,
A cooling breeze wafts through their leaves a sweet serenade.
A serenade of Peace and Love and Happiness galore,
Is absorbed by every soul that dwells on that shore.

The placid river flowing by so lazy, calm and cool,
Is the most delightful place to rush after school.
To fish or swim and frolic free without a care or woe,
Because we know that Dad is watching from the store.
I can see him now standing there as though 'twere yesterday,
Watching out for danger where the children play.
I know he must be happy and very-very proud,
For the record he has made without a single cloud.

I wish I could turn back the time and live again the day,
When we'd store the cotton house loft with new mown hay.
The old hay loft we'd pack with bales so fragrant, clean and sweet,
It was just the grandest place for all the kids to meet.
To play the childish game we loved the game of hide and seek.
Oh, how we'd slave to build a cave with tunnels well concealed,
So when we wanted to hide away, to it we could steal.

There are lots of other places I remember well,
The cotton seed house, the water trough and the flowing well.
The old gin house I'll ne'er forget in fall when it was cool,
The fun we had there on our way from school.

We'd help the packer in the press with lint so clean and white,
And if we were not called away we would stay there until night.
But there was always wood to get and chores to be done,
That always seemed to rob us of a lot of fun.

Then on Saturday mornings when the grits mill ran,
The farmers would all gather at a single man.
They'd gather at the mill house to talk and joke and laugh,
And all yell out to Hampton to grind it half and half.

Then in the evening when 'twas cold and studying through,
The sugar cane was taken out for everyone to chew,
And after we had finished and wandered off to bed,
Then Mother came to ask us if prayer had been said.
She would hear our prayers and tuck us in,
And in her gentle way she'd ask her God to keep us for another day.

MRS. MINNIE MOORE COLLINS JENSEN
October 27, 1903 - June 4, 1973
and New York. The Waccamaw line of steamers was in its glory in those days.

In 1920 was the last full crop of cotton made in Horry County, the boll weevil after that took its toll. Dusenbury and Company had the misfortune to lose all their cotton by fire in the campaign of cotton burning of that year. This included cotton that was held in storage by them for their customers, and since there was no insurance, this was a blow from which they never recovered.

At the death of Mrs. Mollie C. Dusenbury in 1934, the Toddville business was closed and turned over to the administrator, and a "no trespass" sign was posted.

When Mrs. Mary C. Dusenbury moved to Toddville in 1890, she established what has rightly been called the name for this place, "Boys and Girls Paradise." She spent time and money in making it pleasant for any and all who came her way. All church picnics and public gatherings were held under the large shade trees at Toddville. The old swimming hole will never be forgotten where the boys would slip behind the old mill and go swimming in their "birthday suits."

I am enclosing herewith a poem composed and written by L. J. Harper of High Point, N. C., who used to live in this paradise. Please print same, hoping that some of the boys and girls who lived and visited in this Paradise may read this and rejoice that they knew the good old soul, and perhaps shed a tear for her passing, for her kind is rapidly passing away with but few to take their places.

Before closing I would like to add a few words of respect for the parents of Mr. L. J. Harper, known and loved by all as "Aunt Sally and Uncle Joe," I am speaking as one who has lived in this community and know. They would always lend a helping hand to those in trouble. They were of limited means but would always share what they had with their fellowman. Their years of service to Mrs. Mollie C. Dusenbury when her days of usefulness were over will show that there are still some left of the old stock.

Mrs. Harmon Dusenbury

QUATTLEBAUM LETTER

Miss Laura Janette Quattlebaum has permitted IRQ to reprint this letter found among her father's papers. It was written by Col. C. P. Quattlebaum to his three sons, Paul [Miss Quattlebaum's father], McQueen and Perry, who in the summer of 1900 were 14, 12, and 11 years old. With their mother, Mrs. Janette McQueen Quattlebaum, and their young sister Mary [Mrs. L. W. Langston], they were visiting their grandfather, Major Alexander McQueen at his plantation, Cabin Branch, near Cheraw, S. C.

