HEBRON CHURCH LISTED IN
NATIONAL REGISTER OF HISTORIC PLACES

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

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October 10, 1977

Board of Directors Meetings:
March 14, 1977
June 13, 1977
September 12, 1977
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Please mark these dates on your Calendar.

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.
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Dear Friends,

Bill Long, Gladys Bellamy, Ted Green and I were elected to second terms when the Society held its fall meeting October 10. Eunice Thomas was elected director to fill the seat left vacant by the resignation of Madeleine Stevens. Speaking for myself - and for others, too, I am sure - it is an honor which we are pleased to accept. I would like to thank these selfless officers for their help the past year and I look forward to the fellowship of the year ahead.

Thanks are also due from me and from the Society as a whole to the devoted group headed by Rick McIver which puts together four issues of IRQ each year. This issue completes the eleventh year of the Quarterly, which is for many of you the only benefit you receive from your membership. The staff would welcome your comments and suggestions - and your contributions. Write Rick a note of appreciation, anyhow - he deserves it.

The fall meeting program related to the documents housed in our county courthouse which are useful for historical research. Past president C.B. Berry, who is by profession a land surveyor and by avocation a genealogist, spoke of how they can be both enlightening and frustrating. The audience then divided into two groups, one going to the Probate Court and the other to the Deeds Room. Mrs. Billy Richardson, Clerk of Court and a member of HCHS, described the use of land and civil court records, while Judge W.C. Floyd described the estate, marriage, commitment and other records available in his office. The groups swapped places at half-time. We are indebted to these friends who contributed to our pleasure and our knowledge and to our vice president, Bill Long, for organizing the program.

We would be happy to hear from any of you about what you would like to see on future programs. We will certainly try to provide speakers and experiences you feel would be interesting and useful.

The best season to do cemetery catalogs is coming up. I hope each of you will feel responsible for contributing to our effort to preserve these records and make them available to researchers. Next year will be too late for some cemeteries which are disappearing under the bulldozers or being swallowed up by overgrowth. Two years ago my cousins and I made a record of the stones in our old family burying ground and now it is entirely lost, the stones gone and the graves plowed over by the landowner. Please, make yourself responsible for at least one cemetery record this fall and we will publish an honor roll of your names in our Spring IRQ.

Sincerely,

Catherine H. Lewis
STATEMENT OF OWNERSHIP, MANAGEMENT & CIRCULATION

The Independent Republic Quarterly is published four times a year by the Horry County Historical Society - 1008 Fifth Avenue, Conway S.C. 29526. The officers of the Horry County Historical Society are:
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When the Quarterly is printed usually 550 copies are ordered, 319 are mailed to members, 30 are given to libraries, etc. The balance of 201 are kept and sold to the public.

E.R. McIver, Editor

HISTORIC MARKERS UNVEILED

By J. Ernest E. Harper

An historic marker bearing a chronicle of the history of Conway was unveiled recently in an unannounced ceremony at City Hall. The marker’s inscriptions (pictured below) trace the history of the city from its beginnings when the area was known as Kingston. It was part of King George, II’s plan to open the backcountry of Carolina, and several townships were established along with Kingston. The reverse side of the marker bears a biographical sketch of Brig. Gen. Robert Conway for whom the town was renamed in 1801.

The inscriptions were verified and approved by the South Carolina Dept. of Archives and History. Basic research for the marker was done by E. Harper, historian of this society. Much of the information for the history of the city was taken from notes compiled by the late Mrs. Bessie Stalvey Henry, city clerk, and made available by her successor, Miss Dolores Beverly.

During verification of the inscriptions, a plat for 350 acres, dated 1737, was discovered in the State Archives. That is the earliest known record of landownership in Kingston. The plat was published in IRQ, Vol. II # 1, p. 25 (Winter 1977).
HEBRON CHURCH:
HORRY COUNTY'S ARCHITECTURAL JEWEL BOX

By E. Harper

Note: The Author is Historian of this Society.

HEBRON CHURCH ON NATIONAL REGISTER

By J. Ernest E. Harper

On May 16, 1977, Hebron Church in Bucksville, was listed in the National Register of Historic Places. The National Register is the official list of the Nation's cultural resources worthy of preservation.

To be considered for listing in the Register, a building or site must have significance in American history, architecture, archeology or culture and have distinctive characteristics of a type, period or method of construction.

Ordinarily, churches are not considered eligible for the Register, unless they derive significance from architectural or artistic distinction. It was on its architectural merit that Hebron qualified for this recognition and is now eligible for Federal grants for historic preservation as a part of National Register program.

The process by which Hebron was listed in the Register began in 1973 when the Horry County Historical Society asked architect Russell Wright of the National Board of Directors of the National Register of Historic Places to survey several buildings in Horry County. Using Wright’s critique of the church, a detailed description with photographs was submitted to the South Carolina Dept. of Archives and History. After extensive review, Charles E. Lee, State Historic Preservation Officer, nominated the church and the U.S. Dept. of the Interior began its review of the nomination in late 1976. Final approval was given in May, 1977.

The inventory-nomination form completed by this writer for the National Register requires a description of the physical appearance of the building and its significance. The following descriptions of Hebron are from that form.

Exterior physical appearance: This rectangular “temple form” one-story rural church was built circa 1850. The building rests on approximately fifty brick piers and is sheathed with vertical board and batten siding. The gable roof has its ridge line running perpendicular to the road. The entrance to the church is covered with a slightly lower, pedimented projecting portico supported by five truncated square wooden columns. The ceiling of the entrance portico is plastered and painted. Two doors with simple original trim open directly into the front of the church. The original

Window with original glass and shutters. Note batten siding.
window are tall in proportions with two sashes per window with nine planes in each sash. Some original window glass remains. The movable exterior shutters are original, and the windows are framed with panels at the sides and top, with a flat, narrow projecting panel at the top serving as a window cap. The undecorated flat trim is repeated in the gable cornice.

Interior physical appearance: The two front doors flank the original mahogany altar and pulpit which are surrounded by a communion rail composed of square balusters and newel posts. Two aisles lead from the front doors to opposing rear doors. A cross-aisle divides the former servants section from the larger, front section. The original pews with beaded trim and carved moldings flank the aisles with the center section of pews being divide by a horizontal boards from the floor to the top of the pews. The doors are simple: two vertical panels typical of the mid-Nineteenth Century with simple Greek Revival post and lintel frames with original hardware. The same trim design is used in the window surrounds. The floors are heart pine, the walls of plaster and ceiling of wood planking.

Architectural significance: Hebron is an excellent example, virtually original, of mid-Nineteenth Century country church construction. Its interior and exterior of woodwork and plaster are simple, but show the fine craftsmanship of local carpenters and shipbuilders who put-up the structure.

Religious significance: This church is a successor to an earlier church established circa 1760 by the pioneering families of Horry County. Hebron served Bucksville as the only Methodist Episcopal Church when the area was a thriving shipping center. It is the sole survivor of several religious bodies that were established during the last century in Bucksville.

The church is open for touring immediately after regular Sunday services.

SOME MEMORIES OF
EDDY LAKE,
SOUTH CAROLINA

Mostly of my father,
John William Gibson Little
by his son,
Howard Gibson Little

Dad was born in Midland, Ontario, Canada, one of several children. When he married mother, (Martha Elizabeth McCall) he had two daughters, Mamie and Ella, and a son Kenneth. When he came to
the U.S., he became associated with an Englishman, Mr. George Officer, in the lumber business, manufacturing building lumber from cypress logs. The Officers had three boys, Harry, Herbert and Wilfred, and two daughters, Violet and Dorothy.

Dad and Mr. Officer set up a sawmill about 16 miles south of Conway, S.C. the county seat of Horry County. They named the place Eddy Lake, and the company they formed was the Eddy Lake Cypress Lumber Co. That was about 1890-91. The mill site was on a small lake off the Pee Dee River, on which timber was floated down from logging camps to the north.

A small tugboat was purchased to haul the rafts of timber and for other sundry river transportation. (The tug was named The Bertie.)

A diary of Mother’s started on Friday, November 15, 1901 headlined Port Harrelson, S.C. indicated that my family lived in that small river town some time before and during the family house was being built in Eddy Lake.

At Port Harrelson there was a large ferry to take all traffic over the Pee Dee river on the road to and from Conway and Georgetown.

After the sawmill proper was built and in operation three or four covered storage sheds on the river, close by the mill, were built to facilitate loading lumber on ocean-going schooners that came down from the north to transport finished lumber. Then there was built a dry kiln to cure lumber as it came green almost direct from the mill. Lumber was also stored adjacent to the mill in 15 or 20 ft. stacks in the open yard (for drying).

Sometime later a planing mill was built to make dressed lumber. During school vacation in summer, I worked in the planing mill feeding rough lumber into a planing machine. An electric generator was obtained and poles and wires were installed over the entire working area, because the working hours were from 6 a.m. to 6 p.m. so in winter the lights were needed. Electric lights were also installed in our house and the Officer house. We thought they were great, which they were, for that early time.

A blacksmith shop was needed, for a number of mules were used and some of the neighbors had horses. Also the saws that cut the lumber into boards had to be sharpened, so there was a saw filing shop.

For the convenience of the mill hands, the company operated a grocery and general dept. store. Mill hands were paid off each night after work with company round cardboard checks which could be used for trading in the company store.

Marine insurance for loss of cargo in transit was so costly that shipments of lumber to northern markets were not insured, and a number of vessels were sunk and the company was hard hit financially.

The amount of timber that could be obtained via the Pee Dee river was not sufficient to meet production schedules, so a railroad was built from the mill to the logging areas miles away, about 1904-05, which was a great expense to operate. This doubtless contributed heavily to the early financial collapse. My father had to spend a large portion of his time in the logging camps where timber was cut and loaded onto the railroad flat cars.

An accident, May 11, 1909, in the planing mill caused my dad to lose his right arm. He was working on a machine during the noon hour, when someone not knowing this, started up all machines. Dad’s right arm was cut off just below the wrist. Emergency treatment was given locally, but he had much trouble with it for months, making at least two trips to Johns Hopkins Hospital in Baltimore.

Evelyn had a bad accident to one eye. She was cutting bluebell flowers that grew in our yard, with scissors, when they slipped in her hand and entered one eye, cutting it quite badly. She had to be taken all the way to Charleston to have it properly attended to. Permanent partial vision was the result.

Disaster really struck when the mill burned down, summer 1909 while we were in McClellanville, with no insurance. After that, Dad, with nothing to do and with no income, but having expenses going on, was in trouble. About this time, Dad’s son-in-law, Gus Anderson, was operating a por-
table saw mill near McClellanville, between Georgetown and Charleston. It was doubtless very inconvenient for both Gus and Mamie, but most of our family Dad, Mother, Evelyn, Alice, Monty and myself went to stay with them for a few weeks. We children liked it there, but it must have been a trying time for Dad, Mother and Mamie.

We returned to Eddy Lake and stayed there for a short period, then moved to Conway in Sept. 1910, where Dad got a job managing a box and berry basket factory. That lasted about a year, when he again started operating a portable saw mill near Conway, at Murrell’s Inlet and Pawley’s Island. In 1925 he sold his mill and timber land and retired. He bought a small cottage in Cornwall-on-the-Hudson. He caught pneumonia in January, 1926 and died, having had only a few months of retirement.

Train Cut Eddy Lake

Mill Eddy Lake Burned approx. 1910

Part of the mill complex

Officer Home Eddy Lake Built 1894

Train Eddy Lake Cypress Co.

MORE THOUGHTS ON EDDY LAKE

By Alice Little Whitson

After reading Howard’s memories of Eddy Lake, mine seem more like the grasshopper’s as compared to the ant’s. As
a child of five, I thought Eddy Lake was a paradise. Endless sandhills to play in, huge live oaks to climb, a mysterious river to explore, a variety of unusual pets, the world was ours. Yet over it all hung an air of tragedy, for by 1903, the dread malaria had already claimed the lives of three members of our family; mama’s young brother Willie, who lived with us - our three year old brother Raymond, and Mamie’s first baby Gibson.

My mother was frightened, and wanted desperately to get back up north, where we children got the impression that people lived forever. The early days must have been very hard for her, coming as she did from the heart of New York City, which she loved. Hard for Mamie, Ella and Kenneth too, taken from their childhood home in Canada, where they had been living with their grandmother since the death of their young mother, my father’s first wife.

Originally, the plan had been to make this lumber venture more or less of a one-time thing, with dreams of triumphantly returning north with a full purse, but this was not to be. After the early hardships, or because of them, the business began to pay off. No time to pull out now. More timber was bought, the mill expanded, a railroad built. Two new partners were taken into the business, Mr. James and Mr. Burgan from Baltimore. The future looked rosy.

By this time, my mother had given up asking the old question “When will we be going back?” Secretly, I don’t think my father ever wanted to. It was my mother who, in her own words, was “poised for flight”. She regarded the whole episode as so temporary, that she resented spending money for “good” furniture, or in any way indicating that we were putting down our roots to stay. Mr. and Mrs. Officer on the other hand, were more practical. Somehow they managed to wrest a garden from the sandy soil and planted fruit trees. There was one unforgettable grape arbor that hung over our side of the fence. Those luscious scuppernongs were like the nectar of the gods on a hot day.

The Officers shared with our family the love of good books and music, and were the best of neighbors through good times and bad. We had plenty of both.

Eddy Lake must have reached its heyday around 1905. The booming little settlement attracted skilled workers and people of education and refinement. Many houses of a better type were built in addition to the workmen’s cabins on “the Street”, as we used to call it: - there was a postoffice, a hall for community gatherings, (occasionally, with a visiting minister) church and Sunday school; electric lights, telephones and indoor plumbing. The schooners that came from Baltimore to load lumber were always exciting. We became friendly with the captains, - they brought gifts to the children, and let us have the run of the ship. Both our house and the Officer’s were full of visitors in those days. Business friends from Baltimore came down and brought their wives; - the Burgan boys often came on the schooners for hunting and fishing. The older Officer boys and Violet brought college friends on vacations, - there were boatrides, parties, music and dancing. A New York friend of my mother’s came for a week’s visit, then wrote home for more clothes and stayed a month. Eddy Lake was unique.

I was too young to know much about the failure of the business, but I can remember the worried conferences, and my father saying over and over, “we’ve bitten off a bigger bite than we can chew”. In later years, there was much talk of the panic of 1907. I suppose that led to our final undoing.

My father now faced a bleak future. He had lost everything, and at the age of 56, found himself with a wife and four children to support, the youngest, Mortimer, only five years old. Mamie and Ella had married, and Kenneth was self supporting. A man of less spirit might have given up, but not my father. In spite of almost constant pain in his arm, he went on to build up a business of his own, and lived out a useful life. A courageous and remarkable man.

Many years later, Peg and I decided to
visit the old place to see what was left of it. We had been told that all the buildings had been torn down and sold for lumber, but we thought there might be some familiar landmarks. Instead, we found a hopeless tangle of trees and vines; nature had really taken over. There was not a shingle left to indicate that anyone had ever lived there.

Our husbands wanted us to abandon the search, especially when the cars began to get scratched with underbrush. They had thought the trip was madness in the first place, but they had two determined women to deal with. The road that we followed became no road at all, so we tried to find our way to the river on foot. The old live oaks were there, as lovely as ever, and the old river meandering along, but no sign of life. On the way back to the car, we came upon a tree that must have been one of Mrs. Officer's plum trees, and a little further on an unmistakable tangle of vines, those scuppernong grapes. Home at last.

