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PLEASE MARK THESE DATES ON YOUR CALENDAR!

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Note: Subscriptions run from January to January. Those who join during the year will receive issues for the year to date at the next mailing.

Back issues which are still available may be purchased for $2.00 each (plus $1.00 for first and 50¢ for each additional issue for postage and handling). Copies of the 1880 Census of Horry County, S. C. are $5.00 (plus $1.00 each for postage and handling). Write

Miss Ernestine Little
1003 6th Ave.
Conway, SC 29526
A MESSAGE FROM THE PAST PRESIDENT

Dear Members

For the October meeting Stewart Pabst of the Horry County Museum presented a program on the Indians of Horry County and the surrounding areas. It was interesting to learn more about the earlier inhabitants of this region.

Thank you to all of the members who have worked to make this a successful year. The train ride from Conway to Myrtle Beach and the publishing of The Independent Republic by Dr. Bedford were highlights.

A special thanks to the dedicated group who work on getting The Independent Republic Quarterly to the members.

Sincerely,

Miriam Tucker

MUSEUM LECTURE

Dr. Charles Joyner will give a lecture on the modern economic development of Horry County on February 20, 1986. This is one of a series sponsored by the Horry County Museum. It will be held at the Santee Cooper auditorium in Conway and will begin at 8:00 p.m. Admission is free and the public is cordially invited to attend.

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(See IRQ, Summer 1985, for the article on railroads written by BGen. Hoyt McMillan.)
LOGGERS OF CONWAY AND THE INDEPENDENT REPUBLIC

by Tom Petters

The far northeastern part of the State of South Carolina was so isolated by impenetrable swamps from the rest of the state that Horry County became popularly known as "The Independent Republic". With little or no access to the interior of the state, and yet possessing a treasure of timber and naval stores, the people of the Independent Republic who clustered near Conway, the county seat, were dependent on marine transportation. After the War Between the States, the scene was set for the introduction of rail transportation to free the commerce of the county.

The Chadburn Lumber Company of Chadburn, North Carolina, was the first line to pierce into the forests of Horry County. The company incorporated their Wilmington, Chadburn & Conway Railroad in South Carolina on December 24, 1885, as a reorganization of their twenty mile logging line that ran from Chadburn to Mount Tabor, NC, near the state line. The charter permitted the new WC&C to build to Conway with an extension to Georgetown permitted if the owners wished to construct it later.

William H. Chadburn, Jr., engineered and built the extension of the logging line into South Carolina. He journeyed north to Philadelphia to purchase a new wood-burning locomotive from the Baldwin Locomotive Works and brought it back to Chadburn over the connecting rails along the Atlantic coast.

During the construction of the new railroad, Bill Chadburn would take the new Baldwin which had been nicknamed "Shoo-fly" and, hauling a combination baggage-passenger car behind the engine, would steam over to Wilmington, NC, to pick up the payroll. The car would be loaded with kegs of silver dollars to pay the Negro workers who demanded payment in silver after seeing the fate of the Confederate paper money. Then with two armed guards, the paytrain would travel back down over the newly laid tracks of the WC&C to the railhead, stopping along the way to pay the men.

The first train entered Horry County in the summer of 1886. At first the appearance of the steaming, whistling locomotive spooked the cattle along the right of way and they would stampede away as the train approached. Later, as they became more accustomed to the noise and smoke, they no longer paid much attention. This became a problem for the crews as the cattle would sleep on the tracks that were raised above the moist fields. The "Shoo-fly" would often come upon the cattle with little warning and, unable to stop in time, they would kill one or two head. The farmers were reimbursed by the company at $6 a head until the right of way could be fenced.

Besides hauling timber north out of Horry County to North Carolina, the railroad itself was a voracious consumer of wood. Massive piles of cordwood would be split, dried, and stacked beside the tracks about every ten miles. Depending on the numbers of cars, or the engine's steaming ability, the crew would stop at the nearest fuel pile to reload. Water was pumped into the tender from the swamps, using a suction pump on the locomotive.

As built, the line extended south from Chadburn (as it was now spelled) through Loris and Allen to Conway. At Chadburn, the company connected with the Wilmington, Columbia & Augusta Railroad for through service to the north and west.

Conway in 1887 had a mere 400 inhabitants, but still offered the SC&C a logical terminal in a county so isolated from commerce. Conway's chief source of income was from naval stores (turpentine, pine pitch and tar) which was shipped out by raft and boat down the Waccamaw River to Georgetown. The fields were rich and fertile for the vegetable crops that were grown, but the local farmers found they had to travel two days and a night to reach the nearest railroad or ship the produce.
by a local teamster for $6 a trip. At the time, this was a totally impractical fee for potential profit.

All the citizens of Conway turned out on December 15, 1887, when the first train came rolling down the center of Main Street from Fifth Street to the banks of the Waccamaw River at the foot of Main. On the same day Western Union connected the wires that had been strung beside the mainline and Conway was "united with the outside world for the first time."

While logging had been the primary motive for building the line, it became very much a common carrier and soon attracted the attention of the newly formed Atlantic Coast lines of railroads, a loose association of southeastern railroads.

Although the WC&C had extended its line northward from Chadburn some eleven miles to the Seaboard Air Line system at Lumberton, the ACL formed the Wilmington & Conway Railroad and took over the line in 1895. A year later the ACL transferred its new property to another of its associated lines and the railroad has been part of the ACL rail system (or today's Seaboard System) since that time.

Two merchants in Conway had recognized the need for rail transportation five years before the Wilmington, Chadburn & Conway had been chartered. They formed The Conwayboro, Bayboro & Nichols Tramroad and had it chartered on December 24, 1880. Both F. G. Burroughs and B. G. Collins worked at raising funds for the line, but were unable to get the line started. They had planned to run from Kingston Lake, or perhaps the banks of the Waccamaw River, by way of Bayboro to the village of Nichols on the Wilmington, Columbia & Augusta Railroad mainline in Marion County. Uncertain of their resources, they proposed either iron or wooden rails with either steam or horse power.

Although their railroad had been a failure, they did form the Burroughs & Collins Company which marketed naval stores. After ten years in this business, they could see a decline as the trade for naval stores began to move down the coast toward Brunswick, GA. In order to effectively use their real property which was both owned and leased, they decided to market the timber instead of the wood products. They turned their thoughts once more to a railroad.