Sept. 9, 1900

My dear boys:

I wish I had time to write each of you separately, but as I will not be able to do so I must ask you to accept a joint letter. I was certainly glad to get such nice letters from Paul and Perry, but was sorry that McQueen has not found time to write to me. I think of you all every day, and pray God to bless you, protect you and bring you all home in safety, after a pleasant visit. I am glad you all have had a nice time. It has been quite lonely for me without you all, and the house is a dreary place when I go home at night. I have been all alone at night, except when Rev. Mr. Baily was here. He came down from Chadbourn on the train when I was coming home from Columbia, and slept in the house with me - he occupying the room downstairs - but he spent only one night, as he went to Waccamaw on Sunday p.m. He preached here in the morning only, and is not to be back any more this month I believe. He could not say whether he will move here or not until after meeting of Presbytery, which is about the last of this month, at Dillon I believe - or it may be Latta: I am not sure. I think there has been Sunday School at the Presbyterian Church pretty regularly. The McNeills have returned from the seashore, they getting home some time last week.

The passenger cars for the Conway and Seashore Railroad came last P.M. They are what are called "observation cars," being open at the sides like the open street cars, with seats running all the way across. They are not perfectly new, but look very nicely. I only walked down to see them about dark this evening, and could not see well enough to tell if
they are much worn. They will be nice for Summer, but cold for Winter. The two will seat comfortable about 150 persons, and on a special occasion could probably carry as many as 200. I do not think it is wise to buy such things second hand, as a general rule. These may or may not be all right; I can not tell.

Everything about town seems to be about as when you left, Mr. Dunn & his wife have come and taken possession of the Munroe property, he being an only brother of Mrs. Munroe; who is dead; and they are fixing up the old office and the residence. They are boarding at Mrs. Beaty’s for the present. I suppose they will move into the dwelling when they get it fixed up. As I passed there yesterday I noticed that they are painting the front quite “flash” yellow, blue, brown, and green all being conspicuously in evidence.

For Paul’s benefit I will say that I have been keeping his gauge all right for him, and got his monthly reports off on time. Saye Dusenbury, who had been working in the Clerk’s office, kindly slept in the house at night while I was on my trip to Columbia, took the gauge and fed the birds for me. He also sent off the monthly reports while I was gone, I having fixed them up all but two days which he had to add. I have had to send one telegram reporting rainfall &c. We have had numerous showers, but on only one day over an inch of rain fell. This was in one hard shower of 1.43 inches. A pretty good shower, aye? The river continues low, measuring on 1.3 feet this morning, and not having registered two feet since you left, I believe.

I wrote your Mama about Purefoy Hardwich’s death. He was buried yesterday morning, in the Methodist grave yard, Mr. Elkins preaching the funeral. Quite a number of men were present at the grave, but they all stood idly by, and left four of us to fill up the whole grave; Ben Hyman, Emp Lewis, Jim Lewis and I taking holt first, and no one offering to relieve us. It was about mid day, and the sun was very hot, so I was wet with perspiration when we finished. I never saw the like before. There was not one who offered to help put the body in the coffin or to do one thing from then on, except Norman Sessions, who helped us until we got to the grave and put the coffin in, but did not help fill the grave. Jim Lewis, who had not helped before, helped fill the grave while Norman stood off. I just can not understand such conduct.

The second primary election comes off on Tuesday. The prospects are bright for Mr. Scarborough to beat Mr. James Norton for Congress, and I think Ben Sessions will be elected over Sheriff Sessions for the office of Sherriff. Mr. Jeremiah Smith has to run over with a Mr. Jere Mishoe, and the results is very doubtful, but I hope Mr. Smith will be nominated. Jim Lewis beat Van Dusenbury for Auditor, in the first primary, as did Walter Mishoe win the nomination as clerk over Mr. Ben Ellerbe and a man named Harrelson. Capt. Oliver was left out of his office, Joe Todd and Mr. Anderson having to run over for that office. Fred Stalvey was left out for Superintendent of Education; that race being to run over between Wm. L. Richardson and Hugh Todd, both of whom went to school here, and you may remember them. I will enclose you a ticket, which would have saved me writing so much if I had thought of it in time. Mr. Vaught and Mr. Powell run over for Magistrate. You may not be interested in all this, but I wish you to take an interest in such local matters, and to keep yourselves informed. I sent your Grandpa a paper which showed all this, but I did not know if you took the trouble to work out this much, or if you could do so. Get the paper and see if you can understand it. A candidate must get over one half of the votes cast for that office, to be nominated, where no one gets half, the two who received the highest number of votes run over in the second primary, the others all dropping out of the race.