Old Saybrook, Conn.

THE STORY OF EDDY LAKE
Based on Reminiscences of
Mrs. Dorothy Officer Magrath

By Evelyn Snider

The waters of Big Bull Creek pause in their rush to Winyah Bay in a quiet lake about two miles from the once thriving community of Port Harrelson. This quiet lake was the matrix for the establishment of one of the most up to date business ventures of Horry County in the 1890's - The Eddy Lake Cypress Lumber Company whose story began in high hopes in England and ended in ashes in Horry.

The first white family to settle at Eddy Lake was the Officer family. George Officer came from Blackburn, England to Ludington, Michigan, and was followed a year later by his fiance, Sarah Holstead. After their marriage (May 1884) they moved to Boardman, N.C. where they met J.W.G. Little who was to become a business partner. Moving on to Horry County (1890) they lived at Port Harrelson on Bull Creek until their house was completed at Eddy Lake. The Officer family included six children - Violet, Harry, Herbert, Arthur (who died of malaria at the age of 8), Wilfred, and Dorothy (the first child to be born at Eddy Lake) in addition to three babies who died in infancy.

There were at least six families in the Eddy Lake community: the Gus Andersons, the J.W. Littles, the J.M. Martins, the George Officers, the J.P. Williams, and the J.A. Burbages.

The children of these families attended Inland, a one teacher school, going by horse and buggy from 8:30 A.M. until 3:00 P.M. The state paid the salary of the teacher for three months, and the parents paid it for six months. Medical care was supplied by Dr. John K. Stalvey who was the doctor serving both Bucksport and Eddy Lake.

Life at Eddy Lake was filled with work, play and danger. Providing for a large family without the services of a convenience store was a mammoth undertaking. For example, Mrs. Officer made four large loaves of bread at least three times a week and still could not satisfy her family. An artesian well supplied water which was stored in a tank. Climbing to the top of the tank was a favorite sport for the children. Water moccasins were frequent unwelcomed companions in the summer kitchen; and after the mill closed, an alligator fell into the water reservoir where it lived for several years.

Getting anywhere from Eddy Lake was a challenge. In order to escape from the scourge of malaria, every June the family moved to their summer home at Murrell's Inlet. In order to get there, Mr. Officer would arrange a date with Burroughs and Collins for the family and all their belongings (including cows and chickens) to get on the boat at Bucksport. They disembarked at Wachesaw where they would be met by old uncle Andrew Keith and transported by oxen drawn carts to Murrell’s Inlet. At the end of the summer, this process was repeated in reverse. When household belongings did not have to be
Eddy Lake, S.C. - about 1905-06

Workmen and their families going off on a picnic. Pine boughs decorated the make shift ears
transported; the family could get to the Inlet by horse and buggy, going to Bucksville, then on the river road, crossing the Waccamaw River on the Peachtree ferry. While the family was at the Inlet, Mr. Officer would work all day at the mill, then when the mill closed at 6:00 o’clock, he would bicycle to Tip Top on the Waccamaw, be rowed to Longwood, and bicycle on to the Inlet.

Groceries and other household supplies were brought from Georgetown once a week to Bucksport where they were met by mule and wagon and hauled to Eddy Lake. Staples came directly on a three mast schooner from Baltimore.

On one occasion Mr. W.M. Burgan asked Harry and Herbert Officer and Kenneth Little to go to Baltimore with him on the boat. On their return trip he gave the boys a bunch of bananas for their parents. The parents, however, did not receive the bananas because the boys ate them all before reaching home. Perhaps the boys should be forgiven because they just could not bring themselves to eat with the others on the boat as all food was eaten in the galley from communal pots, placed in the middle of the table.

The cypress lumber sawed and planed at Eddy Lake was so nearly flawless that a cut of the tree would be sent as a guarantee that the boards were really cypress. (The grandson and namesake of Mr. Officer, George Magrath, has a single board of this lumber 34 inches wide and 16 feet long.)

The Eddy Lake community of necessity was closely knit. One example of this was that whenever a member died, a coffin was hand made, fashioned from the first cypress boards. Then the women lovingly padded and lined it with the softest and loveliest of materials. Most often, these were for infants and small children because infant mortality was high, especially during the summer when malaria took its grim toll.

There were many times of happy celebration. One of these was the wedding of the elder Officer daughter and neighbor James S. Dusenbury, a lieutenant in the U.S. Army. The entire wedding party was entertained in the officer home; and the day before the wedding, all were taken on a barge decorated for the occasion to Yauhannah where they enjoyed a picnic. The next morning they were served breakfast. After the ceremony the bride and groom were driven to Bucksport in time to catch the ten o’clock boat to begin their wedding trip to Fort Leavenworth, Kansas where Lt. Dusenbury was stationed.

After the mill burned in the summer of 1909, the Officers continued to live at Eddy Lake for several years then moved to Conway where they lived in a house still standing at 704 Laurel Street. Mr. Officer worked at the county courthouse on the Board of Commissioners, serving the county as an expert accountant until a few years before his death in 1938. He shared his expertise by teaching many aspiring bookkeepers. Among those fortunate to be instructed by him were Mrs. Frances Burroughs, who was bookkeeper for Stilley Plywood Co. and J. Emory Watson, bookkeeper for Conway Lumber Company.

A treasured memory for many Conway residents was the sight of diminutive Sarah Officer driving a Model T resplendent in brass trimmings, chauffeuring her husband to and from the courthouse. And for them the streets were cleared to give her the right of way.

All is quiet at Eddy Lake now. The path of the tramway is a narrow road of deep white sand, the brick foundations of the mill are gently covered with ferns, the pool where the logs were dumped is a swamp overgrown with trees and ferns whose banks rise almost perpendicular. The alligator has gone from the reservoir and the swamp has reclaimed its own. But the forty foot sand cliffs barely covered with turkey oaks overlooking dense swamps on the opposite side of the creek still rise in stately splendor, keeping watch over the waters of Big Bull Creek rushing to rejoin the Pee Dee on its journey to Winyah Bay.
UNIONethodist Church

Before Horry County was even formed, when South Carolina was still a young colony, people saw the need for a place to worship. We must realize that to build a church then, one had to make do with the materials at hand. In the case of those in the new colonies, it was to use logs or brush or to do without. In the case of the founders of Union it was brush. The church was not named Union at first, simply the meeting place. It was nondenominational because then denominations were not strong in the South. Kingston Township had been founded a few years prior in 1742. There was a meeting place close by that was called Camp Ground. The cemetery is still there and is used by the Willow Springs Methodist Church today.

In the summer of 1756, a few families that lived in what is the Todville community today, started a brush harbor meeting place for worship. Kingston was five miles away and too far away to go. Travel was terrible at its very best, trails through the muddy swamps. You could travel by the Waccamaw River, but it was ten miles this way to Conwayboro. There were five families that founded this first church. The Singletons and the Dusenburys are two of the first settlers. Their descendants are still members of Union and living in the community today. One of the means of travel to and from Church was by Bull cart. This was a two wheeled affair that was pulled by oxen, one or two. The oxen had split hoofs and could travel better in the mud.

In the summer of 1765, John Singleton began to build the first log church. It was located on the old road that used to run behind the present church. It was built on the Wilmer Edmundson property, just north of the present home by a few yards. The wife of John Singleton was Nancy Harper. She is buried in the Union Cemetery and her grave had the first headstone that was put in the cemetery. Nancy was born 5-19, 1776. She lived long after her husband, John was dead and died in 1869. Nancy Harper was baptized in the log church that John Singleton built. The exact date of her baptism is not known, but family history is that she was christened shortly after her birth. This first church was constructed all of logs. The second log church was just to the south of the Edmundson home. It, too was constructed all of logs and this church was erected sometime in the year 1775. The third church was located in the cemetery almost directly behind the present church. This church it seems lasted until 1790. It was during the lifetime of the third church that the church was changed from non-denominational status to Methodist society. This third church was constructed of logs also. The fourth church was located in the same spot as the third. Its name had been changed to Split Oak. This church was built of sawed lumber. Just to the right of the church was a large oak. It seems that lightning hit the oak and caused it to split apart in the fork. The name of the church was then called Split Oak. During the lifetime of the fourth church, it seems that efforts were made to save the tree. Brother Lem Owens and Brother W.L. Singleton decided to try and save the tree. They bored a large hole about 1 1/2 inches in diameter through the two split limbs. Then they ran a threaded bolt through the hole and put a large wing nut on each end of the bolt. They began to tighten the nuts. Over a long period of time they finally succeeded in drawing the two limbs back together. Then they secured it and left it to grow, which it did. Mr. Owens said to Mr. Singleton, "Brother Singleton, its made a union." The church name was then changed to Union.

The Fourth Church was constructed of wood, and was made by the men of the community. Henry Little gave the brick for the pillows and chimney. The windows and doors were shipped in. The wood flooring and other building material was bought locally. W.L. Singleton was in charge of the building. The other men of the community gave their labor and the church was built.

There are several interesting stories told about men who worked for and helped
build the church. Uncle Bud Singleton (W.L.) was a master carpenter. He built all the coffins that were used in the community. The story is told that Uncle Bud bought 3000 ft. of heart cypress to fix up his home, but instead used it all to build coffins for his friends. Lem Owens and Mack Woodward dug all the graves in the cemetery for over a period of forty years. Union is the only church that has the distinction of having had a courting bench for the young people. The old Folks did not mind the children courting, but it had to be done where they could be seen. There are a number of senior citizens that can testify that this story is true. Uncle Bud, it is said had a fine two wheeled cart and this cart was used to haul the dead for a number of years. This cart then gave way to a fine two-horse wagon that belonged to U.A. Dusenbury.

The fifth and present Church was a very fine united community effort. Dr. M.B. Stokes was Pastor at this time and it was through his dedicated efforts that this fine church was made possible. The community put on many suppers and other functions to make this dream come true. The Church now stands as a memorial to what Christian people can do for God and their community. Several generations have passed into history, but the same spirit that led these people in the wilderness to build God's house, still lives in this grand community.

Inferences, records and traditions, our great nation was built on a solid foundation, and we pray that it will remain a great nation as our forefathers laid the foundation for a Christian nation.

Our nation was settled by explorers of the dominant powers of European countries - Spain, France, England. The Spaniards came to seek gold from the Indians who inhabited here. There are no records, but the Indians must have lived here for thousands of years. The French came to trade and get wealth by the trade
with the Indians and, as the Spaniards, to get wealthy and return to their native land.

The English came to build homes, churches and to live in our America.

We have our church at Union due to the English who came here to make a home and build churches where they could worship as they wished. The English gained foothold in America. Had the Spaniards or Frenchmen gained foothold in America, we would not have had Union Church and its fine people and members here today.

What I have are records, inferences, references and traditions. As to records, I have spent much time at the office of the Clerk of Court. Tradition is from Mrs. J.P. Johnson, the mother of Mrs. Beulah Woodle, my daddy and mother, Ralph Woodward and others.

I find no records prior to 1839 at the Clerk of Court's office. This record shows that Richard Green gave five and one-tenth acres of land for a church five miles south of Conway on the old Georgetown road. Evidently this must be the place where Union Church is located.

Before 1800 the records were kept in Georgetown, and I doubt seriously if we could get any information from this source.

Traditionally, there were three log churches built in this vicinity. We have no records of these churches, but we do know that the good Christian forefathers saw a need to worship our Heavenly Father and were true Christians who were people of moral integrity and altruistic means.

These churches were called meeting houses. The members were from different sections and attended the meetings held in the churches regularly, as the Meeting House was the only place you could see your good friends.

We have no record of the first frame church, but it definitely must have been after 1839 when Richard Green gave the land for the church as recorded in the Clerk of Court's office.

The Greens and Causeys owned all the land bordering the Georgetown Highway, from Toddville to beyond Mrs. Beulah Woodle's, extending to the Waccamaw River. Joining this was the King land, the Jordan land, Smith land and Burroughs land.

Richard Green, who gave the land for the church, was the great-great-granddaddy of B. Frank Green and the great-great-granddaddy of Mary Causey Green, his wife. Frank Green, who was a good Christian member of our church, passed away in 1940. His great granddaddy was my uncle by marriage to Aunt Sarah Causey. Uncle Bob Green died about 1901.

The first frame building was after 1839. We have no records, but the Harpers, the Hucks, the Olivers, the Rheuarks, the Singleton's, the Dusenburys and others helped by giving material and their time to erect this building.

I have no records of who made the donation of material and supplies for this building except that Granddaddy Causey, who lived at the homesite where Miss Jessie Dusenbury now lives, gave the lumber for the flooring which was sawed with a ripsaw. It must have been a difficult task; however, he had six sons and they certainly must have worked alternatively to undertake this hard labor.

There is a legend why the church is named Union. Since it was non-denominational, I always had an idea that the members united, the majority Methodist and Baptist. My granddaddy who lived at the Miss Jessie Dusenbury home was superintendent of Sunday School for a number of years as related to me by Mrs. J.P. Johnson (Miss Ella Dusenbury from Willow Springs). Granddaddy Causey sold the place to his son, my uncle, who later moved to Georgetown where his wife passed away. My uncle always kept his membership at Union as the ties were close. When his wife, Aunt Mary, passes away, the shortest way was by steamboat. Steamboats in those days were unpredictable as to when they would arrive in Conway. Toddville was the nearest landing, and this depended on how much produce had to be unloaded from different places. Landings were Haigley,
Waverly Mills, Watchesaw, Longwood, Enterprise, Peachtree, Bucksport, Bucksville, Ransome Bluff, and Toddville. The boat must have had much produce to unload. The steamboat was late. There was no way of embalming, not even as the Egyptians had used. The steamboat was late, and Aunt Mary was buried in the cemetery here at 11:00 at night. She was the mother of Mrs. Eva Esdorn and grandmother of Vivian Vereen, whose husband is a professor at Coastal Carolina College.

Before Willow Springs Church was erected, members of Union Church came from the Willow Springs section. In about 1900 the members who attended Union saw a need for a church in their vicinity.

The services were held in the old Willow Springs one-room school house until the church could be erected. I was christened in the old Willow Springs school house by Rev. J.C. Welch. I remember quite well. I was more than three years old in 1901. Mr. Welch must have had ample water in his hand. My mother or daddy was holding me in their arms; the water trinkled down after my head was wet; I cried, not for my head being wet, but it wet my white suit which my mother had carefully made for the special occasion.

The members of Willow Springs Church attended Union until the Willow Springs Church was built. It was not too far distant, as there was a public road through our field that led from beyond Willow Springs to Toddville.

U.A. Dusenbury and Company had a general merchandise store, post office and cotton gin. The traffic was rather heavy through the King land taking their produce to Toddville and also to be shipped to Georgetown by way of steamboat, in exchange for other produce.

Members who attended Union from the Willow Springs section were the Harrisons, Edwards, Hardees, Roberts, Dews, Smiths, Easons, Dusenburys.

After my Granddaddy Causey was superintendent, I don't know who served. The first I remember when I was young was Mr. Joe Harper. Also, I remember that Lee Singleton taught the class a number of years. L.F. Jordan was superintendent of Sunday School at one time, as was my wife, (Maude Lupo King), several years later. She served as many as 25 years, not by volition, but no one wanted to assume the responsibility and was reluctant to accept. During the same period our children Billy Po, Minnie Ella, and Bobby served as church musicians, playing for Sunday School and worship services, and directing the choir.