Burroughs & Collins had their Conway Seashore Railroad chartered in ACT 147 on February 28, 1899. As in almost all the charters of this time, the goals were extravagant. Although they intended to run from Conway to the Atlantic Ocean at or near Withers Swash, they were given the privilege of extending the line to Pawley's Island (near Georgetown) and could operate with either steam or electric power. The line began construction in June, financed by the partners' company. In September, the Horry Herald of Conway commented: "The Seacoast road is growing longer every day and shortening the distance between its terminus and the beach. It has reached a point about eight miles from town, leaving four or five miles to be completed, which will be done in time for next season."

When completed, the Conway & Sea Shore Railroad (as it was now known) ran southeast from the east bank of the Waccamaw River, just across the water from the WC&C, to the shore of the Atlantic Ocean at what later became Myrtle Beach, SC. The company's first locomotive was the "Black Maria", a logging engine purchased in Tabor City, NC, from a logging outfit there (perhaps the Chadbourn Lumber Company). While built with unusual wide tread wheels for use on wooden railed tram roads which could be easily thrown together in the swamps from the native materials, the engine was equally at home on iron rail. The first train ran from Conway to New Town (as the ocean terminal was known) in 1900 pulled by the "Black Maria" with Ed Baldwin of Georgetown working as engineer, Arthur Burroughs as conductor, Alex McNeil as switchman and Jesse Rick as fireman. The two passenger cars had been purchased from the New York Elevated Railroad when Arthur Burroughs travelled north to the metropolis to examine the used equipment that was being replaced by new electric
traction multiple unit cars. Burroughs found that the small Forney locomotives were also available for a nominal sum and purchased two of these for the logging line. The two locomotives and two coaches were shipped back to Conway via rail connections. Curiously, the coaches were different. One was a conventional coach, but the other was an open car with cross seats and lengthwise steps for boarding the car, much like the cars for the Georgetown & Pawley's Island.

At least one public trip had been run by the company before the line officially opened. While it was still under construction, the crews at New Town found the body of a whale that had washed up onto the beach. This was quite a sensation for the people of the Independent Republic in 1900 and since the railway was completed almost to the creek where the Inland Waterway runs today, the townfolk crossed the Waccamaw River from Conway on the ferry and rode to the end of the line on several flatcars which had been rigged up with planks laid across some ties for seats. When the train reached the creek near the beach, they walked from the end of the rail to where the immense corpse lay in the sand. The train returned to Conway in the purple and pink dusk of evening and the ladies used their parasols to keep the cinders from falling into their hair. The pine wood ashes contained live sparks, however, and soon the women could see the bright twinkling stars through the fabric of the parasols.

When regular service began, the company would select one of the two passenger cars depending on the weather and add a string of flat and logging cars, plus a boxcar or two as needed. The logging was done near the beach and the timber was hauled back to a small mill that Burroughs and Collins established on the bank of the Waccamaw River. Both passengers and freight had to be ferried across the river to reach Conway and the tracks of the former WC&C which was now operated by The Atlantic Coast Line Railroad of South Carolina.

Burroughs & Collins Company became the prime force in developing New Town, which changed its name to Myrtle Beach on November 1 of 1900. Besides providing rail transportation, the company built a general store, cleared the streets of bushes and timber, and contracted for the construction of a large tourist hotel. F. A. Burroughs became the proprietor of the new "Sea Side Inn" when it opened in June of 1901. This three story wooden frame hotel with the prominent cupola had a boardwalk leading to the ocean in front and another leading to the C&SS depot, a block or two behind.

The success of the C&SS for the Burroughs & Collins Co. was limited by the eventual clear-cutting of the trees near the beach. It was clear to the partners that the swamps and forests to the west of Conway offered an unlimited supply of timber and naval stores. To reach this new area, the Conway, Coast & Western Railroad was formed by amendment of the charter of the Conway & Sea Shore which was approved on July 28, 1904. The stated intent of the new line was to build east from Conway to the North Carolina state line at or near Southport by passing through Dogwood Neck and Little River; and to build westward from Conway to Sumter, seventy five miles away by way of Dogwood Bluff, Gallivants Ferry, the Little Pee Dee River, the Great Pee Dee River, then through Woodbury, Britton and Rowell in Marion County, the villages of Pee Dee, Caines, Lynches and Motts (which was known as Mottsbridge on the Alcolu Railroad) in Florence County, and Lake in Sumter County before finally reaching Sumter. A branch was proposed to be built form Cool Springs to the Little Pee Dee River and through LeGette Township in Marion County to Marion, a distance of 23 miles.

The entire line would have stretched 142 miles which would have rivaled the extensions of the nearby Georgetown & Western. Although the CC&W was unable to live up fully to the expectations of the charter, they did begin at once to construct a drawbridge across the Waccamaw River to connect with the Atlantic Coast Line tracks in the middle of Main Street. They then began the extension west in 1904 which became the Aynor Branch and was completed in 1905.
The Aynor Branch was built principally to serve the trains of the Conway Lumber Company. Organized about 1902 by D. W. Raper, the company worked in close association with Burroughs & Collins Co., which had helped with the capitalization of the company. It was the Conway Lumber Co. mill that was built on the east bank of the Waccamaw River and Raper used the tracks of the Conway & Sea Shore in the early days to reach his own tracks which were laid into the swamps near the beach area. Camp #1 of the Conway Lumber Co. was established in this area and the crews worked with a mule team with a skidder and log loader.

When the Aynor Branch which had been built through Cool Spring, SC, was completed, the Conway Lumber Co. began to lay several lumber branches into the Gunter's Island area. Gunter's Island was the name given to the large 30,000 acre area laying between the Little Pee Dee River and Pee Dee Road, running south from near Galivant's Ferry to near Hunting Swamp and the village of Dongola. The island was well known in the Independent Republic for its fine pine and cypress timber, but it was also known for its smooth corn whisky and its own native dialect.

The timber from the island was back hauled over the Aynor Branch to the company's mill on the Waccamaw for conversion into lumber. From the mill, the lumber could be shipped north over the ACL or placed on riverboats for transfer to Georgetown and its harbor. The CC&W was service conscious and ran a number of excursions to Myrtle Beach on Sundays and holidays with several boxcars full of standing passengers added to the two coach train. At other times the crew would help the small potato farmers at the beach gather up a load at the Myrtle Beach Farms Company to fill a boxcar bound for the markets up north via the ACL. One boxcar was regularly assigned to LCL (less than carload) service and would carry blocks of ice to the homes at Myrtle Beach in most of the trains.