School is to open on the 17th inst., the Monday after you get home. I know you are glad to hear this. It does me good to be able to write you such pleasant news. I imagine that I can hear your shout of joy. I do not remember the name of the lady who is to take Miss Rowland’s place.

Beg Grandpa to come home with you. I will take him back when he wants to go home.

Devotedly, your Papa

MUSTER Y

Horry County contracted with L. D. Long to construct a barbed wire fence on the Georgetown-Horry County line from the Waccamaw River to a point on the Atlantic Ocean near Mt. Gilead for $1,200. He mortgaged his four tracts of land for a performance bond to B. G. Collins. The latter put up his personal bond. The mortgage was later cancelled. Was the fence ever put up? If so why?
Henry Pyle Little, Brick Manufacturer and Building Contractor, came from Johnson City, Tennessee to Conway, South Carolina in 1899. He brought with him his wife and two year old son.

At that time, the only brick buildings in town were the courthouse, now city hall, the jail and bank building, which was located on the corner of Main Street and Fourth Avenue. Mr. Little built many of the public buildings and private homes of the town and county. Among them were the Myrtle Beach Hotel, the County Court house, the Methodist Church, now the recreation building, Green Sea Graded School, Loris School and Gymnasium, and also store buildings in Georgetown, Lake City and Shallotte.

The first building he built was on the corner of Main Street and Fourth Avenue which was known as "The Spivey Building" and has since been torn down.

From the Horry Herald July 13, 1899 "Mr. H. P. Little, Contractor, commenced last Friday the erection of a brick building, the size of the Conway Bank building and directly opposite the bank. It is one of the most desirable locations in town and will greatly improve the appearance of our rapidly growing town."

And from the Horry Herald April 25, 1901 "Soon to be up in Conway's Street" "Contracts have been signed for the erection of the following new buildings. Three stores for Mr. D. A. Spivey, adjoining the Spivey Building and under the same roof; Two stores under one roof for Mrs. S. E. King, on vacant King lot; an addition to the Kingston Hotel. Mr. H. P. Little, Contractor."

He first had his brick plant near Toddville on the Waccamaw river. He moved it to Conway in 1908 across the railroad from what is now, Stilley's Number Two Plant. It was later moved farther down the railroad track where it is in operation until the 1940's.

Mr. Little was civic minded and interested in the welfare of the town. He was alderman in 1903, mayor 1909-1914 and county commissioner in the 1920's.

**TURPENTINE TOOLS**

By J. Osby Cartrette

The axe (1) is a very sharp tool used to cut holes called boxes in Pine trees for the turpentine to run into. The ax had a wooden handle about three feet long. A box cutter could cut boxes almost as smooth as if they were sandpapered about eighteen inches from the ground. A box would hold approximately three pints of turpentine. Many trees would have two boxes, one on each side, and some large trees could support three or four boxes. Long leaf pines were preferred, but short leaf pines were good producers also.

The box had an upper oval shape and in order to chip the trees so that the sap or turpentine would drain into the box it was necessary to corner the box. This was done with an ordinary ax. Then with a hack (2) a small strip of wood about one-half inch thick was chipped off at regular intervals, about once each week during the summer season when the turpentine was running out of the trees. In approximately four weeks the box would run full and be ready for dipping. This was done with a flat paddle-like dipper (3). This dipper also had a wood handle about three feet long. With it the turpentine was gotten out of the box into a bucket. A wooden nail keg (which was available in those days) made a suitable bucket in which to carry the turpentine to a barrel which was usually placed about the center of a group of trees that would produce a barrel of turpentine. A barrel of this dip, as it was called, would weigh approximately 400 pounds, and sold for some $3.00 per barrel. The price changed from time to time as the price of other commodities do.

After the necessary strips of wood were chipped off with the hack until it was up some four feet from the ground, a puller (4) with a handle as long as necessary was used for cutting the narrow strips so fresh turpentine would run. Often before the trees were abandoned the puller handle would be ten or twelve feet long.

Not all of the turpentine that ran out of the pines would run all the way to the box, but would lodge along the face of the tree during the summer. In the fall or at the end of the season, the turpentine that had accumulated during the summer would be scraped off with the scrape iron (5). Since it was dry but sticky, a suitable scrape box for catching it was usually made from half a flour barrel with legs attached. (That was in the days when flour was sold in wooden barrels and weighed 196 pounds.)