We have many descendants who are members of our church from the Willow Springs section, who later joined the Willow Springs church when it was erected. Members of Union Church at present and their forefathers from the W.H. Harrisons - the oldest member is Mrs. Faye D. Martin; from the Hardees, the oldest member is Mrs. Edna T. Martin, granddaughter of Uncle Berry and Aunt Missy Hardee; from the L.P. Roberts, the oldest member is Robert Woodle.

These family connections were all good friends of our family. Mr. L.P. Roberts was a trustee of Evergreen School, and I was offered my first school by him and S.L. Burroughs. I gladly accepted as there were so many teachers it was difficult to get a place. It was through the goodness of these two trustees that I got work in 1916. I taught there and was principal 35 years.

From the L.P. Roberts, the youngest descendants who come to our church with their parents are Julie Dusenbury and Russ Calhoun. Paternally, Julie is the great-great-great granddaughter of Mr. & Mrs. W.H. Harrison and maternally, the great-great-great granddaughter of Mr. & Mrs. B.A. Hardee. Julie is the daughter of Mr. and Mrs. Zackery Dusenbury. Russ is the son of Mr. & Mrs. Wayne Calhoun.

The accessories, altar railing, pulpit chairs, table and stands have been changed several times, and the old church remodeled from time to time. Mrs. Edith Woodbury and others purchased the pulpit, table chairs and altar from the West End Church when it merged with Duncan Memorial in Georgetown. When the new church was built, these were replaced by
newer ones. The ones purchased in Georgetown are now used in the fellowship hall.

The old pulpit that was used in the first frame church was built by my daddy, W.H. King. When it was discarded, Mr. Joe Harper turned it over to me. We used it at Evergreen 25 years as a speaker’s stand. When Evergreen merged with Jamestown, it was taken to Jamestown school with other supplies. I stopped by Jamestown and talked with Mr. McElveen, the principal, and told him that when it was discarded that I would like to have it. His reply was “We don’t use it as we have a new speaker’s stand.” In a few days he and some of his pupils brought it and placed it on our porch. Also, we have a bench from Willow Springs Church built by my daddy, William H. King, in 1903.

I have some records in my possession of members, conferences, officers and salaries paid pastors from 1902-1957. Descendants of members of our Union Church who helped to build Willow Springs Church and who later became members of Willow Springs Church are as follows:

From the L.P. Roberts family - Robert Woodle, Mrs. Danell Calhoun, Robert Woodle, Jr., Stan Woodle, and Russ Calhoun.

From the Harrisons - Mrs. Faye Martin, Leo Dusenbury, II, Billy Joe Dusenbury, Elaine Dusenbury, Zack Dusenbury, Julie Dusenbury, Ellis Dusenbury and Brad Dusenbury.

From the Hardees - Mrs. Edna Martin, Dennis Martin, Stephen Martin, Jeannie Dusenbury, Cavin Martin, Jean M. Myers, Marti Myers, Michelle Myers.

I attended Willow Springs Church as many times as I did at Union. My sister Lena (Lena King Woodward who now lives in Charleston) helped with numerous programs, Easter exercises, Children’s Day and Christmas programs at this church. Walker Gasque, and Archie, Mrs. A.M. Gasque’s husband, did a lot with the young people, who gave full cooperation. We met at night, rehearsed until we had everything nearly perfect. Those taking part in the different programs, Walker Gasque and Jessie Dusenbury, also helped out in leading and training the young folks as they were always giving of their time and talent.

The young folks taking part were Edwin, Louise, Eric and Jr. Eason, Bob and Nona Roberts, Lucille Dew, Alma and Edna Tucker, Mable, Alice and Thelma Brock, Wilmina and Alberta Jones, Hillary, Joanna and Connie Proctor, Geta Gasque, Leo and Clinton King, and the Nesmiths.

Uncle Willie Brock was superintendent at this time, before Mr. J.P. Johnson who lived in Conway.

Willow Springs was the first church I ever decorated for a wedding and it was in 1919 when Clarence Johnson married a Miss Berry. Julian Causey and Bob Roberts helped to decorate. We used white sheets on wall in back of church covered with greenery and a setting of pines and candles on the altar. No flowers were available at this time as this was sometime the latter part of December.

Although these recollections may seem a little unorganized, they deal with the ties between Union Church and Willow Springs.
OLD EVERGREEN SCHOOL

W. H.ai King was principal and teacher here for 35 years. Maude Lupo King taught 33 years before the school merged with Jamestown.

First real pulpit at Union Methodist Church, built by William H. King before 1900. It is believed to be nearly 100 years old.

Mrs. Eva Esdorn

After Mr. Speaker, Mr. Staley came.
It was in September, 1923 that I first came to Union Church. At that time Mr. W.L. Guy was pastor. I remember hearing Mr. Guy only two or three times, as the pastors were moved in the fall of the year. Later it was realized that the preachers should move in summertime so that children would not be taken out of school during the middle of the school year.

Mr. L.W. Shealey followed Mr. Guy. At that time the parsonage was at Bucksville. A new parsonage was needed so a lot was bought in Jamestown and the parsonage was built there as this was more centrally located for the charge. Mr. Joe Harper was superintendent of the Sunday School and was also teacher of the adult class. I was always very fond of Mr. Harper. I remember from time to time he quoted, "There is something bad in the best of us and something good in the worst of us." I'm often reminded of this, finding it so true. He was a very good leader, very interested in the church and community. However, his health was failing him and there were times when he didn't get to church. We met there and occasionally just sat around and talked then returned home without having Sunday School.

We had no class rooms in the church. The classes were divided by curtains being drawn around each group. In summertime some of the classes met in the yard. Benches were made between trees which were used for posts. This made it hard to keep the attention of the children as other things attracted them. Later it was decided to add two class rooms to the front of the church. This was a great help.

The little children met with their teacher on the back steps. I worked with these little ones for sometime.

After Mr. Shealey, Mr. Staley came. Mr. Staley was followed by Mr. Morrison, who was a dedicated man. In those days making up the necessary money was quite a chore. Mr. Morrison would always say when he passed the offering plates to the ushers, "The Lord loveth a cheerful giver."

Following Mr. Morrison, Mr. Mullinex came; then, Mr. Heath; then, Mr. Sojourner. Mrs. Sojourner and their daughter, Ellen, were a great help to Mr. Sojourner. It was she who organized "The Ladies' Aid," which is now The Women's Society of Christian Service.

In 1932 Mr. Kemmerlin came. This was his first charge. He was young and found it hard to cope with the situation. Times were hard and money hard to raise. We organized lots of chicken suppers to help make up money. Mr. Kemmerlin was energetic and always willing to do his part. He would go around seeing how many chickens he could get promised to us for the occasion. I remember how he jokingly told of going to one home. The lady of the house said, "Well, I don't have many chickens, but I will go out and see." So she got some corn and called the chickens. Mr. Kemmerlin said that chickens came flying from every direction. Then another time Mr. Kemmerlin was out collecting for missions. He came to one of the church member's house and explained his mission. The lady of the home excused herself and went in a room to find a donation. She stayed for sometime. When she came out of the room, she handed him a dollar bill. When he got up to leave, she said, "Mr. Kemmerlin, look at that bill again and see if it is a one or a ten I gave you." He assured her that it was the smaller denomination.

Mr. Bedenbough succeeded Mr. Kemmerlin. He was with us three years. Then Fred Conley was pastor for a short time due to his health. Following him, Mr. R.A. Berry came for only one year. Next John Hugh Eaddy stayed three years. Blanton Doggett came to us from Mississippi. His wife also was from Mississippi. After being here two years they decided to return to their home state. Mr. Teasley was the next pastor. As he was well up in years, his
health failed him and he had to retire.

In 1937 Mr. Harper asked me if I wouldn't serve as superintendent. This was a big question for me as I never like to get up in public, but I had to think seriously before giving my answer. Sometime previously to his asking me, I had had serious illness in my family. The doctors and nurses worked faithfully, but they gave me no encouragement. I resorted to prayer. Not many minutes passed that there was not a prayer in my heart and on my lips. I promised my Heavenly Father that if he would heal this person, I would do what I could for Him, so when I was faced with this question, I said, "Well, maybe this is what the Good Lord wants me to do." I could not say no. My prayer was answered. I knew that I had to keep my promise. So I told Mr. Harper that I would try and that I would do my best. I really put my whole heart into it. Each Sunday after Sunday School was over, my thoughts turned to the next Sunday preparing readings and hymns which fitted into the lesson, also, trying to have special music to help draw a good attendance.

Mrs. Josie Dusenbury and Eugenia Harper were a great help in this as well as Mrs. Grace Watson, Richard and Donald Ray and many others. One who is trying to be a good leader has to have cooperation. The people were lovely in cooperating. When trying to make up an offering for the orphanage, I would set a goal. I remember with pleasure how Mr. Hampton Dusenbury would say, "How much do you lack? I'll finish it," and he would! All of this helped to make my work a pleasure and, I hope, a success. Miss Jessie Dusenbury was a great help. She was always ready to do what she could for the good of the church. She was very good at getting up programs with the young folks and the children. Miss Jessie is not able to get out to church any more. There were many others who cooperated, but I can't call all by name. I'm sure that all of you who have been superintendent agree with me when I say the superintendent gets more out of it than anyone else, because we put more into it.

When Mr. Teasley's health failed him, we were without a pastor for a few months, but we kept trudging along doing the best that we could. We managed to hold things together. Then Mr. McLeod doubled up his work and gave us part time service. Mr. Sarrio served as pastor for two years. After he left Mr. R.M. Tucker stressed that most of our sins were sins of omission, and not sins of commission. We liked Mr. Tucker very much. Then Dr. M.B. Stokes, a retired missionary in Korea, came to us in 1954. Dr. Stokes was a dedicated person and even at his age he was really a hard worker. He did so much for our church. It was he who helped us to see that we could build a new church. We knew that we needed it but just didn't see our way clear. He helped us to make plans and get started. We divided into groups, one group being the blues and one the reds. The group winning was to be given a supper by the losing side. We put on a play, "The Womanless Wedding," and raised $400. This was a big amount in those days. Our side won, but we wouldn't let the losing side give the supper. We preferred that amount of money be put on the building, so it was.

Dr. Stokes did what he could afford to. He knew that Mrs. Stokes was a woman of some means but economical. When the going was hard, he would say, "Maggie, give us a hundred dollars." She would comment by saying, "Marion, you are going to put us in the poor house.

I do have fond memories of the time when I was serving as superintendent. We had two young men to go from our church and enter into the ministry - Clemson Smith and Claude Harper. We are proud of both of them. They are both doing really well. We hope to have others from our church to go out and do likewise.

UNION METHODIST CHURCH HISTORY
From 1954 to 1977

By Lowell J. Dusenbury

Today, June 12, 1977 we continue the history of Union Church.
In 1954 Dr. Marion B. and Maggie Stokes came to us. He was a retired missionary from Korea. He was a smart man and recognized right away that we had the need and the potential to build a new church. So he encouraged us to get busy on the new project right away.

We all got busy selling tickets. The men caught fish for fish fries, of which we had many. Some at the old Toddville School, Jamestown School, Masonic Lodge, and Mr. Henry and Sybil Hardwick’s place on the river. Everybody that was anybody came to our suppers.

Arthur Harper and Jack Woodward even had chitterlings suppers. They were a real success too. The women cooked pies and cakes galore. Members donated hogs and chickens for bar-b-que suppers. There were lots and lots of dishes to wash, the men and children helped with this chore, too.

Church members and friends raised about $25,000.00 and pledges were made to cover the outstanding debt of about $10,000.00. Much of the labor was donated by members and friends.

Many bought seats, windows, furniture, etc. in memory of a loved one.

We had about 120 active members. We often wondered how so small a congregation could build such a large and beautiful structure. The success of the building program was due largely to the willingness of the active members to do their best, in contributions, labor and prayer. Believing that by the help of God and hard work, we could accomplish our goal.

Mrs. Sil Dusenbury so graciously gave the land (4) acres for the church and the parsonage which was built later.

Billy Joe Causey drew the plans for the new church free of charge. Mr. Rufus Johnson, a very capable builder supervised and constructed most efficiently with his helpers, this beautiful structure at a low cost to us. To him we are grateful.

Mr. Lee Singleton and Mr. Arthur Harper stuck with the builders of the church and parsonage and I’m sure saved us many dollars.

Mr. Dennis Martin Sr., Mr. Willie Hucks, Mr. Henry Hardwick and Mr. Arthur Harper were pillars of strength and help in all that we did. In fact we had no one to hinder us in our efforts. We all worked together as one big happy family.

Mrs. Hal King was superintendent of Sunday School for 24 years. We learned much from Mrs. King’s effort. I’m sure it was a hardship for her many times but she never complained.

Dr. Stokes saw us into the new church. It was a proud day for all of us to have our first church service here. Now Dr. Stokes was getting on in years and after seven years he left us.

Ferol W. Lee came after Dr. Stokes in 1961. Mr. Lee stayed one year.

Rev. Van Bullock followed Mr. Lee. Van and his mother were good for us. Van created a lot of interest among the young people. He stayed two years.

Mr. Griffin came to us in 1964. He broke the ground for the new parsonage and it was almost finished when he left in 1965.

Mr. Bullock came back as our preacher. He was also a teacher at McClellanville. He got married to Peggy Singleton from Hebron. They stayed one year this time.

Rev. and Mrs. R.M. Kimery and their 5 children came in 1966 for 3 years.

Rev. Zack Farmer, Lee and Mary came in 1969 for 4 years.

Rev. W.B. Love III and family came in 1973. We have enjoyed the Loves very much. They have been an asset to the community. One beautiful girl with a twin to come in occasionally and a young man to help out in the choir. We really appreciate this family and what they have done for us.

Mr. Clark Hughes will be our new preacher. He, Betty, Brett, Holly and Jay will be coming on June 15, 1977. We are eagerly looking forward to their arrival.
UNION METHODIST
CHURCH CEMETERY

Andy Dusenbury cataloged the
cemetery at Union Methodist several years
ago. His work was checked and brought up
to date in August 1977 by Mrs. Caroline
Dusenbury and Mrs. Frances Kelly.