The CC&W sold the old "Black Maria", their first locomotive, to a lumber line at Enterprise, SC, when the service began to require more reliable equipment. Besides the logging trains, the regular service consisted of a mixed train, common carrier service between Aynor and Myrtle Beach passing through Conway. Captain Phillip Sasser was the conductor on the line at this time.

The Atlantic Coast Line watched the CC&W carefully over the next years as it became more and more important to the communities through which it ran. Myrtle Beach on the famous Grand Strand began to attract a good tourist business which arrived by train from the north. Finding that acquisition of the line would offer many advantages including through passenger service to Myrtle Beach, the ACL purchased the CC&W in 1912 after eight years of independent existence. While the line to Myrtle Beach via Conway is still in operation under the new Seaboard System Railroad, the Aynor Branch was abandoned by the ACL in 1940.

The Conway Lumber Company continued to exercise trackage rights over the ACL Aynor-Conway-Myrtle Beach line to reach its mill from the scattered logging branch lines they had built. While expanding their operation on Gunter's Island, they found that some of the land was owned or leased by the Kanawha Lumber Company (probably a West Virginia based company) had a short rail line of their own on which they operated a small 0-4-4 steam engine of unknown vintage. The CLC purchased the timberland from Kanawha Lumber and laid a new branch from Aynor to reach their new property. Additional branches were laid westward to the Pee Dee River and northward to the Lake Swamp area where a new lumber camp was established.

Since 1906 the Conway Lumber Company had been owned by the Wilson Brothers Lumber Corporation of Pittsburgh, PA, but continued to be known as Conway Lumber. Willson Brothers hired H. W. Ambrose of Wilmington, NC, to be the new General Manager of the Conway company. He arrived in February to reorganize the management and improve the overall performance.

The company had been using a single band saw at this time, but under Ambrose the mill grew to be the second largest mill on the Atlantic Coast employing up to 400 men and cutting timber on a ten hour day, six days a week.
Top row: H. W. Ambrose with is wife (l.), his mother, and two grandchildren. Engine #7 of the Conway Lumber Company with unidentified crewman.

Top to bottom, left: Arthur Ambrose seated in car with John Davis on running board. High water at a lumber camp. A crew identified as Myers, Vandross, Miller, Alston, Evans, Harrell and Turbeville. Top right: Ellsberry Ambrose. Bottom right: Mules used in logging operations.
Bottom left: Earl Brown, one of several saw filers who kept the saws sharpened.
Top to bottom, right: School maintained by Conway Lumber Company. A trestle built through the woods. The "Casey Jones", built from a 1934 Ford V-8 to carry men in the swamp.
Conway Lumber Company engines. 
Left, top: #8, 1925, hauling sand to build up the roadbeds. Bottom: #6, 1938, with unidentified man. Right, top to bottom: #4, 1936, with Brock Bruton and Knocker Bromell. #7 and #4, 1936, with Moore, Dix, Palmer, Bruton, Winley. #7, January 1935, with W.O. Moore and George Palmer.
Ellsberry Ambrose was made the Logging Superintendent of Camp #1 for several years until his leg was cut off by a logging train in a tragic accident. His son, Arthur Ambrose, became Logging Superintendent of Camps #1 and #2 when they were combined about this time. Camp #1 was located on the property of the present day Myrtle Beach Air Force Base.

Conway Lumber now owned and operated several skidders, a Parker Loader, a small 0-4-0 switcher and a new Baldwin 2-6-2 which operated over the CC&W and then the ACL line pulling the log cars to the mill at Conway. Logging Superintendent Ambrose had his own Model T Ford with flanged wheels to reach the men at the various working camps. A Parker Loader could be transported to the work area on a flatcar. It would then be jacked up at the four corners where it would perch above the log cars which were pulled through between the loader's legs. A later version was called a Jump-back Loader. This machine would slide back as the cars were loaded with the cut logs.

Shortly before the ACL purchased the CC&W, the original #1 camp was moved to a new location west of Conway in the Sand Ridge section with a new rail spur back to the mill.

After the ACL took over the Aynor Branch, the Conway Lumber Co. combined the two operations at Gunter's Island and Lake Swamp with the Sand Ridge camp and moved to the Pauley Swamp section northwest of Conway with yet another rail line constructed from Conway through the camp to the banks of the Pee Dee River.

The mill at Conway now cut as much as 100,000 feet of lumber per day, six days a week. Ambrose saw to it that the equipment available was the most modern and up-to-date. They now fielded five Lidgerwood Skidders, two loaders, and locomotives 4, 5, 6, 7, 8 and 119. A used locomotive, #107, was purchased form the Atlantic Coast Lumber Corporation down in Georgetown.

The Lidgerwood Skidders were more sophisticated than the earlier Parker Loaders. Each Lidgerwood had three cable drums: the first loaded logs onto the log cars; the second drum carried log slings into the woods over a cable system where they were fastened to several logs which were transported back through the air to the skidder; and the third drum skidded logs out of the woods over the ground to the loading point. All three operations could be carried out simultaneously and often were.

In earlier operations, skidders had only one cable drum which was unwound by several men or a horse who pulled the end out into the woods to the cut logs. The drum then rewound and skidded the log back to the loading zone where the same cable drum was then used to load the logging cars using various blocks and pulleys. A 5/8 inch cable was most commonly used in this work.

It should not be forgotten that the Conway Lumber Co. also relied on the local rivers and streams for transportation of the logs. Another camp was established up the Waccamaw River north of Conway and the logs were formed into giant rafts of the cut timber to control them while in this navigable stream.

Much like the fire that destroyed the Atlantic Coast Lumber Corp. mills at Georgetown in April of 1913, the Conway Lumber Co. mill was burned to the ground on a Sunday morning in 1914. The townspeople and workers backed the company in rebuilding the plant and in a matter of a few months, the mill was completely rebuilt and was soon processing lumber faster than ever.

Another perennial problem was what amounted to being tropical rains which produced serious floods, or "freshets" as they were known locally, which seemed to occur every four years in the early Spring. The mill grounds and much of the track-work in the swamps would be inundated under three to four feet of murky water for up to three weeks until the sluggish river system could drain the area. Freshets were endured by the Conway establishment in 1916, 1920, 1924 and 1928.
During the 1920s the Conway Lumber Co. mill would ship out 140 carloads of lumber every month to the north. The average wage for the mill hands was 10¢ an hour or a dollar a day.