The turpentine barrels were made from pine staves about three feet in length. Shops where the barrels were made were called "cooper shops". The adz (6) is one of the tools used in beveling the barrel ends and the frow (7) was used in "riving" the barrel staves from pine tree blocks.

I have wished many times that I had a turpentine box—that is, a stump with the real box and box face—just as I used to see when I was growing up. I do have all the tools described and they are actually necessary in the production of turpentine.

**SCHOOL DAYS**

Collapsible Sanitary Drinking Individual Cups; Box Suppers to raise money for school purposes; Closing Exercises; Debates; Recitations; Speeches by prominent citizens from the town, and most often, the County Superintendent of Education; Games - Running Base, Prison Base, One Eyed Cat and Bull Pen.

E. C. Allen, County Superintendent taught at Poplar, Maple, Allen, Homewood. Gave out pencils inscribed "Mark Well."
Addleton Bellamy's 180-Year-Old Home
Hurricane Winds Could Not Wreck It

SITE OF BELLAMY HOUSE
Highway 9 in Horry County, South Carolina

The following is a copy of a newspaper article by G. W. Stevens, a Special Correspondent, dated Conway, taken from "THE NEWS AND COURIER", January 15, 1956. There are two photographs accompanying the article: one of the house with the caption "Addleton Bellamy's 180 Year-old Home - Hurricane Winds Could Not wreck It"; the other is of Mrs. Amanda Gerald who lived in the house. The article was loaned to the Horry County Historical Society by the Rev. Bessie Bellamy Parker of Little River, a descendent of William Addleton Bellamy.

OLD HOME ON HIGHWAY 9 MAY BE OLDEST IN HORRY

An olden wooden structure standing beside State Highway 9 between Longs and the Waccamaw River may be the oldest wooden residence in Horry County.

The old home of William Addleton Bellamy was built in 1775 when George Washington, Samuel Adams, Alexander Hamilton and a few other colonial patriots were trying to arouse enough opposition to King George II of England to get the Declaration of Independence signed.

This old home escaped the ravages of the armies of Cornwallis and Sherman, and it has stood through many such storms as Hurricane Hazel because of some structural features that modern construction men would do well to study.

The ancient structure was built of heart cypress and long-leaf pine. The beams were hewn with the broad ax and adz and the boards were sawed by hand, with and old type of "saw-mill" in which one slave stood in a pit underneath the log to pull the lower end of a straight saw while a fellow slave stood on a scaffold above the log and worked the saw up and down.

The boards were dressed with hand planes, and on this particular job it appears that the craftsmen had a high degree of skill.

The framework in this old residence, which has not been occupied in several years, was mortised and tenoned and dowelled. Some say that no nails whatever were used in the original construction, though a few are in evidence where repairs have been made. Even the hand-driven cypress shingles were fastened to the roof with wood dowels or pegs.

Mrs. Willie Long says that both of her grandmothers grew up in this house—they were sisters and the daughters of Addleton Bellamy. She explained that her father and mother were first cousins on the maternal side.

Mrs. Amanda Gerald of the Live Oak section near Loris, 88 year-old granddaughter of the Bellamy patriarch was raised in this old house with her grandparents. She says that the house was inherited by her grandfather from his mother.

She describes her grandfather as being a farmer, a man of wealth in antebellum days, but he lost heavily at the close of the War between the States, she says, because a large portion of his wealth was in slaves.

Willie Long, 84, active and brilliant says the house was built by Bellamy's grandfather with slave labor.

He thinks the outside of the house has never been painted, though he says that it was once one of the finest homes in the county. Paint was not necessary to preserve the wood as the home was built of two of the most durable woods known. No other species that are common in the locality equal these woods for endurance, though red cedar might have been plentiful 180 years ago when the house was built and some of it might have been used.

In the Bellamy cemetery, located on a sandy knoll by the edge of the river swamp where Spanish moss hangs on almost every tree and shrub, a small but handsome granite slab marks the grave of "William A. Bellamy, born January 4, 1816; died April 26, 1900." Beside the grave is another where the stone says, "Anna,
wife of William A. Bellamy, born September 19, 1819, died April 26, 1965.

Another pair of stones indicate the graves of Daniel Bellamy, 1806-1891, and his wife, Prudence, 1811-1890. Daniel was a brother of Addleton and the maternal grandfather of Willie Long.

Addleton, being left a widower at 47, married Jane Boyd of Loris, who must have been considerably younger than he since she lived until 1929.