Alford, Dorothy Singleton, 1903-1975
Alford, Gussie Lewis, 1889-1967
Alford, Howard, 1914-1934
Alford, James Leo, 1911-1977
Alford, John Gary, 1886-1975
Alford, Lindward LeRoy, 1914-1934
Andersen, Fannie Lou, 1881-1950
Andersen, George H., 1884-1886
Andersen, Mary Jane Dusenbury,
1856-1938 (wife of Ole Andersen)
Andersen, Ole, 1849-1923
Andersen, Blinda Gale, 1949-1952
Andersen, George Lawrence, 1903-1963
Andersen, Olgo, 1879-1962
Baker, Ella Wilson, 1861-1922
(Brace of J. H. Baker)
Baker, Rev. J.H., 1861-1921
Baker, John Gary, 1895-1939
Bellamy, Robert C., 1925-1952
(Brace of T680 Eng. Truck Co.)
Bellamy, Rosa G., 1906-1948
Beverly, Effie Jewel, 1901-1977
Beverly, Ivy Wade, 1899-1918
(gave his life for his country in France)
Beverly, Richard James, 1865-1943
Beverly, Lance Cpl. William Franklin,
1920-1966 (died in Vietnam War)
Bogart, Clayton Leo, 1907-1973
Campbell, Mary, 1905
(infant daughter of W.A. and Jane Price
Campbell)
Causey, _____, 1958
(infant daughter of Conrad E. and
Elma Lee R. Causey)
Causey, Ara B., 1885-1947
Causey, Charlie C., 1891-1949
Causey, David Owen, 1883-1957
Causey, Franklin Dix, 1926-1928
Causey, George A., 1856-1928
Causey, George William, 1910-1957
Causey, Gerald Glenn, 1955-1964
(son of Alma Gore and George W.
Causey)
Causey, Henrietta Martin, 1882-1901
Causey, James David, 1909-1965
Causey, Lou Ellen, 1869-1946
Causey, Mamie Wilson, 1889-1949
Causey, Sarah Elizabeth, 1883-1942
(wife of D.O. Causey)
Causey, Theodicia Sarvis, 1884-1977
Causey, Vera Alleen, 1924-1926
Causey, William B., 1861-1931
Causey, Winnie J., 1860-1938
Causey, Z.J., 1836-1913
Causey, Zeb G., 1900-1981
(South Carolina Pvt., 156 Depot, Brig.)
Causey, Zeb James, 1876-1961
Cooper, William Bryan, 1900-1957
Cribb, Cleveland Olsey, 1920-1952
(Gm 2/C U.S. Navy)
Cribb, Girtha Green, 1895-1949
Cribb, Richard E., 1892-1941
Davis, Marjorie Gedell, 1932-1934
Dusenbury, Albert H., 1900-1968
(South Carolina, QM3 U.S. Navy, WWI)
Dusenbury, Albert M., 1870-1943
Dusenbury, Alex Marion, 1856
(14 years old)
Dusenbury, Annie S., 1878-1935
Dusenbury, Bessie D. Harrison 1876-1908
(Wife of W.E. Dusenbury)
Dusenbury, Donald, 1894-1927
Dusenbury, Earl Marion, 1895-1954
Dusenbury, Effie Johnson, 1886-1934
Dusenbury, E. Van, 1862-1904
Dusenbury, Fancy Long, 1881-1968
(wife of Albert M. Dusenbury)
Dusenbury, Harmon, Jr., 1941
(son of A.H. and Caroline Dusenbury)
Dusenbury, James Monroe, 1884-1934
Dusenbury, Jehu Hampton, 1873-1950
Dusenbury, Leo Ellis, 1896-1931
Dusenbury, Lily Fay, 1911-1975
Dusenbury, Mary A., 1820-1904
Dusenbury, Mary Frances, 1903-1932
Dusenbury, M. Belton, 1892-1972
Dusenbury, Little Mattie,
September 6, 1873 (aged 2 months)
Dusenbury, Mattie H., 1873
(aged 19 years)
Dusenbury, Rev. Samuel, 1788-1864
(son of Charles and Mary Conklin Dusen-
bury, Commissioned surgeon's mate USN  
1812 by President Monroe  
Dusenbury, Samuel Austin, 1902-1965  
Dusenbury, Sil C., 1889-1955  
Dusenbury, U.A., 1844-1920  
Dusenbury, William E., 1868-1940  
Dusenbury, Z.W., Jr., 1848-1910  
(Capt. Zack)  
Dusenbury, Z.W., Sr., 1820-1890  
Edmondson, Dora Ellen Pinner, 1882-1961  
Edmondson, Emilene, 1843-1911  
Edmondson, James F., 1910-1942  
Edmondson, John D., Jr., 1928-1966  
(South Carolina 52 U.S. Navy WWII)  
Edmondson, John Dalton, 1903-1962  
Edmondson, Willie Lee, 1875-1940  
Edmondson, Willie Howard, 1875-1940  
Edmondson, Willie, 1909-1937  
Elvington, Hattie S., 1860-1940  
(Fullwood, Frances A., 1884-1968  
Fullwood, James Jim, 1882-1975  
Gasque, Alice R., 1889-1909  
Gasque, Archie Maston, 1897-1960  
Gasque, Francis Lamar, 1928-1953  
(Gause, Earline, 1923-1946  
Gore, Helen Mortie, 1869-1941  
(Gore, Wade Hampton, 1876-1956  
Graham, Adline Moore, 1834-1923  
Graham, Lucy C., 1856-1934  
Green, Benjamin Franklin, 1892-1941  
Green, Isabell Jordan, 1900-1975  
Green, Josie Evans, 1894-  
Green, Mary Causey, 1907-1974  
Green, R.G., 1861-1898  
Green, Robert Frank, 1926-1964  
Green, Thomas C, 1934-1934  
Haigher, Jefferson Davis, 1861-1930  
Haigher, Lucy Oliver, 1871-1943  
Hardee, A. Newberry, 1890-1918  
Hardee, Arrie, 1905-1953  
Hardee, Beulah G., 1867-1931  
Hardee, E. Gertrude, 1894-1949  
Hardee, Ernest Russell, 1895-1939  
(Sgt. 1st. Class, U.S. Army)  
Hardee, James A., 1868-1936  
Hardee, James Robertson, 1892-1917  
(Harper, Alice Hardee, 1903-1959  
(wife of Allan G. Harper)  
Harper, Arthur W., 1905-1975  
Harper, Uric S., 1897-1918  
(Lost on U.S.S. Cyclops,  
Seaman 1st Class)  
Harper, Joseph F., 1866-1941  
Harper, Sadie, 1902-1940  
Harper, Sadie C., 1903-1976  
Harper, Sallie D., 1868-1952  
Harrelson, Oliver Monroe, 1907-1962  
Harrison, Bessie D., 1876-1908  
(wife of W.E. Dusenbury)  
Harrison, Joanna Rebecka, 1831-1914  
Harrison, Lorenzo Dow "Doc", 1886-1919  
Harrison, William H., 1828-1890  
Hucks, _____, 1896-1896  
(infant son of W.B. and M.J. Hucks)  
Hucks, Archie Gordon, 1886-1886  
(Hucks, Arthur B., 1879-1955  
Hucks, Caledon, 1860-1941  
Hucks, David M., 1825-1861  
Hucks, David Rollin, 1858-1893  
Hucks, David T., 1893-1938  
Hucks, Frances Irene, 1934-1948  
Hucks, Franklin A., 1852-1912  
Hucks, Joseph Harmon, 1905-1969  
Hucks, Sadie Causey, 1900-1968  
(wife of Walter Hobson Hucks)  
Hucks, Ida Herring, _____ - August 14,  
1911  
Hucks, Iscab, 1903-1903  
(Son of W.B. and Mary Joan Hucks)  
Hucks, Joseph Cruth, 1901-1976  
Hucks, Joseph Harmon, 1905-1969  
Hucks, Leila Lewis, 1902-1972  
Hucks, Maria J., 1866-1931  
Hucks, Ruby Joan, 1936-1936  
Hucks, Sadie Causey, 1900-1968  
(wife of Walter Hobson Hucks)  
Hucks, Little Sallie, 1904-1905  
(daughter of F.A. and C.A. Hucks)  
Hucks, Walter Hobson, 1898-1976  
Hucks, William B., 1861-1931  
Hucks, William R., 1895-1966  
(Pvt. U.S. Army WWII)  
Jones, Beulah Cribb, 1926-1970  
Jordan, Ceph T., 1890-1963
Jordan, Georgia C., 1896-1959
Jordan, Lonnie H., ______-1931
(Jvt. Inf. 81 Div.)
Jordan, Maude Alena, 1883-1967
King, Edgar Clinton, 1905-1948
King, Frances E., 1862-1916
King, Frances O., 1883-1887
King, Pearl, 1894-1903
King, Perry Paulk, 1891-1962
King, William Henry, 1862-1946
Lewis, Gertrude, 1896-1972
Long, Charlie Mc., 1887-1903
Long, Costa, 1898-1922
(wife of Jas. H. Hodges)
Long, Dow, Jr., 1883-1912
(married Mary Roxana Graham 1-12-1908, age 28 years)
Long, Mrs. I.B., 1835-1896
Long Mrs. I.B., 1835-1896
Long, Isaac, G., 1810-1886
Long, M. Fannie, 1857-1884
(wife of D.D. Long)
Long, Maude, 1890-1969
Long, Roxanna G., 1886-1940
Long, Sadie McM., 1881-1913
(wife of Albert H. Long)
Long, Walter, 1825-1893
McCormick, James Murry, 1910-1964
Martin, Dennis L., Sr., 1901-1970
Martin, Ethel Mae Howell, 1912-
Martin, Johnnie Richard, 1908-1966
Martin, O.R., 1880-1943
Martin, Victoria C., 1881-1953
Martin, William LeRoy, 1912-1955
Murrell, Grover Cleveland, 1912-1953
Oliver, Catherine S., 1841-1914
Oliver, Cora Rheuark, 1875-1931
Oliver, Elizabeth O., 1831-1914
Oliver, Fannie, 1900-1902
(daughter of F.L. and C.J. Oliver)
Oliver, Frank L., 1875-1935
Oliver, Frank (Malone or Malcome)
1903-1903 (son of F.L. and C.J. Oliver)
Oliver, James Edgar, 1905-1961
Oliver, Jessie, 1897-1913
(daughter of J.D. and M.S. Oliver)
Oliver, Joseph Daniel, 1859-1942
Oliver, Marine, 1909-1909
(Baby daughter of F.L. and C.J. Oliver)

Oliver, Mary ______ - 1897
(aged 64 years)
Osborn, Allen Yancy, 1900-1971
(Pvt. U.S. Army, WWI)
Owens, Gussie W., 1902-1939
Owens, Louise S., 1905-1967
Owens, Shirley R., 1929-1942
Port, Rebecca, 1857-1894
(wife of B.F. Port)
Powell, Henry Dial, 1922-1968
Powell, Henry S., 1885-1976
Powell, Maude Long, 1890-1969
Prevatte, Luther Thomas, 1933-1934
Price, Joseph, 1925-1927
Ray, James L., 1907-1918
Rheuark, George D., 1852-1919
Rheuark, George Malcom, 1906-1954
Rheuark, Leila Oliver, 1886-1965
(wife of Charles Albert Rheuark)
Rheuark, Mary Idal, 1883-1937
Rheuark, Mary Jane Hucks, 1855-1918
(wife of G.D. Rheuark)
Rheuark, Sarah E. Williams, 1889-1969
Roach, Janie H., 1876-1961
(wife of Lloyd M. Roach)
Roach, Lloyd M., 1870-1914
Salvis, Lewis Scarborough, 1897-1965
Salvis, Nettie Elvis, 1886-1950
Salvis, Sarah Olivia, 1887-1969
Salvis, W. Baker, 1882-1933
Simmons, Julious Clyde, 1876-1958
Singleton, Annie, 1878-1935
(wife of W.E. Duseinbury)
Singleton, Ezekiel Dix, 1898-1974
Singleton, Inez G., 1892-1972
Singleton, Nancy, 1776-1869
(wife of John Singleton)
Singleton, Philip N., 1938-1959
Smith, Betty Hucks, 1930-1951
Smith, Roland Franklin, 1950-1951
Teasley, Elie Coggin, 1889-1959
(wife of Rev. George A. Teasley)
Teasley, Rev. George A., 1884-1947
Valassakis, Mary Edna Rheuark, 1908-
1963
Williams, James P., 1870-1932
Wilson, John A., 1825-1884
Wilson, Mary A., 1830-1915
Wilson, Samuel B., 1852-1890
Wilson, Sarah Green, 1866-1947
Woodward, Alice N., 1889-1909  
(wife of W.B. Woodward)
Woodward, Arrie Jordan, 1890-1961  
(wife of Arthur D. Woodward)
Woodward, Arthur D., 1889-1958
Woodward, Evelyn S., 1920-1975  
(wife of Carl Woodward)
Woodward, Herman A., 1918-1962  
(son of Gertrude Lewis)
Woodward, Howard W., 1924-1949  
(SK 1st Class, U.S. Navy)
Woodward, James Archie, 1927-1963
Woodward, John Henry, 1894-1955
Woodward, McDonald, 1864-1924
Woodward, Pearl B., 1914-1914  
(daughter of Arrie and Arthur Woodward)
Woodward, Sallie Viola, 1867-1952
Woodward, W. Baker, 1884-1931

MORE LIGHT ON BUCKSPORT FROM A NEW ENGLAND HISTORIAN

by William H. Pendleton and Eugenia Buck Cutts

The Horry County Historical Society
1008 Fifth Avenue
Conway, South Carolina 29526

Mr. Harlan Green of the South Carolina Historical Society has sent me copies of excerpts from your “Independent Republic Quarterly” (April 1968 & January 1969) which give much information about the history of Bucksville and the building of the ship Henrietta there. I would like to do an article on this subject and seek some additional information. I appreciate how much time can be consumed in researching but hope someone may have answers to my questions.

It seems logical that William and Henry Buck were captains of coasters out of Bucksport, Maine, and that they made voyages that brought them to Bucksville or what became Bucksville. I have not been able to find any documentary evidence that either were sea-captains but William Buck was owner of the schooner Experiment, built at Bucksport, Maine in 1817 with a George Buck. Free Giver Parker was listed as master of this vessel at the time of her launching. William Buck is listed as one of several owners from Bucksport, Maine of the schooner Mary Eliza which was built at Bucksport, Maine in 1823. Isiah Rich was listed as master. – The article by Herbert Hucks, Jr. submitted to the Horry Herald of December 30, 1926 refers to Captain Henry Buck, 1st and I assume this was a sea-going title and not a military title. Any information confirming that either or both of the Bucks were sea-captains would be appreciated.

There seems to be some confusion as to whether William or Henry Buck first settled what became Bucksville. One article in “The Independent Republic Quarterly” indicates that the lumber mill was known as the W.L. Buck & Co. which would lead one to think that William, the older brother, was the first to settle in South Carolina. I wonder if anyone has searched the records of the registry of deeds to determine the date when either William or Henry Buck first purchased property in what became Bucksville. I would also be interested in how much land these two men eventually bought. The Buck Genealogy indicates that just prior to the War Between the States Henry Buck was the owner of five hundred slaves. This would indicate he had a sizable operation by that date.

Has anyone done any work on determining the military record of Henry Buck or his brother, George Buck? I assume William was too old to participate by 1861 and Henry may have been also although the grandfather of Herbert Hucks, Jr. indicates he was a member of the 10th Regiment Volunteers. Miss Sally Dow of Searsport, granddaughter of Otis Eaton, recalls his mother tell of the difficulties Mr. & Mrs. Eaton and other people brought to Bucksville by Henry Buck had in getting north after the bombardment of Fort Sumter. Any information concerning this period of the history of Bucksville would be a help.
From books on maritime history I judge that much of the business in lumber done by William or Henry Buck was with the shipyards of New England who used much southern oak and hard pine in building of vessels in the 1800's. No doubt the records of the Bucks have been lost but if any are extant, it would be of real interest to know the names of the companies with whom they did business.