When the Pawley Swamp section was finally cut out, the CLC rebuilt their line from Aynor to Gunter’s Island where they purchased a 30,000 acre tract of land from the Eddy Lake Cypress Company, the Atlantic Coast Lumber Corp., Kanawha Lumber Co. and a number of other smaller lumber outfits. The company by this time owned a track-laying machine, a steam shovel to build up an embankment, and a dedicated train of sand cars which were used exclusively for continuous track building into new sections of the swamp.

The Depression hit the company hard when the market for lumber collapsed. The rail division was phased out and the mill shut down one side of its dual operation. Half of the logging equipment was abandoned and the company began to use trucks to haul the timber back to the mill. In several areas planks were laid over the ties to convert the railroad to a plank road for the access of the trucks to the deeper cutting areas. Two new diesel tractors were also purchased and the company was able to continue its business on this new reduced scale.

The Eddy Lake Cypress Company that sold some of the Gunter's Island land to Conway Lumber was an old hand in the area. Organized in 1894, well before Conway Lumber, Eddy Lake Cypress was the creation of George Officer, an Englishman, and J. W. Little, a Canadian. These two men built a large sawmill at Eddy Lake, a hidden lagoon in the swamps south of Conway and north of the Pee Dee River. Officer and Little knew their business well. Here was a stand of the finest white cypress in the South and demand for this fine lumber was high in the north.

They hired a large crew of men who worked under extraordinary conditions: for four and a half years they drew no pay, but were provided with room and board at no charge and permitted to draw the necessary living supplies form the commissary on the same basis. The first payroll was made out in 1899 on the basis of 80¢ for a twelve hour day.

Eddy Lake, itself, could be reached by the coastal steamers and sailing boats of that day and the lumber was shipped out from the company’s port. Supplies for the isolated logging village were received by schooner since there were no roads out of the village and only a pathway existed that led to Conway.

Isolated as it was, the village was not primitive as might be suspected. The Eddy Lake Cypress Co. installed the first electric light system in Horry County to permit a second shift operation in the mill and extended the lines to the dwellings and rooming houses of the employees.

The company also chartered a railroad on December 7, 1905 to haul the timber from the upstream bank of the Pee Dee River back to the mill at Eddy Lake. This line, the Eddy Lake & Northern Railroad, was organized by W. M. Burgan and Norman James of Baltimore and G. Officer and J. W. Little of Eddy Lake. The proposed route of the logging line was from the mill at Eddy Lake through communities of Bucks, Dog Bluff, Galivants Ferry, Brittons Neck, and Leggett to Marion, SC, a distance of 35 miles. The charter described the line as standard gauge, to be operated by steam, and wholly owned by Eddy Lake Cypress Company which was run by N. James from Baltimore. Again the equipment of the New York Elevated which was being disposed of in the conversion to electric propulsion proved to be irresistible to a South Carolina logger. Manhattan Railway Company #25, a 0-4-4 Forney type used to pull the cars above the streets of Manhattan, was purchased for the company in 1906.

As built, the Eddy Lake and Northern extended 24 miles through Port Harrelson, Dongola and Forney to the company's lumber camp at Jordanville. This route paralleled the nearby Pee Dee River and tapped some of the Gunter's Island timber which was also being cut by the Conway Lumber Co.
There was a later move in 1910 to extend the line to reach an outside rail connection. The state granted permission for the company to build to either Mullins where the ACL or the North & South Carolina Railroad of the SAL system crossed, or to Aynor at the end of the ACL's Aynor Branch out of Conway. But the company was unable to finance the new extension and the Eddy Lake & Northern was to continue as an isolated rail line in the deep swamp, using two locomotives and a fleet of thirty logging cars. The mill at Eddy Lake was cutting 40,000 feet per day about this time.

The timber was finally cut out in the early twenties and a fire destroyed the Eddy Lake mill. There was little interest in rebuilding the plant and the operation was abandoned. With no business, the town of Eddy Lake was abandoned too and in the later years hikers who reached the area found only a mean fifteen foot alligator that guarded the remains of the commissary.

The Winyah Lumber Company purchased the Conway Lumber Co.'s "Black Maria" for service on their line which ran seven miles from the crossroads of Enterprise, SC, near Socastee up to Garden City Beach which later became part of Myrtle Beach, SC. Operation over the line began in 1905 and continued till about 1915. Winyah had one locomotive and eight logging cars to haul the timber from the camp at Enterprise to the beach. Here the logs were formed into rafts by lashing them together and they were then towed to the mill at Georgetown. The Winyah Lumber mill cut 35,000 feet per day in 1910, and the 1917 report in American Lumberman reported that the mill was still in operation but the track had been pulled up.

Another Georgetown operation that cut timber in Horry County was Gardner & Lacey Lumber Company which was formed before the turn of the century. This firm had a large office building on the waterfront at the foot of Orange Street in Georgetown and directed the logging operations from this location. The company dealt exclusively with Cypress timber and soon found that the best stands were in the Horry County swamps. They owned two "pull boats" which would haul the cypress log rafts from near Conway on the Waccamaw River downstream to Georgetown to the mill.

Gardner & Lacey soon found that they had to build a logging railroad to reach the trees that were not near the stream. The line was built form Conway through Nixonville, Hand and Wampee into the forests near Little River, SC.

A second lumber line was built near the junction of the Black River and the Pee Dee River. Gardner & Lacey are known to have operated a steam skidder on track-age at this camp in 1901. It was this same year that the company purchased a Lidergerwood Skidder, the heaviest machine of this type made then and it may be the one at the Black River camp. The company was cutting 60,000 feet of cypress a day during this year.

No trace of this line remains and it would be hard to trace the right-of-way. Wampee is now a wide spot in the road (Hwy 90) about five miles east of Hwy 9. The crossroads of 90 and 9 is now Nixon's Crossroads. Nixonville is a loosely defined community south of Wampee along Hwy 90.

The Georgetown Lumber Company operated three miles of lumber railroad in the Conway area in 1912, but the location has been forgotten. It is likely that this line, too, rafted the timber to Georgetown down the Waccamaw River.

A Yankee from Allentown, PA, came to Horry County and started the John H. Sizer Lumber Company in 1905 at a location on the ACL which he called Allentown. Here he built a lumber mill, a village of mill houses, and a company store.