A large number of people of the Loris and Longs section are related to Addleton Bellamy and his second wife "Aunt Jane" Boyd Bellamy. The old house is now used for feed storage on a farm owned by Mrs. Edna Sawyer.

The following was furnished by Mrs. Frierson Fennell, the former Eva Mae Bellamy, and the Rev. Bessie Bellamy Parker, to Miss Rebecca Bryan.

**WILLIAM ADDLETON BELLAMY**

The house of which you referred in your recent letter was not built by William Addleton Bellamy, but was his residence during his life time. He was born January 4, 1816 and died April 26, 1900, the son of William Bellamy and Mary West, daughter of Robert West, a Revolutionary War patriot. William Addleton Bellamy married Anna Hickman, born September 19, 1819, died April 26, 1863, the daughter of William Hickman, of Hickman's Cross Roads in Brunswick County, North Carolina and his wife Mary Frink. The Bellamee's were descendents from a long line of John Bellamee's who came from England during the early 1600's to the West Indies, and later to the Georgetown-Charleston area of South Carolina.

It appears that the house was built by John Bellamy, Sr., who was William Addleton Bellamy's grandfather married to Sarah Frink. He later moved to Wilmington, North Carolina and was by far the richest man ever to live in that state with over 1000 slaves. William Addleton Bellamy's father was William Bellamy married to Mary West. The old house to which you make reference was also the home of this family.

Prior to the Civil War, those who occupied this residence were of the highest quality, but lost very heavily at the close of the war because much of their wealth was in slaves.

**William Addleton Bellamy**, born January 4, 1816, died April 26, 1900, married Anna Hickman, born September 19, 1819, died April 26, 1863, and by this marriage had the following issue.

4. Lemuel Married Mary ...........
5. Dexter, married Sarah Gore.

William Addleton Bellamy married secondly Jane Boyd.

Material to build this den for Dr. Fennel of Kingstree came from old Bellamy Home at Little River.

(What should you do with an old home? There are several options: it can be torn down it can be restored; it can be moved to another location; or several other plans, depending on the circumstances. The old Bellamy House was in a bad state of repair—the location was not convenient for any of the descendents or the present owners. Below is the way the old house was handled. It appears to be a happy solution.

A few years ago the old house which had not been lived in for years was beginning to fall down. Mrs. Eva Mae Bellamy Fennell (Mrs. Frierson Fennell), a descendent of William Addleton Bellamy purchased the house from a Mrs. Crawford from Longs for her son, R. C.
Fennell, Superintendent of Education for Williamsburg County. Mr. Fennell with a crew of six men dismantled the house and carried about two truck loads of lumber to Kingstree where he and his son, Ralph, during a period of six months working at odd times, renovated the garage under their home using material salvaged from the old house. The room was finished so as to give an early American appearance, and the boards and beams in so far as possible were put back together by being mortised, tenoned and dowelled as they had been in the original structure. - E. R. Mulver).

**HORRY COUNTY SURVEY OF HISTORIC PLACES**

**ERRATA**

As they are discovered or called to our attention, errors which appeared in the Survey will be reported in *IRQ*.

The F. L. Cartrette home (p. 6) is in Conway Township, not Bayboro, and on a parallel road south of the Adrian-Lebana road.

On p. 52 the captions for 72 and 74 are reversed.

No. 130, p. 102, is actually the W. P. Butler house. A picture of the Cox-Butler house will be found elsewhere in this issue.

No. 6, p. 5. The owner of the Mullins-Jenrette house was now the one for whom the town of Mullins was named. Sellers' history of Marion County states that the town was named for Colonel William Mullins.

Looking down Third Avenue from Main Street toward Kingston Lake in 1895.

The above is the present home of Mrs. Lucille Cox Butler and Mr. Grier Butler in the Buck Creek Community, Loris, S. C., Rt. 2. This building was erected about 1910. The pump house in front of the dwelling contains an electric pump for the water supply at present. It was drilled perhaps over a hundred years ago, and water was brought up by the old-fashioned method.

Looking down Third Avenue from Main Street toward Kingston Lake in recent times.
POST CARD VIEWS OF CONWAY

On the reverse of each card is a cancelled one-cent postage stamp. The first two were mailed in 1913. The view looking north was made about 1920. Courtesy of Miss Ernestine Little.

Main Street, Conway, S. C.

Lake View Drive, Conway, S. C.