The article about the building of the ship Henrietta at Bucksville by Mr. Charles Dusenbury is most interesting. This adds much to what I have gathered about this vessel. I wonder where the 115 men lived who went to Bucksville from this area! Maybe someone in your Society would be interested in what may be additional information on the ship Henrietta. Her official number was 95373 and her signal letters (identification flags) were JRBY. She was named for the second wife of Captain Jonathon Cliford Nickels. His first wife was the sister of my grandfather. The bark Sarah A. Nickels, built at Searsport in 1852, was named for the first wife of Capt. J.C. Nickels. Capt. J.C. Nickels took command of the ship Henrietta for her first voyage and she was subsequently commanded by a series of Searsport captains: Charles Melvin Nichols (or Nickels), Edward D. Blanchard, James Clifford Gilmore, and Andrew McGilvery Ross. From the book, "Searsport Sea Captains" compiled by Col. Fred Back, in August, 1894, the Henrietta (under command of Capt. Ross) loaded some 800 tons of Manganese ore and crockery at Yokohama and proceeded to Kobe to complete her loading for New York. She was overtaken by a typhoon when entering Kobe harbor and finally went ashore. All hands landed safely and later the Henrietta was floated and towed to Kobe where everything was sold for the benefit of all concerned. Eventually the hull was broken up, the frame being cut into kindling wood and sold in small bunches. Evidently some good southern timber was used to start fires in Kobe, Japan! As mentioned in one of the articles in your publication, our Penobscot Marine Museum has two watercolor paint-

tings showing the Henrietta being built at Bucksville, I am sure these were done by one of the workmen from this area who went to Bucksville with the building crew. I have ordered photographs of these and hope they will come through fairly clearly. If so, I'll send your organization a copy for your files.

The ship Alice Buck (mentioned in article on the industry of Bucksport, S.C., 1968) was built at Belfast, Maine, 1870. "Sailing Days on the Penobscot" by Wasson & Colcord indicate she had Phineas Pendleton, Jr., my great uncle, as principal owner. He was master of this vessel and undoubtedly owned a sizable share but I doubt he was principal owner. Matthews' "American Merchant Ships" indicates she was built in the yard of Capt. Henry McGilvery who was a close friend of William and Henry Buck. Matthews also states she was named for the daughter of William Buck but I believe this was an error as according to the Buck Genealogy William Buck had only one daughter and her name was Eliza Wescott Buck. Again according to the Buck Gen. Henry Buck's youngest daughter by his second wife, Frances Norman Buck was Alice. I believe the vessel was named for her.

Richard Pike Buck was a cousin of William and Henry Buck if I interpreted the Buck Gen. correctly. He formed the shipping firm of R.P. Buck & Co. of New York City in 1828 and managed many vessels built in this area. R.P. Buck & Co. was a most profitable business and there was indications he or his company may well have handled business for his cousins of Bucksville. The library at Bucksport, Maine is named for Richard Pike Buck and I believe he made a large donation to make it possible.

I am afraid I have wondered all over the place in typing this letter but hope I have made the point I am interested in most anything about Bucksville and hope someone in your organization may be equally interested. I'll appreciate any effort that is given to a reply.

Sincerely

William H. Pendleton, President
The Shipyard at Bucksville, S.C. - A view on the Waccamaw River. Drawn by S.S. Stevens, Cherryfield, Me., April 1, 1875.

A view of the Waccamaw - The Shipyard at Bucksville, S.C., April 5, 1875. Drawn by S.S. Stevens, Cherryfield, Maine.
P.S. One more thing! What is the present status of Bucksville? I know its location but cannot find it on any modern map. Is it an incorporated town? Is there a difference between Bucksville and Bucksport, S.C.?

701 Elm Street
Conway, S.C. 29526
March 26, 1977

Mr. William H. Pendleton, President
Searsport Historical Society
Searsport, Maine

Dear Mr. Pendleton:

Mrs. Catherine Lewis, President of the Horry County Historical Society, gave me a copy of your recent letter to her, asking me to reply to it. She was most appreciative of the information on the Henrietta, which goes more into detail than that which I had.

I am a great granddaughter of Henry Buck, who first came to South Carolina from Bucksport, Maine in the 1820's. In the 1830's he built a home on the Waccamaw River, which is still standing, known as Upper Mill Plantation, and it was there he built the first of three mills. He also built the Middle Mill, around which grew up the town of Bucksville, and the Lower Mill, where the town of Bucksport developed, though it never became as large as Bucksville. Only the house and two chimneys of Upper Mill and Middle Mill remain. Upper Mill Plantation is still in the family, owned by the wife of my late brother, Henry Lee Buck, III, who died in 1965. In the Richards' Buck Genealogy my father is No. 427, on page 154. My brother was born in 1909 and I in 1912, and our births were no recorded. My nephew, Henry Lee Buck, IV, is a Jet Pilot for Southern Airline and lives in Hampton, Ga. He has visions of retiring at Upper Mill.

There is nothing left to indicate where the town of Bucksville was, except the tall chimney of the Middle Mill, but I have a newspaper, "The World, July 8, 1891", published in Charleston, S.C. which has an excellent article on "Bucksville, one of the Oldest and Best Known Lumber Exporting Towns in the State". It has sketches of the mill on the river bank and many of the houses in the town of Bucksville. I am sure that all 11 men who came to build the Henrietta lived there, and many stayed on. It was a thriving community at that time, much larger than Conway was. I'll be glad to send you photostatic copies, if you wish.

The only building still standing that is shown as being in Bucksville is the Hebron Church, the construction of which Mr. Dusenbury referred to in his article "Interesting Bits of History" from the Horry Herald, Dec. 26, 1930. While the area was and still is known as Bucksville, the church was built a few miles inland, where it still stands, and across the road is the Buck Cemetery, where Henry Buck and many of his descendants are buried.

The William Buck you speak of as the owner of the schooner "Experiment" was not the William L. Buck of Bucksville, S.C. This William was a son of Henry Buck and his first wife Mary Clark, see page 85, Richards Buck Genealogy. He and his sister were born in Bucksport, Me. Henry Buck came south and in 1836 married Frances Norman. Evidently Williams's mother died and they were reared by their stepmother. My grandfather was a half brother of William L. Buck, and when my great grandfather died in 1870, William L. took over the lumber mill in Bucksville and Henry Lee took over the one at Bucksport. Eventually, W.L. Buck sold out all interests to Henry Lee Buck.

I think the Alice for whom the "Alice Buck" was named could have been this William's daughter. On page 122, Richards Genealogy is the record of the children born to him and Desiah L. McGilvery, who was from Bucksport, Maine. William's sister Mary Jane married first a Bell, who died, then a Sarvis, both from South Carolina, and she died childless.

Mr. Dusenbury's account of the Horry County volunteers in 1860 should read "Captain Henry Lee Buck and his brother, George O. Buck." I had never heard my
great grandfather referred to as “Captain”, though I’m sure you’re right that he had been a ship’s captain before coming south, maybe that’s how he got here. Anyway, our reference to Captain has always been to his son, Henry Lee, who became Captain of A. Co., 26th South Carolina Regiment, (Volunteers) Army of the Confederated States of America. He was captured near Petersburg, Va., and after the war he served as major of a cavalry battalion in the State Militia. I have a picture of him in a Lieutenant’s uniform of the Confederate Army, also one of his brother George Olney, in his Citadel uniform. In Richards Genealogy, page 62, you will find the first South Carolina Henry Buck referred to as “youngest son of Captain Ebenezer Buck . . . . . During War of Rebellion he was known as a strong Union Man”. However, he did not stop his two younger sons from serving in the Confederate Army! I am enclosing an article I copied from “Cyclopedia of Eminent and Representative men of the Carolinas of the Nineteen Century”, which gives an account of the death of George O. Buck. I am also enclosing a photostatic copy from “Biographical Directory of the Senate of the State of South Carolina, 1776-1964”", which gives sketches of three Bucks who were South Carolina Senators: the first Henry, his son by his first marriage, William L., and his grandson, my father, Henry Lee, Jr. My brother, Henry Lee III was a member of the House of Representatives and ran unsuccessfully for the Senate, shortly before he died.

The other sheet enclosed is a photostatic copy of the first sheet of Registry of Deeds under “Buck” in our court house, showing Henry Buck’s first purchase was in 1825, and just below it the transfer of title, etc., to Bucksville, which is the first reference I find made to “Bucksville”. There are many pages of transactions of land bought through the years, copies of which can be made for you, at 25 cents each page. I actually don’t know how much property was acquired, but if I can get an estimate, I will. It has taken me so long to weed out this information, I’m ashamed to say, that I feel it best to answer your letter now.

My son, Henry Buck Cutts, his wife and I visited Bucksport, Maine in the summer of 1971. We stopped in your Penoscot Marine Museum, where we saw the two watercolor paintings of the Henrietta under construction. Buck took pictures of them, but unfortunately that particular film was ruined. I would so like to have a copy, if they turn out well. Did you know that the pine used in building the Bucksport, Maine library came from Bucksport, South Carolina?

Unfortunately, there are no records of the lumber business, at least I have found none. I hope to locate some correspondence, though, and when I do will share it with you. When you complete your article, might we have a copy for our Horry County Historical Society publication, the “Independent Republic Quarterly”? I hope I have not wandered too much, and that some of your questions have been answered.

Sincerely,

Eugenia Buck Cutts

April 1, 1977.

Mrs. Eugenia Buck Cutts,
701 Elm Street,
Conway, S.C. 29526

Dear Mrs. Cutts:

Thank you ever so much for your letter and the material you enclosed. I’m not sure I know where to begin with this letter as there is so much I would like to cover.

Perhaps first I thank you for straightening me out as to William, the brother of Henry Buck, and William L., his son. Actually I was guilty of a foolish error as my notes taken from the Buck Gen. at the Richard Pike Buck Library included
this information. I just did not look at my notes as to the children of Henry or I would have seen Wm. L.

Possibly because I know so little of the use of words like town, plantation, etc. as used in South Carolina, I am a bit confused. If I ever do put the story of Bucksville into print, I'd like to be sure to use the proper words. Am I correct in assuming the "Upper Mill Plantation" and the first mill built there was really a large privately owned piece of land and buildings? In your letter you refer to the "town of Bucksville" and the "town of Bucksvi l e." Were these ever actually incorporated towns with town officers, etc. or were they really communities known by these names but actually a part of some other county or town government?

I may be guilty of jumping to a conclusion as to Henry Buck, 1st having been a sea captain in his early life. It seems logical that he was as most all of the young men of Bucksport, Maine followed the sea. It also seems logical that he discovered the value of the timber in and around Bucksville and he well might have arrived there in some vessel. Of course he might not have been captain of this vessel but in the 1820's Maine sent out many small coasters to southern ports and young men became captains of these at an early age. I will try to search custom records to see if I can find Henry as a captain.

You are no doubt correct in saying the ship Alice Buck was named for the daughter of Wm. L. Buck. This vessel was built in 1870 and Matthew's "Amer. Merchant Ships" says she was named for "a daughter of William Buck of Bucksport, Me. and Bucksville, S.C." In as much as William, the brother of Henry, 1st, did not have a daughter by this name I again jumped to the conclusion the vessel was named for the daughter of Henry who m. Albert Springs.

A few weeks ago I ordered photographs of the two watercolors of the Henrietta but I think this order never got to the photographer in Camden, Me. who does the work for our museum. The curator of the museum accepted another position in New York State and left last week for this new assignment. However, yesterday I spoke to the secretary at the museum and she promised to contact the photographer. I ordered two sets of these and will send you a copy of each when they arrive.

Captain Wm. McGilvery and his brother, Henry, were both ship-builders in Searsport, Belfast, and Brewer. I know they were closely connected with the Bucks and I'm quite sure they were closely connected with Henry and his son, William L. I don't have any genealogical information on the McGilvery Family but it wouldn't be surprising if Capt. Wm. & Capt. Henry Buck were brothers of Desiah McGilvery, wife of Wm. L. My information indicates that Henry owned shares in vessels built by the McGilvery Yards and in most cases Richard P. Buck did also as well as becoming managing owner of these vessels.

In your letter you mention the article in "The World, Charleston, July 9, 1891" and your willingness to send me a photostatic copy of this. I would be most happy to have this but would like to pay the cost of the copying. I would also like to have a photograph of the home at the Upper Mill Plantation and also one showing the chimney of the Middle Mill. Again I would like to pay for the cost of producing these.

Unfortunately few business records have been preserved of the companies operating in the nineteenth century. How much the records of the Bucksville lumber operations would reveal! Fortunately some records of the shipyards in and about Bath have been preserved and I hope to go over these to see if I can locate any references to lumber bought from Henry and his son. I am quite sure the Bucks did considerable business with New England shipyards.

If I ever put together a story on Bucksville and the building of the Henrietta there, I will certainly send you a copy. I seem to be better in gathering information on maritime subjects than in producing a story!

Thank you again for your letter. I hope you may come this way again before long.
and that you will stop in here at that time.

Sincerely

Bill Pendleton

April 4, 1977

Dear Mrs. Cutts:

The secretary at the Penobscot Marine Museum called this afternoon to tell me that the photographs of the Henrietta being built at Bucksville were ready. I hustled over to get them and was pleased with the results except for the fact the photographer cut off the bottom of the picture where the artist had the title, etc. However, I copied off what was left out and have stuck this information on the back exactly as it is in the watercolors.

I suppose if either of these pictures should be reproduced for publication, some notice should be made they are used through the courtesy of the Penobscot Marine Museum.

Since writing to you I recalled that a brig Waccamaw was built at Searsport in 1855 for Henry Buck of Bucksville et al. The other owners likely included some Searsport men as a McGilvery was listed as principal owner in the Amer. Lloyds Register of 1865, and she was commanded at least by two Searsport captains, including a great uncle and a 2nd cousin once removed of mine.

A local lady loaned me a bill of sale in her possession that she got at an auction which shows that Henry Buck sold his 1/8th share in this vessel to John H. Lane of Searsport, Aug. 2, 1861, for $2,200. Most of the other owners at that date were Searsport men and most of them were related to me in some way.

This seems to another indication of the close relationship that existed between Henry Buck and Wm. McGilvery.

(2) Bark FANNIE (or Fanny) BUCK: b. Searsport, 1853; 583 tons, 140 x 31 x 15. (She seems to have built on the same lines as Henry Buck.) John W. McGilvery is listed as principal owner and was her first master. Marshall Dutch, master builder.

The Fanny Buck was stranded on Cape Cod on her maiden voyage, Dec. 1853. They got her off and she was at some time sold to Norway owners and renamed Martha. She had three captains from Searsport.

I wonder if this vessel wasn’t named for Henry Buck’s daughter, Frances N. Buck. I don’t have any record of who owned shares in this vessel but it looks as though the Bucks must have had an interest.

(3) Bark DESIAH: b. Searsport, 1863; 421 tons, 125 x 28 x 14. Wm. McGilvery et al. Marlboro Packard, master builder. Lincoln Gilkey was her first captain and had her until 1868. He was from Searsport. I have a note that the Desiah was abandoned at sea and I have an idea and no proof that she was lost in 1868 as I can find no other.

April 8, 1977.

Dear Mrs. Cutts:

While doing some other work on vessels of this area I ran onto the names of four that may be of some interest to you.

(1) Bark HENRY BUCK: b. Searsport, 1852; 594 tons, 140 x 31 x 15; William McGilvery et al; John Carver, master builder.

The Henry Buck was commanded by at least eight different Searsport captains, including a great uncle and a 2nd cousin once removed of mine.

Best wishes,

William H. Pendleton
records of this vessel. She is not listed in a 1872-73 register I have of Amer. vessels.