Sizer had no timber near Allentown and built a tram railroad from there north-eastwards to Pireway, NC, with parts of the line extending into the Poplar and Bakers Chapel communities of Horry County.

After three years of operation Sizer sold his company and its assets to the Trexler Lumber Company on February 17, 1908.
The Trexler Lumber operation had been in business in Horry County for some time with a mill at Little River near the North Carolina state line. George Byrd of Wilmington, NC, who had considerable experience in building lumber tramways, was hired to build Trexler's lumber line into the swamps from Little River. When the line was completed, Byrd was hired to serve as Superintendent of Logging Operations for the company.

When Trexler Lumber purchased the Sizer Lumber Company, they renamed Allentown to Allen, SC. The mill at Allen was judged to be much better for the company's operations because of the equipment available there and the mainline railroad connection that they could use to ship the finished lumber to the north.

The Trexler Lumber mill at Allen was cutting 30,000 feet per day in 1910 and operated over a ten mile mainline with three locomotives and twenty-five cars. The trains were operated by Jack Norris, Engineer, and Henry Baker, Fireman, in most cases.

The mill burned to the ground in 1917 and all operations over the twenty miles of mainline were suspended at that time. The company was liquidated soon thereafter and the equipment was all sold or scrapped.

Hammer Lumber Company operated a six mile three foot gauge logging railroad that is known to have been operating as early as 1910 with one locomotive and ten cars. Hammer had its headquarters in Philadelphia, but was a small operation with a mill at Little River Neck. The railroad ran from the banks of the Little River at Shelley Point to the area north of Myrtle Beach with the company concentrating on clearing the timber near the beaches. The trains hauled the logs back to the river where they were dumped and lashed into rafts to be towed to the mill. Known locally as "The Old Tram Road", the Hammer Lumber line was unique in Horry County for the unusual locomotive that they used.

The machine was a Dewey Brothers 0-4-0 with gears and a chain drive. Serial #530, this 53rd engine built by the company in Goldsboro, NC, was popular with a number of smaller operators. Hammer purchased it second hand and had it converted to the narrow gauge in October of 1911.

Hammer's railroad was 12 miles long in 1912 and had grown to 14 miles in length by 1917. When the beach areas had been cleared, the line was pulled up and operations were permanently suspended.

Three very small operators are also known in the same area. The D. V. Richardson Lumber Co., which was also known as the Richardson Cypress Lumber and Shingle Company, built a mill at Bucksport, south and east of Eddy Lake. By 1917 the company was only operating some three miles of track to the north, but it is believed that the line had been more extensive earlier. The company was prosperous enough to buy a new skidder in 1916 to replace the one they had been using.

The John T. Shelley Company built a mill at Aynor at the end of the ACL branch. They operated a short lumber line to service the mill that reported that it was cutting 8,000 feet per day in 1910.

Bayboro, SC, was the home of the Horry Lumber Company that is known to have purchased a new Shay locomotive in 1905 for its line. Forgotten by the oldtimers, the line was abandoned and sold the Shay to the McGregor & Hannell Company of Ruby, SC.

Finally, a North Carolina firm, much like Chadbourn Lumber, built south out of Bee Bluff into South Carolina. Organized by Horace U. Butters, who had purchased a tract of 60,000 acres in North Carolina, the Butters Lumber Company built a large band mill at Bee Bluff and renamed the village Hub, NC, using his initials.

Butters' railroad ran southwest out of Hub through the northernmost tip of Horry County to Nichols in Marion County, SC. It is known to have been in operation as early as 1899.
When Butters wanted to get out of the business, he sold the operation to Edwin Boardman Wright from Michigan. Wright bought the right to continue to use the Butters Lumber Co. name, but he did rename Hub to Boardman. Wright rebuilt the company town and brought a whole trainload of Michigan families to the area as employees of the company. There was little, if any, direct effect on Horry County by the Butters Lumber Company, it is interesting to know of its existence.
I met Arthur in Conway, where my mother and father were managing the Kingston Hotel. We were married at the hotel in November of 1904. Tom Bell was Arthur's best man, and my attendants were my sister, Em, and Kate Montgomery. Our family had moved to Conway in 1899, while Arthur was at school at Bingham. When we were married, Arthur was part owner of the Conway Lumber Company, in partnership with a Mr. Raper from Norfolk, and a Mr. Wilson from Pittsburg. Our wedding trip was quite unusual—it was a combination honeymoon and business trip, as Arthur had heard that the elevated tracks in New York were being dismantled in preparation of the subway systems, and he was most interested in buying one of the elevated train engines. I spent a great part of my honeymoon sitting in the round-house while Arthur climbed in and out of trains. He finally bought one and had it shipped to Conway to use in the mill.

On our trip, we went by train to Florence (the railroad to Aynor had been completed in 1903) spent the night, and went on to Washington, where I had my first ride in an automobile—an electric one, built very high—and we heard our first gramaphone which one listened to with the aid of ear-phones. We returned from New York by boat, and on the way we saw a tramp steamer called "The Pathfinder" which interested Arthur very much. Jack's first boat was christened "The Pathfinder", I remember. On the way home, we had a visit with some friends in Norfolk, too.

Mrs. Burroughs gave us the lot across from Snow Hill where the barbeques were once held, and we began our house before our wedding. I remember that I was terribly embarrassed about this, and would not go to look at it until we were married. Arthur had always said that when he built a house he was going to have a porch all the way around it, so that our children could ride their wheels completely around the house without having to turn around, as this had always irritated him when he would ride his wheel on the upper piazza at Snow Hill. We had our porch, and the children rode.

About this time Arthur became dissatisfied at being a part owner of the mill, and sold his interest to Mr. Wilson and built his own mill across Kingston Lake. This was called the Burroughs Mill.

He had not lost his interests in trains, however, and made our son Jack a model train to scale, with the wheels cast in Baltimore, and the track made to order from there too. This track ran over our yard form the front steps to the stile at Bess' home.