The fact she was built by Wm. McGilvery as principal owner leads me to feel she was named for Desiah McGilvery Buck, wife of Wm. L. Buck. The McGilvery Family of Searsport seems to have died out and I haven't been able to find any genealogical information on his family. At this point I'd bet a plugged nickel there was a close relationship between Desiah and Wm. McGilvery. I also feel sure the records at the Nat. Archives would show both Henry and Wm. L. Buck owned shares in this vessel.

(4) Bark HUDSON: b. Bucksport, 1867; 683 tons, 125 x 28 x 14. Owners listed at time of launching include Sewall Swazey in whose yard she was built, R.P. Buck of N.Y.C. and Henry Buck, Bucksville, S.C.

I have no other information on this vessel except she was still afloat in 1892 when she was under the command of Capt. F.A. Curtis of Searsport.

As one of the commercials has it on TV, "I thought you'd like to know." Incidentally, since writing to you I have discovered that Capt. Wm. McGilvery committed suicide. He felt he had overextended himself financially but I guess things were better than he thought. I also now know the house here that was his home so come this way and I'll show it to you.

Best wishes,

William H. Pendleton

701 Elm Street
Conway S.C. 29526
April 21, 1977

Dear Mr. Pendleton:

Thank you so much for the pictures of the Henrietta and the additional information on the back. As there is no reference there to the "Henrietta" are we all assuming these are of the Henrietta? All the information we find is that she was the only ship this large built in Bucksville, S.C. Note the editorial from "The World", copy of which I am enclosing. I am hoping you will be able to throw more light on the reason ship building was discontinued down here, since it was proven to be cheaper. We think the difficulty in getting it out to sea played a large part. Not until I saw the pictures you sent had I realized just how large the Henrietta was, since she is shown against the shore line!

I think the house on the right, in the museum's picture, is "Rose Vine Inn", and the one to the left of it (the viewer's left) is the Captain B.L. Beaty residence, judging by the roof lines on the newspaper pictures. I do not know of anyone living who will remember the village as it was then. There is absolutely nothing there now, except the lone "Middle Mill Chimney".

I think I've sent you proof that the date 1856 in this article is incorrect; possibly that is the date Henry Buck's mill got started, but that's not right, as the Hebron Church is dated as 1848, and the "story goes" that the mill closed one day, so that all hands could help build the church.

Yes, Upper Mill Plantation was a large privately owned piece of land and buildings. The town of Bucksville was never incorporated, and Bucksport really was hardly a town, having only one store, with post office inside, and the mill.

I can understand your fascination with ship building. From what you've sent me, it would appear that the South Carolina branch of the family kept in close touch with the Maine family, in spite of the distance.

William L. Buck, Henry's son, married Desire, eldest daughter of the late William McGilvery, of this town" - Bucksport, Maine (page 85, Richards Genealogy). The name is spelled Desiah in the genealogical records, same page, showing she married William L. Buck in 1860. I am sure the Bark Desiah, built by her father in 1863, is named for her.

I will send pictures of Upper Mill Plantation House, and of each chimney, one at
Upper Mill and one at Middle Mill, as soon as I can have copies made.

Sincerely,

Eugenia B. Cutts

April 25, 1977

Dear Mrs. Cutts:

Thank you for your letter and the copy of the article from "The World." This will be of real help in putting together a story of Bucksville, the building of the Henrietta, etc. I still want to find out the exact relationship between Captain Wm. McGilvery and the wife of Wm. L. Buck.

The article in "The World" identifies the schooner in the picture as the "City of Baltimore" which I find was still afloat as late as 1910. She was a tern or a tern schooner which means she had three masts and she was built at Bath, Maine in 1884, by the firm of Goss, Sawyer & Packard. She was 298 tons, 138 x 33 x 9.9. The 1906 register has her as hailing from Baltimore with L.S. Tawes as master. The 1910 register has her as hailing from Tampa with L.S. Tawes still master. The article has the captain as L.L. Towns which would appear to be an error as I doubt the registers would make an error twice on the same captain and it would seem that Tawes and Towns are too close to be for different masters. Just thought the Horry County Hist. Soc. might be interested.

Do you have any idea for whom the schooner Hattie McGilvery Buck, built Bucksville, 1873, was named? I can't seem to find much about the genealogy of the McGilvery Family as they have all died out or left this area. However, I find that there was many connections between the Bucks and the McGilverys. From the book, "Searsport Sea Captains", I find that Capt. Wm. McGilvery married Harriet Hichborn and they had daughters named Elizabeth, Desire, Harriet. I have no information as to their marriages or if they married. Capt. Wm. McGilvery also had a son, Wm. M. McGilvery, b. Searsport (?) in 1855 and d. Bucksville, 1881. I wonder what he was doing in Bucksville. Did he marry one of the Bucks?

The method of figuring tonnage of vessels changed over the years and I don't
know too much on the subject but the "List of Merchant Vessels of the U.S. for 1885" gives the schooner Hattie McGilvery Buck as 222.96 gross tons and 211.86 net tons which doesn't agree with the 202 tons attributed to her in the article. In case anyone is interested, the sch. Hattie McGilvery Buck is listed as 115.5 x 28.8 x 10.2 and in 1885 she hailed from Georgetown, S.C.

In reading over some old copies of "The American Neptune", a publication connected with the Peabody Marine Museum of Salem, I came upon a reference to the schooner Joseph Buck being built in Newburyport, Mass. in Nov. 1872. She isn't in my register for '72/'73 nor in my copy of the 1885 List of Merchant Vessels of the U.S. It would seem she had been launched too late for 1873 and was lost prior to 1885. Schooners were largely used in the coasting trade and many were used to carry lumber. I wonder if she might have been built by Wm. L. Buck for carrying his lumber. Maybe I will find out by consulting registers at one of the larger marine museums.

Soon I will be setting down some of the facts I have on Bucksville and the Henrietta and may run onto some additional questions. You likely will continue to be pestered by my letters.

Sincerely,

Wm. H. Pendleton

P.S. You asked in your letter why shipbuilding was not continued at Bucksville. I'm quite sure the lack of deep water was the prime reason. Vessels were increasing in size. For example, the Henrietta was 1,267 tons and had a depth of 24 feet. The ship, Henry B. Hyde, built in 1884 at Bath, was 2450 tons and had a depth of aprox. 28 feet. No doubt another factor was the lack of trained workers. At about 1873 specialists were developing. Caulkers, joiners, spar makers blacksmlths etc. In addition the large building centers such as Bath and Newburyport had separate shops for sail making, block making, ropeworks etc. From what little I can find out here a number of the men wanted to get back to their homes and families. Elisha Dunbar, the master builder had a fine home here that is still standing. He no doubt was a key man as the master builder was really overall supervisor of the work.

April 30, 1977

Dear Mrs. Cutts:

Yesterday afternoon I spent what seemed a profitable afternoon at the office of "The Republican Journal", our weekly newspaper published at Belfast. I went over all of their issues for the year 1876 as this was the year Capt. Wm. McGilvery died.

The obituary of Capt. McGilvery revealed some information of interest although the details of his committing suicide were quite gruesome. He was born at Stockton Springs but moved to Searsport at about the age of forty. This would appear to be at the time he retired from the sea as his last command was the brig Harriet H. McGilvery in 1851 and he was born in 1814.

The obituary lists his eldest daughter as marrying Wm. Buck of Bucksville, S.C. but I believe this is an error. That is, I don't think Wm. Buck married the oldest daughter. It also lists the second daughter as the wife of Capt. Albert V. Nickels and the third as marrying John Stowers of Sandy Point. This obituary merely mentioned the son was the fourth child and was twenty years of age. I think this was accurate except that Wm. L. Buck married the second daughter, Desire or Desiah who was b. likely after his sister, Elizabeth. However, I have written to a Miss Elizabeth Nickels at Portland, Maine who is a daughter of Capt. Albert V. Nickels and Elizabeth (McGilvery) Nickels. I think she will throw some light on the genealogy of the McGilverys.

In the issue of March 30, 1876 I found the following notation: "The affairs of the late firm of Black, Matthews & Co., sash and door mfrs., broken by the death of Wm. McGilvery, will be closed by the sur-
viving partners, Messrs. John Black & Geo. F. Matthews.” This is of interest as the successor to this company comes up again. I’m quite sure that the George Matthews mentioned here soon formed a new business in Belfast. The present president of Matthews Brothers is a close friend of mine.

I found several other notes of interest to me concerning Capt. McGilvery’s estate and about vessels being built in this area but I don’t think these would be of interest to you. I did find the following that likely may be of interest to you:

(1) Aug. 31, 1876 - “The three-masted schooner Hattie McGilvery Buck is discharging 60,000 feet of hard pine at Cotrell’s shipyard. The cargo is from Bucksville, S.C. The remainder will be discharged at Searsport.”

(2) Sept. 21, 1876 - “Matthews Bros. of this city are filling an order for some very handsome hardwood doors that will go into the Bangor Custom House.”

(3) Wm. L. Buck, formerly of Searsport, now of Bucksville, S.C. has been elected to the senate of that state at the recent election. A telegram reached him last week at Searsport, where he is visiting friends, notifying him of his election.” (As he was an administrator of his father-in-law’s estate he was doubtless here in connection with this.)

(4) Dec. 14, 1876 - “Matthews Bros. buy their material direct from the South, having just received a large lot of hard pine from Bucksville, S.C. per schooner Hattie.” Schooner Hattie divided a cargo of 130,000 feet of hard pine into three parts of discharge, - Belfast, Bucksport and Searsport.”

(5) Dec. 12, 1876 - “Schooner A.W. Ellis from Searsport for Bucksville, S.C. put into Belfast Wednesday, having one man badly frostbitten.” (The schooner A.W. Ellis was built at Belfast in 1873 but I don’t think she was owned by Searsport people. It must have been a cold December that year for a man to get frostbit between Searsport & Belfast, maybe 7 miles!)

A search on a story of this type is never ending and I want to return to the Journal issues to see if I can find any references to the mills at Bucksville while under the management of Henry Buck. Going over old newspapers is slow work as the area news was printed as a series of notes in a couple of columns. It took me a couple of hours yesterday to just go over the issues of 1876. I do want to go over those of 1873 and maybe 1872 to see what I can find as to references to the men going from here to Bucksville to build the Henrietta. I’ll also go over some in the 1850 to see if there is any earlier news of Bucksville cargoes.

I just went over the children of Wm. McGilvery as listed in “Searsport Sea Captains” and note that while the compiler has Desire listed second, he didn’t have her dates so she might well have been the first child as listed in the obit.

Best wishes,

Wm. H. Pendleton

701 Elm Street
Conway, S.C. 29526
July 19, 1977

Dear Mr. Pendleton:

Between visits of children and grandchildren and the summer heat, my correspondence has suffered.

I had a very interesting trip to Bucksville in May with two young people working for the state historical preservation council. I felt like Columbus - we found standing one house in what was once the Bucksville community, which I am sure is the “Mr. J.E. Beaty’s Residence” you will see in the “World” article. I’m enclosing two pictures of it, the one taken from the side shows it to appear to be the center house in the S.S. Stevens sketch of “The Shipyard at Bucksville” you sent me. I’m also judging this by its location from the river bank.

Since receiving your last letter, I have visited with a cousin, Mrs. Hattie McGilvery Sparkman Witte, a most delightful 87 year old lady, who lives in the Presbyterian Home in Summerville, S.C.
She suggested I give you the address of Mrs. Elizabeth Nickels, 199 Concord St., Portland, Maine (in a letter after my visit) and I am sending it, though I’m sure you’ve already seen her, as you wrote in your letter. Cousin Hattie has hanging in her room an original oil painting of the “Hattie McGilvery”, given to her by Mr. Albert Nickels. It was named for her mother, Hattie McGilvery Buck, daughter of William L. and Desiah L. McGilvery Buck, born in Bucksville, S.C. Sept. 11, 1861.

The Beaty house and the Middle Mill chimney are owned by two ladies here, whose father bought the property from Mrs. Witte’s family. None of them own any property there now. She had no information on the mill, either. Her mother married Mr. W.E. Sparkman, from Georgetown, and she grew up there, moving to Charleston, S.C. after her marriage.

I am also enclosing two pictures of the “Upper Mill Plantation House”, and one each of the Upper Mill and Middle Mill chimneys.

I’m looking forward to your article -

Sincerely,

THE WORLD, THURSDAY MORNING, JULY 9, 1891.

BUCKSVILLE.

One of the Oldest and Best Known Lumber Exporting Towns in the State.

BUCKSVILLE, July 4.—Bucksville is ten miles South of Conway, on the Waccamaw river, thirty-five miles from Georgetown. The place was named in honor of Capt. Henry Buck, who came here from Bucksport, Maine, in 1856 and began the development of a lumber business which has since that time grown into international reputation. His first business was to supply the ship yards of Maine and Massachusetts with the yellow pine timber that has grown famous in American shipping, and many a fine old Yankee clipper has doubled the Horn standing on a keel of Horry pine sawed and shipped from Bucksville. Capt. Buck established three mills on the Waccamaw, the one at this place being called Greenwood.

At Capt. Buck's death the splendid trade he had built up here became the property of his son, Mr. Wm. L. Buck, a worthy successor to a noble sire, who carried on the business successfully a number of years, under the firm name of Wm. L. Buck & Co., his associate in business being Capt. B. L. Beaty. Mr. W. L. Buck was several times state senator from his county. Upon his death several years ago he was succeeded by his son, W. McG. Buck; but the firm name was not changed, and today stands as it did twenty years ago.

Wm. L. Buck & Co. is, first of all, a lumber firm. The annual amount of business done is something very big. Last year's exports amounted to something like 6,000,000 feet of lumber, pine and cypress, and 4,000,000 cypress shingles. Most of this material went to the West Indies and South America, though lots of it went elsewhere.

Shipping facilities at Bucksville are very good. Any vessel that can cross the bar at Georgetown can come up to the wharf here, and large three-masted schooners usually do the carrying. A recently established telegraph line, connecting with the Western Union system at Conway, gives cable communication with the world. Messrs. Buck & Co. recently sent a cable to their correspondent in Guadaloupe, W. I., and received an answer within twenty-four hours. In addition to this, telephonic communication is had with the towns within a radius of a dozen miles.

A picture of the wharves, and lumber yard is printed with this, and gives a fair representation of the view approaching from Georgetown. The mill, from where the spectator would be standing, is over a quarter of a mile away, and all the intervening space is occupied by the lumber yard, which is covered with a net-work of lumber-railway tracks. The waterfront is at least a half-mile long, all filled with wharves.

The lumber mill is probably the largest and one of the best equipped in the state. The power is generated in a battery of four immense longitudinal boilers, and is utilized by two monster engines aggregating several hundred horse power. On the first floor are situated the lathe machines, trimmers, edgers, shingle machines, etc. On the second floor are the great gang saws, planing machines,
turning lathes, butt saws and rip saws. All the machinery is of modern pattern.

capable of turning out the maximum of results.

The schooner in the picture is the City of Baltimore. Capt. L. L. Towns, taking on a cargo of lumber for Demaras, British Guiana, to be used in the building of a cathedral.

Bucksville has an established reputation for shipbuilding. The schooner Battleship Buck, 262 tons, and the clipper ship Henrietta, 1,303 tons, were built here. In the latter case a comparison was made between shipbuilding in Maine and South Carolina. At the time the Henrietta was built here, another ship of like proportions was put on the stocks in Maine, Messrs. Buck & Co., furnished the timber for both. When costs were counted the balance was largely in favor of South Carolina.

Besides manufacturing lumber, Buck & Co., are merchants, buying all kinds of produce and selling everything that can be desired.

Bucksville is a remarkably healthful village. Both air and water are pure as the purest, and only a few miles distant is Cowford Springs, a mineral water which has become famous because of its wonderful medicinal properties.

The soil about here is remarkably fertile. Anything will grow. Truck of all kinds springs up and matures almost like Jonah's gourd. Cereals are the standard crops, though considerable cotton is being planted.

One of the specialties in farming here is the plantation of Capt. B. L. Beaty, on which he has a pear orchard of some 800 or 900 trees, and a tea farm. His tea has attained at least a state notoriety, and has demonstrated

Chadbourn and Conway railroad to this place where a deepwater terminus can be had. Should this be accomplished, it is probable arrangements will be made with the Clyde steamship line to run the Fanita and other steamers which run to Georgetown, up to Bucksville, connecting with the railroad. The projected Norfolk, Wilmington and Charleston "coast short-line" will strike this place. Farming lands can be bought here now for $3 per acre; but this price is not guaranteed when these roads are completed. And one great advantage farmers have here is that they do not have to buy guano. Marl is to be had for the cost of transportation, and that no great distance.

One of the specialties in farming here is the plantation of Capt. B. L. Beatty, on which he has a pear orchard of some 800 or 900 trees, and a tea farm. His tea has attained at least a state notoriety, and has demonstrated

the fact that tea culture in South Carolina is not a failure. The flavor of the tea is said to be about the same as English breakfast. Mr. W. McG. Buck has also been successful in tobacco culture at this place. First of all the house is a typical Southern home, then a hotel—not that the duties of hostess are neglected for those of housewife, but Mrs. Buck blends the two so admirably that it is almost impossible to tell which she has done better. And one great advantage farmers have here is that they do not have to buy guano. Marl is to be had for the cost of transportation, and that no great distance.

One of the specialties in farming here is the plantation of Capt. B. L. Beaty, on which he has a pear orchard of some 800 or 900 trees, and a tea farm. His tea has attained at least a state notoriety, and has demonstrated

The village there are two schools, a Masonic lodge and two churches. A picture of Hiebron Methodist church, of which Rev. J. A. Mood is pastor, is printed herewith.

Strong efforts, which are likely to prove successful, are being made to induce an extension of the Wilmington, Chadbourn and Conway railroad to this place where a deepwater terminus can be had. Should this be accomplished, it is probable arrangements will be made with the Clyde steamship line to run the Fanita and other steamers which run to Georgetown, up to Bucksville, connecting with the railroad. The projected Norfolk, Wilmington and Charleston "coast short-line" will strike this place. Farming lands can be bought here now for $3 per acre; but this price is not guaranteed when these roads are completed. And one great advantage farmers have here is that they do not have to buy guano. Marl is to be had for the cost of transportation, and that no great distance.

Capt. B. L. Beaty's Residence.

Rose Vine Inn, kept by Mrs. C. F. Buck, is one of the institutions of the village which has become absolutely indispensable; nor could another hostelry take its place. First of all the house is a typical Southern home, then a hotel—not that the duties of hostess are neglected for those of housewife, but Mrs. Buck blends the two so admirably that guests almost forget that cordial dollars and cents enter into the consideration. To be entertained at Rose Vine Inn once is to be its friend forever.

To visit Bucksville and note its situation and surroundings is to be impressed with the fact that the future holds for it much that is good. As a residence place, situated among the pines and within two hours' drive of the sea, it has no superior; for healthfulness, the river affords a natural highway for commerce, and when the railroads come, as they must, numerous diversified pursuits will spring up, to the immeasurable benefit of all concerned.

D. A. G. Oultz.

Mr. J. E. Beaty's Residence

CONWAY AND BUCKSVILLE.

In the news columns of The World this morning are printed two "plain and unvarnished" but interesting stories. One is descriptive of the town of Conway, county seat of Horry, and the other tells about the village of Bucksville, ten miles south of Conway.

Conway is one of the "old" towns of the state, recently awakened to renewed commercial endeavors by the building of a railroad connecting with the Atlantic Coast Line on the north and a line of river steamers to the south. By the latter route connection is had with Charleston and New York by sea, and
The former route gives an opening by rail for trade and travel. Another railroad, the Norfolk, Wilmington and

HERRON CHURCH.

Charleston road, which now seems an assured fact, will touch Conway in its short cut between New York and Charleston, thereby enhancing local values as well as giving Charleston the trade of a rich territory which has heretofore gone to other markets.

Conway, according to our correspondent, who is thoroughly familiar with his subject, offers exceptional inducements to desirable immigrants. The lands are remarkably fertile; but as land sharks do not control them, prices are low and terms favorable. The town is admirably situated for the planting of small industries—or large industries, for that matter. And this paper confidently anticipates the pleasure of publishing the fact of the erection of factories and banks in Conway.

MEMORIES OF THE SOUTHERN STATES

By Elizabeth Collins

FINAL INSTALLMENT

CHAPTER XV.

It was on the 12th of September, that Capt. W— returned from Pawley’s Island, and although the day had been almost as cool as an English day, the Captain was greatly overcome by his drive, and evidently much worse than when we left him, but with Mrs. W—’s good nursing, and a few days’ rest, he seemed something better.

It was quite three weeks before Dr. Desaussure could attend him, he having been detained in Charleston by illness. The doctor’s opinion of the Captain differed far from Dr. Sparkman’s, still he said with care he might get round again. He at once announced the lungs diseased, and said they had been so for some time past. He strongly advised a trip to Europe, which would be likely to do him good if anything would; but the Captain was fully bent not to leave his country in its present struggles, even if he felt equal to so doing. With regard to my own sentiments upon the subject, I must confess that experience had for some time told me that the Captain’s was a lung disease, and I feared too far advanced to obtain a cure. But what a consolation it is to us all, when we can see the hand of a gracious God in all our trials, ever ready and willing to conduct us through the roughest storm, and to guide us in the darkest hour: and I may add, that with this comforting assurance, Capt. W— bore his sufferings with cheerful submission.

During the months of October, November, and December, his disease gradually increased, attended with severe attacks of diarrhea, which confined him to his room for two or three days together. At intervals, he took a drive of two or three miles, and when his health would not allow him to make this exertion, he confined himself to a half-hour’s walk to and fro in the yard, according as the weather allowed him. In the meantime, having had the advice of another doctor of Charleston (Dr. P. Porcher), who was of the same opinion as Dr. Desaussure, he prescribed some valuable remedies for the prevention of diarrhea; but from the disease being of so long standing, they had but little effect after a few
weeks. The Doctor, in a very kind manner remonstrated with the Captain for not wearing flannel, an article so needful in his complaint, but he, having such an unutterable dislike to it, put it off from day to day, nor could he be persuaded to put on a flannel shirt, or dressing gown, till within three weeks of his departure. Dr. Sparkman, and his old friend, Mr. Glennie, visited him often; the latter sometimes stayed for three or four days at a time. There was something peculiarly affecting in the love which the Captain expressed towards Mr. Glennie; having known him when young, and he having been his tutor for some years, accounts for the attachment.

It was in the latter part of December that the Captain’s strength began to fail very fast, and on account of the great increase of weakness, he declined taking his usual walk after Christmas day; at the same time his spirits were remarkably bright. It was the brightness of his spirits, which gave us hopes that he would yet rally, and up to this time he had suffered but little except from weakness. It was not until New Year’s Day that he ceased to occupy his place in the drawing-room. The weather, at this time, was very severe, the effect of which brought on a most painful disease in the throat (Bronchitis, the Doctor termed it) which rendered the taking of food very painful, and to converse, except in a low whisper, a great effort to him; still he was exceedingly anxious to hear and talk of his country, for which he had so nobly served and struggled.* On the 19th of January, Dr. Sparkman came and found his patient fast sinking. In the course of the day, the Captain had suffered from a faintness that seemed almost like death, which was caused from being moved in order to make his bed more comfortable; his valued friend, Mr. Glennie, would, at the request of the Captain, read the psalms and prayers for the day, and would close by singing some selected hymns. That beautiful hymn on faith, “Rock of Ages,” was often sung. It seemed to me, as I sat in the next room, as if Heaven was present on earth.

On Sunday the 24th, the Captain appeared much the same, and the doctor having applied his last remedy for his patient sufferer, returned home; Mr. Glennie having left the day previous. The house was then quiet; the Captain required sleep, and he continued sleeping throughout the day, and at intervals during the night, so that it was not necessary for any one to sit up, and Hector, who had been his master’s attendant during his illness, was not called upon.

The following morning all hope being at an end, all the servants were allowed to attend his dying bed. I had seen him an hour or two previous, and was struck by the difference which had taken place during the night; still his countenance looked quite cheerful, and he said that he felt better. It was indeed a blessed thing to see with what patience he awaited the summons of his Lord! We waited in silence around him until it should please God to take him to Himself; he breathed very quietly like one sleeping, and in less than one hour he was asleep in Jesus. So very tranquil was his departure, that Mrs. W--, at that moment a widow, - was unconscious how it was, and having for the last time gazed upon him with a look of grief and tenderness which I shall never forget, she retired to give vent to her feelings; she had hitherto been supported by a gracious God, and on His never-failing arms she continued to lean for support. Among the last words the Captain said to Mrs. W-- were, ‘Bury me in my uniform,’” so, dressed in that, which, with its owner, had seen so many hard days’ service, his remains were laid, on Wednesday, the 27th of January, in the vault of his beloved father, Francis Marion W--, at All Saints Church, where a tablet will be erected to his memory, and that of his father and mother.

* It was about this time that the cottage which Mrs. W-- had rented for the past two years, was to be sold, together with an additional lot of land and a small dwelling house, and Capt. W-- bought it for 7,000 dollars, about treble its value, but when I tell my readers that the Confederate paper money is reckoned by the bushel, they will judge of the figures.
“Ye are dead; and your life is hid with Christ in God. When Christ, who is our life, shall appear, then shall ye also appear with Him in glory.” Colossians III. 3,4.

CHAPTER XVII.

As the summer advanced, and foreign communications became more frequent, Mrs. W-- made every effort to inform her friends in England of her intention to return to her native land, it being one of the Captain’s last wishes she should do so; this, however, she felt impossible to do without an escort, and she did not hesitate to send for one of her friends. In the month of August, her brother, Mr. Clement E--, came, having run the blockade from Bermuda; the Federal authorities at Washington refusing him a passport. He remained at Conwayboro’ about three weeks, during which time preparations were made for our leaving. My readers may well suppose with what satisfaction I prepared for this move, still, I felt much leaving those in whom I had for the last five years taken great interest; then again the thought that the people would be well taken care of by a friend and relation of the Captain, was very consoling. In returning home, we, of course, had to run the blockade; not, however, without being detained in Wilmington ten days or more. With regard to this place, I can say but little, except that we were haunted at night by those hated creatures, called “bugs”, and in addition to this a squalling mortal of a child, which made the nights appear three times as long. Provisions in Wilmington were very high, at least the figures sounded very big, but the good people of the house did the best they could to make us comfortable, and we now and then met with an apple pudding. The kind hostess, Mrs. Bowden, was a most amusing person; she wore spectacles, though I think she could see quite as well as I could, for she seldom looked through them. I happened one day to be sitting in her piazza when the cook came about dinner. Mrs. B., I suppose, generally consulted her husband with regard to meals, for she hailed him in the passage and said, “Look ye here, be going de gi em any pudding to-day?”

“Ess, ess, to be sure.”

“I shoulden then, I ment for em to get along with the vegetables; sugar and everything the price tis.” Then turning to me she said, “Now let me tell ye how much butter we use a day, why two pounds is nothing, and sometimes we use more, and we only charge 25 dollars a day, and down to the hotel, I hear my boarders say tis 40 dollars, and no butter, besides they have to drink out of tin cups, what de think a that ha?”

She really talked so fast that I found no room to reply; however, the dinner passed off without a pudding, a water-melon filling its place. It was on the 4th September we got on board the “Old Dominion,” and sailed from Wilmington about six in the evening, reaching a sea-port town called “Smithsville,” and anchored there until the next day, when at the same hour we proceeded on our course for Halifax. We had not steamed many miles when we came in contact with the steamer “Advance.” and in some way the latter shifted back and struck violently against our ship’s bow, making a hole about a foot and a half in length, which compelled us to return to Smithsville for repairs. This was vexing, as our coals were wasting, and we, poor anxious hearts, wishing to know our fate, for the enemy was then about seven miles off the Bar.

Our repairs were accomplished soon enough for us to continue our passage the following night as soon as the moon had disappeared. Had our designs failed then, it would have been useless to have made another trial till the next moon. Never shall I forget the dark and cloudy sky that night; it seemed that Providence had drawn a sheet of cloud over the sea, to enable us to escape unhurt. Another hour passed and we were safely over the Bar. An hour later and the clouds opened by fierce lightning; some of the passengers then feared we might yet be seen, but our four Captains on board (three of whom were passengers), in some measure consoled us by their cheering
answers. One of them being asked what he thought about it, "O its all the better for that, the lightning will blind them for ten minutes, when we can be out of reach." And so it proved, for not an half hour more had elapsed when we left them behind us. Excitement that night kept us on deck until five in the morning. And our next two days we spent in the cabin, sick enough, for the sea was very rough and unpleasant. Two days more, and we reached Halifax and took lodgings at an hotel to await the English steamer "Europa" to sail on the 15th. Any opinion of Halifax I cannot well give, for I went out but little. The thought of being on English soil together with a drive on the downs, seeing a beautiful collection of anneals is all I can speak of. We embarked on the 16th, at 4 a.m., and a most delightful passage we had as far as the weather went, and on the 25th October arrived at Queenstown, where we took in and sent out mails, and at which place I posted a letter to my mother.

One more day elapsed and we were in happy Old England; and I, safely sheltered and anxiously cared for in my mother's cottage, will endeavour to show my gratitude to Almighty God for His mercies towards me, by doing His will, who will still project me through my future path of life.

RULES AND MANAGEMENT FOR THE PLANTATION.

The Proprietor, in the first place, wishes the Overseer MOST DISTINCTLY to understand that his first object is to be, under all circumstances, the care and well being of the negroes. The Proprietor is always ready to excuse such errors as may proceed from want of judgement; but he never can or will excuse any cruelty, severity, or want of care towards the negroes. For the well being, however, of the negroes, it is absolutely necessary to maintain obedience, order, and discipline; to see that the tasks are punctually and carefully performed, and to conduct the business steadily and firmly, without weakness on the one hand, or harshness on the other. For such ends the following regulations have been instituted:

LISTS — TICKETS. — The names of all the men are to be called over every Sunday morning and evening, from which none are to be absent but those who are sick, or have tickets. When there is evening Church, those who attend are to be excused from answering. At evening list, every negro must be clean and well washed. No one is to be absent from the place without a ticket, which is always to be given to such as ask it, and have behaved well. All persons coming from the Proprietor's other places should show their tickets to the Overseer, who should sign his name on the back; those going off the plantation should bring back their tickets signed. The Overseer is every now and then to go round at night and call at the houses, so as to ascertain whether their inmates are at home.