Arthur was in the habit of going across the lake before breakfast every morning to inspect the mill. One morning on his inspection tour, he was removing some sawdust under the large saw. He was wearing gauntlets and one of them caught in the track and his arm was terribly mangled. They brought him home and called Dr. Hope Burroughs, who was just starting out on a call out in the county. He told me after that some premonition kept him from starting earlier. He came to our home and performed the amputation there. Miss Margaret Foyles, a nurse who had attended me and also Bess, was in Wilmington at this time, heard of our trouble, and got permission to ride in the caboose of the freight train to come to us.
Top: Franklin G. Burroughs with model train built for him by his father, Arthur M. Burroughs. Bottom: Arthur Burroughs' Reo, one of first two cars in Conway.
The loss of an arm did not keep Arthur from making a locomotive for Franklin, too, but he did have a difficult time with it, and had to have some help. However, it was soon completed, and Franklin learned to walk by pushing his engine along the track. I worried so, because for some time Franklin would walk sideways, after this.

We had one of the first two cars in Conway. Mr. Scarborough had the other. Ours was a fine Reo with carbonate lights which we would have to climb out and light when night fell. I can remember a perfectly horrible trip that we took once when Jack was a baby. Arthur and I were in front, Jack, in a sunbonnet, sat in his nurse's lap in the rear. This nurse had a red silk petticoat, and wore patent-leather shoes and rode with her feet sticking out of the window. We had started to Danville. First, the horn fell off, and I had to move into the back and hold the horn and blow it when necessary. The rivers were at flood and we had a terrible time fording them. We finally made it to Fayetteville, abandoned the car, and returned to Conway by train. We once invited Mama and Mrs. McNeil to ride with us to Board Landing to see Aunt Ellen. Mr. McNeil refused to let his wife ride "in a thing of that kind, and if she did, she need not ever come home again." She did not accompany us, but Mrs. Burroughs did.

Arthur was terribly burned in an explosion at Mr. McGrath's chemical plant in August of 1912. They were afraid to move him, and sent "The Ruth" down the river to bring him home. They placed him on a sheet on the bow of the boat and brought him to Snow Hill. He died a few hours after reaching home. His was the last casket drawn by horses.

PORT HARRELSON CEMETERY
Cataloged by E. R. McIver, Grier Johnson and Valeria Johnson
April 6, 1985

Port Harrelson cemetery is located just off Port Harrelson road at Port Harrelson on Bull Creek between the Little Pee Dee and the Waccamaw Rivers. This cemetery had served the area from about the 1860s to the 1920s, but there were only nine markers left scattered over a large area. Three wooden markers remained. There were ten indented spaces which we assumed to be graves. We have been told it was a rather large cemetery around the turn of the century.

Children of L. N. & Mamie Crib (listed on one marker)
Charles. Born Oct. 5, 1890, died Oct. 20, 1890
Willie F. Born Sept. 1, 1885, died Oct. 8, 1885
Jamie R. Born Sept 11, 1898, died Sept. 28, 1908

Eddie, son of S. M. & A. Roberts, Born July 20, 1904, died Sept. 18, 1904
Desdial, wife of W. J. Skipper, Born May 7, 1866, died June 6, 1905
Mary E., wife of G. L. Skipper, Born Sept. 5, 1835, died July 12, 1906
William L. Prince, Born Sept. 18, 1844, died Oct. 25, 1875
R. Oliver Williams, wife of J. P. Williams, died April 4, 1875.
Child in Williams plot, no name, born Jan. 20, 1860, died Nov. 5, 1865

Three wooden markers, no identification

Ten indented spaces assumed to be graves
A LIGHT UNTO MANY
by Dena D. McGinn

(This paper is a record of educational growth in and through the Conway Elementary School. It is an outgrowth of a project done in Education 718: School and Community Relationships conducted by Dr. Marshall E. Parker at Coastal Carolina College in 1975, while I was completing my master's degree in education. My only regret is that I failed to create enough interest and response at the time to encourage people to share vital information I know is available in this community. My purpose for this work was two-fold. Being concerned about the future of our building was primary at the time. This old building is too lovely in spite of deterioration and has played too vital a part in the lives of the residents not only of Conway but of the entire county to be destroyed if a way can be found to save it. The auditorium and other parts of it have been used by other schools, churches, and practically every civic organization and club in this area. The auditorium has been a "civic center" and should be preserved and used as one.

My second purpose developed as an outgrowth of my interest in the project. I hope to locate information to compile lists of students, instructors, directors, etc. which can be preserved for future reference and pleasure. Anyone who can contribute information is invited to get in touch with me.--DDM)

Education has truly lightened and enlightened the lives of many who have traveled to and through Conway Schools. What better way is there to enlighten the lives of youth than with knowledge and faith in one true God? Our school was founded on this faith.

Early records show that the Burroughs School was established in 1877 and charted in 1889. This school was located where Miss Rebecca Bryan now lives, 606 Main Street. Burroughs School continued to grow until there was an urgent need for more room and an improved building.

Since Evan Norton's history of Conway schools covers this period adequately (IRQ VII, 2/3:5-23), this story will begin in 1904 and deal only with the operation of the Conway Elementary School System.

On February 22, 1904, the Legislature passed an Act authorizing the trustees of Burroughs School of the Town of Conway, in Horry County, to issue bonds for the purpose of Erecting School Buildings, and Equipping Same, and Purchasing a Lot or Lots. The people of Conway almost unanimously approved issuing the bonds.

The old Burroughs School House and site were exchanged for a three acre block enclosed between Main and Laurel Streets, and Ninth Avenue and the A.C.L. Railroad branch line that ran from Conway to Aynor. It was described as a beautiful, ideal location, gently sloping from Laurel to Main Street with a heavy growth of pines and a few oaks.

Plans for the new school were drawn by Architect H. E. Bonitz, Wilmington, N. C.; E. H. Leslie, Newberry, S. C., was contracted to build it. Since the F. G. Burroughs family had been primarily responsible for earlier schools, and instrumental in getting this new building, it was decided to retain the Burroughs name. To express their gratitude, Mrs. Burroughs and family donated $500 to the Burroughs Graded School to be used for equipment.

The new building was completed in 1905. It was a handsome two-story brick building facing Main Street, well adapted to graded school work. The Course of Study published by the Board of Directors listed the building cost at $15,000.00, thoroughly heated and ventilated. It also showed an outside view of the completed structure, as well as a floor plan for both stories.
Mrs. Marjory Quattlebaum Langston gave me part of a letter she wrote her brother Paul Quattlebaum in February, 1906.

My dear Paul,

We are in the new school building. They moved the things over Monday Afternoon, and we went in Tuesday. It is all mighty nice but I do not feel at home. The grounds are not all cleaned up yet.

Mrs. Langston also recalls that the boys would bring buckets of water from the old Ludlam Spring, and everyone used the same dipper to drink. The Ludlam Spring was where Gen. and Mrs. Hoyt McMillan now live on Lakeside Drive.

Carl Sessions said he seemed to remember that and later an artesian well out in front of the building. A picture postcard showing the well in front of the main entrance was given to me by Barbara Stalvey Rogers. The postcard was published by the Norton Drug Co., Conway, S. C., and is postmarked Jan. 2, 1915. It was addressed to Mrs. W. H. Rollinson (Katherine Melson Galbraith),Wilmington, N. C.

Mrs. Ruby Lee Moore Wachtman recalls the toilet facilities were privies which stood down the hill near the A.C.L. railroad tracks. The first water she remembers on the school ground was a spigot in front of the building which provided drinking water for both teachers and students. A tin cup hung by a cord from the spigot and was used by everyone who did not make his own cup by folding whatever paper was available. In later years collapsible metal drinking cups were used by the fortunate owners. Some are probably still around somewhere, tucked away among memorabilia.

The Course of Study booklet also included Rules and Regulations for everything, from tuition fees (ranging from $1.00 per month for grades one to three to $2.50 for grade nine) to piano rental with music instruction, $3.00 a month. Pupils could not come earlier than 15 minutes but teachers were to be there 20 minutes before school started. The curriculum included not only the basic subject, but art, music and a Lyceum Concert Course of five attractions for which season tickets were $2.00 for students and $4.00 for adults.

The faculty for 1906-1907 included Power W. Bethea, Superintendent and Ninth Grade; Miss Lottie Elizabeth Barron, Seventh and Eighth Grades, Miss Ella Rowland, Fifth and Sixth Grades; Miss Mattie Lucille Newton, Third and Fourth Grades; Miss Mary Bell MacLauchlin, First and Second Grades and Art. Music was taught by local teachers. The enrollment listed was 200.

Power W. Bethea was well versed in school policies, but apparently lacked the personality and tact needed to operate a faculty and school smoothly. His entire faculty resigned at the end of the year.

Members of the class that moved from the old building to the new building in 1906 were Marjory Quattlebaum, Perry Quattlebaum, Ebbie Spivey, Roberta Sessions, Lunette Burbage, Gracie Lewis, Claude Dusenbury, James Martin and Clarkie Gasque.

The school year of 1907-1908 had the following faculty: Power W. Bethea, Supt.; Daisy Pate of Bishopville, S. C.; Miss Louise Bryan of Georgia, Miss Ada Phelps of Camden; Miss Fanny Fields of Hickory, N. C.; and Miss Grace Langston of Conway.

In the fall of 1908, the State Board of Education agreed for Burroughs Graded School to establish a high school. R. C. Hunter of Prosperity, S. C., was hired as principal. Mr. John M. Mitchell of Greenville replaced Mr. Bethea as superintendent when Bethea resigned. Misses Bryan, Fields, Langston and Pate returned. Miss Margaret Murphy of Charleston took Miss Phelps' place. Miss Bryan taught until Christmas when she resigned and was replaced by Miss Agnes Riggs of Orangeburg, S. C.

Mr. Mitchell served as superintendent only one year, so R. C. Hunter was elected in his place, and Miss Daisy Pate was promoted as principal of the High School. The other teachers were Misses Fanny Fields, Agnes Riggs, Margaret Murphy,
Grace Langston and Sue Martin. Mr. Hunter was a very efficient school superintendent and everyone seemed to be satisfied with his school management. During the year the four physicians in Conway volunteered to rotate a schedule of delivering lectures on the fundamentals of anatomy, physiology, hygiene, dietetics, etc. Since there were 34 weeks in a school session, each doctor made about eight lectures.

Mr. Hunter was re-elected as superintendent for 1910-11 with the following faculty: Misses Lethard Lewis of Ridgeway, S. C.; Lula Werts, Newberry, S. C.; Noormand Jackson, Dillon, S. C., and Miss Metz, Denmark, S. C.

The first account of a literary society at Burroughs School appears in 1910. Juniors and Seniors, 8th and 9th grades, met every Friday afternoon for heated but friendly debates.

The first crowning of the May Queen was May 2, 1911. Miss Blanche Dusenbury was the queen. Admission was 15¢ and 25¢ with proceeds for the benefit of the Primary room.

"School Breaking" was quite a social event with closing exercises extending over several days. In 1911 they began with the baccalaureate sermon being delivered in the new Methodist Church by Rev. Poteat, President of Clemson College. During the following week there were piano and music recitals by the music class. Some students listed as participants were Laura Jenkins, Jessamine Burroughs, Donna Coleman, Grace Haselden, and Mary McMillan. Festivities also included a senior class play and a debate (Frank Thompson was listed as a debater) on the topic: Resolved that cheap literature should be done away with.

According to the Field, Sept. 7, 1911, "The pride of Conway is its splendid Institute of Higher Education. Next session of Burroughs Graded School will begin Sept. 18, under very promising conditions. Pupils in Conway district will not be charged above 8th grade but all pupils under that grade will have to pay Contingent or entrance fees."

Added to the Burroughs Graded School Commencement Exercises in 1911 were awards for the best essays on "What is the Harm in a Glass of Beer, Wine, Cider," sponsored by the Conway Women's Christian Temperance Union. Sadie Goldfinch, 7th grade, and L. D. Singleton, 9th grade, won $2.00 each. Marguerite Sessions won first prize for the nearest work in First Grade and Joe Holliday for Third Grade.

On January 12, 1912, students of Burroughs School presented "Too Much of a Good Thing" for the benefit of the Contonian, the new yearbook.

In 1913 more state aid was provided to lengthen the school terms, improve high schools and upgrade lower schools.

The first Horry County Fair was held in 1913. Miss Ida Moore asked students to participate with drawings, maps, globes and compositions in an art exhibit at the fair. The prizes were $10, $5, and $3.

In March, 1914, a county wide school rally was held with representatives from practically every school in the county. In the morning a spelling bee was conducted; the afternoon was filled with athletic exercises.

Edna Earle Spivey (Scoggins) was editor-in-chief of the Contonian in 1913-14. Graduating members of the class were Edna Earl Spivey, Agnes Nichols, Paul Little, Harry Nichols, Thurman Sparks, Clarence Sessions, and Simpson Beverly.