ALLOWANCE — FOOD. — Great care should be taken that the negroes should never have less than their regular allowance: in all cases of doubt, it should be given in favour of the largest quantity. The measures should not be struck, but rather heaped up over. None but provisions of the best quality should be used. If any is discovered to be damaged, the Proprietor, if at hand is to be immediately informed; if absent, the damaged article is to be destroyed. The corn should be carefully winnowed before grinding. The small rice is apt to become sour: as soon as this is perceived it should be given out every meal until finished, or until it becomes too sour to use, when it should be destroyed. Allowances are to be given out according to the following schedule. None of the allowances given out in the big pot are to be taken from the cook until after they are cooked, nor to be taken home by the people.

SCHEDULE OF ALLOWANCE.

DAILY (Sundays Excepted)

During Potato-time.
To each person doing any work ........................................... 4 qts.
To each child at the negro-houses ................................. 2 qts.

During Grits-time.
To the cook for public-pot, for every person doing any work ........................................... 1 qt.
To the child's cook, for each child at negro-houses ........... 1 qt.
Salt to cook for public pot ............................................. 1 qt.
Salt to child's cook ..................................................... 1 qt.
On every Tuesday and Friday throughout the year

To cook for public-pot, for whole gang of workers, tradesmen, drivers, etc., meat 30 lbs. To child’s cook for all the children, meat 15 lbs.

On every Tuesday and Friday from April 1st to October 1st.

To the plantation cook for each person doing my work, instead of the pint of grits, - Small rice 1 pint.
To the child’s cook, for each child instead of ½ pt. of grits, - ½ pt. of rice.
To plantation cook for the whole gang of workers, tradesmen, drivers, etc - Peas; quantity depending on produce.

Every Thursday throughout the year
To the Child’s cook, for all the children, - Molasses, 2 qts.

Weekly allowance throughout the year. - To be given out every Saturday afternoon
To each person doing any work - Flour, 3 qts.
To each child at negro-houses - Flour 3 pts.
To each person who has behaved well, and has not been sick during the week - 2 fish or 1 pt of molasses.
To each nurse - 4 fish or 1½ pt molasses.
To head-carpenter; to head-miller; To head-cooper; to head-ploughman; To watchman; to trunk-minders; to drivers; to mule-minders; to drivers; to trunk-minders; to hog-minder; to cattle-minder; and to every superannuated person - 3 fish, or 1½ pt molasses each.

Monthly Allowance - On the 1st of every month
To each person doing any work, and each superannuated person - salt, 1 qt. tobacco, 1 hand.

Christmas Allowance
To each person doing any work, and each superannuated person - fresh meat 3 lbs, salt do., 3 lbs, molasses, 1 qt.; small rice, 4 qts; salt, ½ bushel; fresh meat, 1½ lbs; salt meat, 1½ lbs; molasses, 1 pt; Small rice, 2 qts.

Additional Allowance
Every day when rice is sown or harvested, to the cook for the whole gang of workers in the field - meat, 40 lbs; peas, as above.

No allowances or presents, besides the above, are on any consideration to be made except for sick people, as specified further on.

Work, Holiday, etc -- No work of any sort or kind is to be permitted to be done by negroes on Good Friday, or Christmas day, or on any Sunday, except going for a Doctor, or nursing sick persons; any work of this kind done on any of these days is to be reported to the Proprietor, who will pay for it. The two days following Christmas day; the first Saturdays after finishing threshing, planting, hoeing, and harvest, are also to be holidays, on which the people may work for themselves. Only half task is to be done on every Saturday, except during planting and harvest, and those who have misbehaved or been lying up during the week. A task is as much work as the meanest full hand can do in nine hours, working industriously. The driver is each morning to point out to each hand their task, and this task is never to be increased, and no work is to be done over task except under the most urgent necessity; which over-work is to be reported to the Proprietor, who will pay for it. No negro is to be put into a task which they cannot finish with tolerable ease. It is a bad plan to punish for not finishing task; it is subversive of discipline to leave tasks unfinished, and contrary to justice to punish for what cannot be done. In nothing does a good manager so much excel a bad, as in being able to discern what a hand is capable of doing, and in never attempting to make him do more.

No negro is to leave his task until the driver, has examined and approved it, he is then to be permitted immediately to go home; and the hand’s are to be encouraged...
to finish their tasks as early as possible, so as to have time to work for themselves. Every negro, except the sickly ones and those with suckling children, (who are to be allowed half an hour,) are to be on board the flat by sunrise. One driver is to go down to the flat early, the other to remain behind and bring on all the people with him. He will be responsible for all coming down. The harn-yard bell will be rung by the watchman half an hour before sunrise.

PUNISHMENTS — It is desirable to allow 24 hours to elapse, between the discovery of the offence, and the punishment. No punishment is to exceed 15 lashes: in cases where the Overseer supposes a severer punishment necessary, he must apply to the Proprietor, or to Esq., in case of the Proprietor’s absence from the neighbourhood. Confinement (not in the stocks) is to be preferred to whipping: but the stoppage of Saturday’s allowance, and doing whole task on Saturday, will suffice to prevent ordinary offences. Special care must be taken to prevent any indecency in punishing women. No Driver, or other negro, is to be allowed to punish any person in any way, except by order of the Overseer, and in his presence.

FLATS, BOATS &c. — All the flats, except those in immediate use, should be kept under cover, and sheltered from the sun. Every boat must be locked up every evening, and the keys taken to the Overseer. No negro will be allowed to keep a boat.

SICKNESS — All sick persons are to stay in the hospital night and day, from the time they first complain to the time they are able to go to work again. The nurses are to be responsible for the sick not leaving the house, and for the cleanliness of the bedding, utensils &c. The nurses are never to be allowed to give any medicine, without the orders of the Overseer or Doctor. A woman, beside the plantation nurse, must be put to nurse all persons seriously ill. In all cases at all serious the Doctor is to be sent for, and his orders are to be strictly attended to: no alteration is to be made in the treatment he directs. Lying-in women are to be attended by the midwife as long as is necessary, and by a woman put to nurse them for a fortnight. They will remain at the negro houses for four weeks, and then will work two weeks on the highland. In some cases, however, it is necessary to allow them to lie up longer. The health of many women has been entirely ruined by want of care in this particular. Women are sometimes in such a state as to render it unfit for them to work in water; the Overseer should take care of them at these times. The pregnant women are always to do some work up to the time of their confinement, if it is only walking into the field and staying there. If they are sick, they are to go to the hospital, and stay there until it is pretty certain their time is near.

Nourishing food is to be provided for those who are getting better. The Overseer will keep an account of the articles he purchases for this purpose, during the Proprietor’s absence, which he will settle for as soon as he returns.

BLEEDING IS UNDER ALL CIRCUMSTANCES STRICTLY PROHIBITED, EXCEPT BY ORDER OF THE DOCTOR. — The Overseer is particularly warned not to give strong medicines, such as calomel, or tartar emetic; simple remedies such as flax-seed, tea, mint water, No. 6, magnesia, &c., are sufficient for most cases, and do less harm. Strong medicines should be left to the Doctor; and since the Proprietor never grudges a Doctor’s bill, however large, he has a right to expect that the Overseer shall always send for the Doctor when a serious case occurs. Dr. is the Physician of the place. When he is absent, Dr. Great care must be taken to prevent persons from lying up when there is nothing or little the matter with them. Such must be turned out immediately; and those somewhat sick can do lighter work, which encourages industry. Nothing is so subversive of discipline, or so unjust, as to allow people to sham, for this causes the well-disposed to do the work of the lazy.

LIVE STOCK — One man is to be put to take care of all the oxen; he will do only
half-task ploughing, and will be responsible for them. The Overseer must see them well provided with straw, tailing, and coarse flour. The ploughing and carting tasks will be regulated by the appearance of the oxen. It is better to be a fortnight later in work, and have the cattle in good order, than to kill any of them.

Mules should also be under the care of one person all the year round, who shall be responsible for them. Their ordinary food shall be flour and tailing cut up, and during hard work, corn; crab grass cut up, with straw and flour, is also good food. In summer they must be turned out on the marsh, when not in use. No mule must ever be worked with a gall: on the first appearance of one, the man in charge must inform the Overseer.

It must be recollected, that it is easy to keep an animal once fat in good condition, but extremely difficult to get one into condition who is worked down.

The harness, chains, yokes, ploughs, &c., should always be kept under cover, as well as the carts and waggons. The stable and ox-houses should be cleaned out every week, and the oxen and mules cleaned down every evening. No animal can do well, whose skin is covered with dirt.

**THRESHING, &c. — MACHINERY**

The mill is to be closed in time to allow the whole yard to be cleaned up by sunset. The Proprietor considers an Overseer who leaves any straw or tailing during the night within 300 yards of the mill, as unfit to be trusted with the care of valuable property. He should keep a constant and vigilant inspection on the machinery, to see that no part of it heats; he should also stay in the yard whilst threshing, and not leave the keys to the drivers. As soon as the people come in, in the morning, the barn-yard doors should be locked, and not be opened again until work is over, except to admit the meals, and the suckling children. As soon as any thing goes wrong in the mill, or other machinery, Mr. should be informed of it.

**DUTIES OF OFFICIALS**

Drivers are, under the Overseer, to maintain discipline and order on the place. They are to be responsible for the quiet of the negro-houses, for the proper performance of tasks, for bringing out the people early in the morning, and generally for the immediate inspection of such things as the Overseer only generally superintends. For other duties of Drivers, see article WORK.

**WATCHMEN** are to be responsible for the safety of the buildings, boats, flats, and fences, and that no cattle or hogs come inside the place. If he perceives any buildings or fences out of repair, or if he hears of any robberies or trespasses, he must immediately give the Overseer notice. He must help to kill hogs and beeves.

**TRUNK-MINDERS** undertake the whole care of the trunks, under the Proprietor's and Overseer's directions. Each has a boat to himself, which he must on no account let any body else use.

**NURSES** are to take care of the sick, and to be responsible for the fulfillment of the orders of the Overseer, or Doctor, (if he be in attendance.) They are expected to keep the hospital floors, bedding, blankets, utensils, &c., in perfect cleanliness. Wood should be allowed them. Their assistants should be entirely under their control. When the Proprietor and Overseer are absent, and a serious case occurs, the nurse is to send for the Doctor.

**YARD WATCHMAN** is responsible for the crop in the yard, and for the barns.

**COOKS** take every day the provisions for all the people, the sick only excepted, (see article Allowance.) The Overseer is particularly requested to see that they cook cleanly and well. One Cook cooks on the Island, the other on the Main, for the carpenters, millers, highland hands, &c.

The child's Cook cooks for the children at the negro-houses; she ought to be particularly looked after, so that the children should not eat anything unwholesome.

**MISCELLANEOUS OBSERVATIONS**

The Proprietor wishes particularly to impress on the Overseer the criterions by which he will judge of his usefulness and capacity. First — by the general well being of the negroes; their cleanly appearance,
respectful manners, active and vigorous obedience; their completion of their tasks well and early; the small amount of punishment; the excess of births over deaths; the small number of persons in hospital, and the health of the children. Secondly — the condition and fatness of the cattle and mules; the good repair of all the fences and buildings, harness, boats, flats, and ploughs; more particularly the good order of the banks and trunks, and the freedom of the fields from grass and volunteer. Thirdly — the amount and quality of the rice and provision crops. The overseer will fill up the printed forms sent to him every week, from which the Proprietor will obtain most of the facts he desires, to form the estimate mentioned above.

The Overseer is expressly prohibited from three things, viz.: bleeding, giving spirits to any negro without a Doctor’s order, and letting any negro on the place have, or keep any gun, powder, or shot.

When carpenters work in wanted, the Overseer must apply in writing to Mr. Miller.

When the Overseer wishes to leave the plantation for more than a few hours, he must inform the Proprietor, (if he is in the Parish.)

Whenever a negro is taken seriously ill, or any epidemic makes its appearance, or any death or serious accident occurs, the Proprietor (if in the Parish) must be immediately informed, as well as of any serious insubordination or breach of discipline.

No gardens, fowl-houses, or hog-pens, are allowed near the house; a space will be fenced out for these purposes, and they will be under the charge of the watchman.

No trees are to be cut down within 200 yards on each side of the houses.

Women with six children alive at any onetime, are allowed all Saturday to themselves.

Fighting, particularly amongst women, and obscene or abusive language, is to be always rigorously punished.

During the summer, fresh spring water must be carried every day on the Island. Any body found drinking ditch or river water must be punished.

Finally. — The Proprietor hopes the Overseer will remember that a system of strict justice is necessary to good management. No person should ever be allowed to break a law without being punished, nor any person punished who has not broken a well known law. Every person should be made perfectly to understand what they are punished for, and should be made to perceive that they are not punished in anger, or through caprice. All abusive language or violence of demeanor should be avoided: they reduce the man who uses them with a level with the negro, and are hardly ever forgotten by those to whom they are addressed.

W--

Hagley, 1859.

(Editors Note: There is one street in Conway which bears the name of the Mistress of this Novel - ESDALE LANE named after Mrs. EMILY FRANCES ESDAILE WESTON.)

SPECIAL OFFER FOR CHRISTMAS GIVING

At its quarterly meeting on September 12, 1977, the HCHS Board of Directors decided to make a special offer to members of the Society to purchase copies of the 1880 Census of Horry County for $5.00 each for the remainder of 1977. This means you can purchase copies for yourself or for gifts for others this Christmas at one-third off the regular price. Or you can renew your membership for 1978 a little early (it will be due in January in any event) and get a copy of the 1880 Census for the package price of $10.00

THE LIBRARY HAS IT

By Catherine Lewis

The second volume of South Carolina Memorials (Polyanthos, 1973) by Katie-
Prince Esker has been received. It will be of interest to those who need access to early land records.

The South Carolina Tricentennial Commission's good work in sponsoring historical works is still paying off. The latest Tricentennial book to reach us is Langdon Cheves of South Carolina by Archie Vernon Huff, Jr. Cheves was a legislator, banker, planter and jurist (he held court in Conwayborough in 1817.)


Finally, just to refresh your soul and renew your delight in your native state, spend an evening with A Carolina Profile, the beautiful collection of stories, photographs and paintings published recently (1977) by South Carolina Wildlife.

**CAN YOU HELP?**

New member of the Society Jennings B. Grainger (2933 Thornbriar Road, Atlanta, Ga. 30340) is interested in knowing of anyone researching the GRAINGER, ENZOR, HARRELSON, WATSON and AYRES families of Horry County.

Daniel Lee Rodgers, 122 Locust Street, Roselle Park, N.J. 07204 provides the following information and asks help of anyone who can provide further BOYD information.

Simon Boyd and his wife Scealy were the parents of William Boyd.
William Boyd (b. Oct. 7, 1814) m. (1) Mary A. Dorman (b. June 4, 1814)
a. girl, d. age about 6
b. boy, d. in infancy
c. Jane, b. June 12, 1837
d. Delila Carolina, b. Feb. 8, 1839, m. William Rogers, b. April 9, 1836, New Hanover Co., N.C.
e. George Washington, b. Oct. 1, 1842
f. William Main, b. May 31, 1846
g. Mary Ann Rebecca, b. April 15, 1855, m. (2) Eliza Loniza Smith, b. Feb. 9, 1830
h. Henry Wilson, b. June 21, 1854

i. John Lafayette, b. Aug. 8, 1859
(Note: Thurman W. and Harvey Boyd of Loris are sons of Henry Wilson Boyd.)

Orrin W. Prince, 912 Prospect Ave., Ashland, Kentucky 41101, is interested in information about the PRINCE, HARDEE, BOYD and FAIRCLOTH families of Horry County. He owns a copy of Otis Prince's Nicholas Prince and Descendants.