In 1913-14 there were eight instructors and 300 students. This was the first year graduates received certificates. Superintendent Bradley said they could not be called diplomas because they had not done enough work. Many members of the senior class were displeased and stopped rather than receive the certificates. There were hard feelings because many people thought Bradley was too hard. There was some indication that the former superintendent was too lax.

The Independent Republic Quarterly, v. 3, Oct. 1969, has an article about the history of the literary societies, Conway and Hampton, taken from an essay by Mrs.
James W. Sparks. The Conway Literary Society was later renamed for the poet Sidney Lanier. In 1914 the officers of the Conway Society were Howard Little, president; Miss Elsie McCoy, vice president; and Bessie Clarke, secretary.

In those days students lined up outside of the school building and marched in. Carl Sessions was one of the boys who played a drum for the students to march. He remembered how one boy loved to walk by him and deliberately talk at a different tempo from the drumming to cause him to miss the cadence.

Nineteen fifteen marked the first decade of Burroughs Graded School. Power W. Bethea was superintendent and professor of math and science; Miss Mattie Covington, language arts; Miss Sadie Magill, 7th; Miss Sue Byrd, 6th; Miss Fannie Sloan, 5th; Miss Mary Harlee, 4th; Miss Sally Hamilton, 3rd; Mrs. Frances Burroughs, 2nd; Miss Emma Coles, 1st.

Members of the graduating class were John Putnam Cartrette, Sadie Beckman Goldfinch, Mary Elizabeth Holliday, Margaret Louise Lewis, Alice Elizabeth Little, Howard Gibson Little, Mary Gause Nance, Mattie Stanley Nance, Lucy Mayo Spivey and Jennings Lewis Thompson. The outstanding debater of the year was Stokes King, who was state winner over 28 contestants of the High School Declamation Contest held at Clinton, S. C.

War and outbreaks of influenza, diphtheria and other diseases were drawbacks to school as well as everything else, but Burroughs Graded School continued to grow.

According to Mrs. Ruby Lee Moore Wachtman, who was a graduate, "The graduating class of 1921 enjoyed a rare distinction. It was the first class in the history of the school to complete the newly added eleventh grade." Some other members of this class were Elmeda Bryan, Lucille Sasser, Jamie Marsh, Elbert McWhite, John Sessions, Derrick Stalvey, Jack Hooks, and Hart Stalvey.

Mrs. Alexia Huntley Marlowe recalls teaching an adult class when Miss Wil Lou Gray, State Department of Education, organized evening classes for adults in our school in 1921. Mrs. C. H. Snider also taught adult classes. Evelyn Snider remembers going with her mother to Baxter School where she taught an evening adult class. She recalls there were no electric lights.

By 1922 the student body and faculty had grown so that more space was needed. Bonds worth $60,000 were voted on school district 19 for the purpose of erecting a new auditorium and adding to the original building at Burroughs School.

According to the Field, Sept. 15, 1922, "The new auditorium is fitted with the finest electric fixtures. The finish is weathered oak, a fire-proof projection room, stage, and settings are provided as part of the new equipment. The auditorium will seat about 1,500 people. It is being told that this auditorium, with one exception, is the finest thing of its kind in the state of S. C. One of the features that places it in a class almost by itself, is the large stage above mentioned, and the curtain of velvet with which this is provided. A late design of opera chairs has been used and their nice finish shows off to great advantage within the white walls."

The auditorium was dedicated on March 16, 1923 with special musical concerts and speeches. One of the first entertainments presented in the new facility was a Chautauqua program of scenes from "The Mikado" by Gilbert and Sullivan.

Naturally the graduating class of 1923 were delighted to be able to say they were the first to graduate in the beautiful new auditorium. Members of this class were Ernestine Little and Eugenia Andersen, valedictorians, Gene Wood Norton, salutatorian, Fred Bryant, Myron Gordon, Henrietta Burbage, Frances Dusenbury, Eugenia Dusenbury, Alton Thompson, Elizabeth Sasser, Mildred Collins, and Clement Sweet.
The first Mirror was published in 1924 and members of the graduating class pictured are J. Coker Anderson, Estelle Burroughs, James Edward Bryan, Jr., Maude Cooper, Kenneth P. Cartrette, Irma Lewis, R. Alton Cooper, Evelyn Mayo Snider, Ruth Taylor, Paul Sereno Holliday, Laura Collins Thompson, Marie Belle Wellons, John William Leath, Jr.s, and Elizabeth Winifred Wellons.

The year 1925 saw increased interest in the Literary Societies and in sports. Not only did they have football and baseball for boys, but basketball for girls.

The Rainbow Orchestra of Burroughs High School, 1925, was composed of F. M. Smoak, Aubrey Hawes, A. C. Thompson, Billy Barrett, Beatrice Ambrose, Christine Dusenbury, Lawrence Moore, and John K. Stalvey. This year there was a separate Science Club for the girls and the boys. Another club organized was the French Club.

Mrs. S. L. Lemmon recalled coming to Conway for the first time in September 1925 to teach school. She, then Miss Myrtle Murphy, and several other young teachers, including Miss Elizabeth Poindexter and Miss Stella Johnson Ambrose were coming on the train. Their tickets were from Florence to Marion to Chadbourn, then down to Conway, but Miss Lula Sweet, who boarded the train in Florence, passed through the car and asked if they were new teachers going to Conway. When Miss Murphy said yes, she told them not to ride the train all that way, but to get off in Marion like she did. A Mr. Cartrette who had a two-seated taxi brought them to Conway without charging them too much and it was much quicker than the roundabout way.

The high school faculty at that time included J. McTyeire Daniel, superintendent; E. L. Easterling, principal; Miss M. Lee Cooper, Miss Martha Dyches, Mrs. Grace Woodward, Miss Lucy Timmerman, H. K. Sanders and Mrs. McQueen Quattlebaum, librarian.

Thus passes another decade with the following seniors: Franklin Burroughs, Christine Dusenbury, Emeline Dusenbury, Florence Epps, Aubrey Hawes, Margaret Jenerette, Wilbur Jones, Joe Jordan, Leona Lane, J. W. Leath, Jr., Manley Stalvey, Reuben Long, Alma Price, Mary Lee Robertson, Ruby Russ, Dorothy Taylor, and Bessie Vaught. Nine students had dropped out after the tenth grade.

Mr. S. L. Lemmon became high school principal and math teacher at Burroughs School in September, 1925. He served our school long and well. Many students have quaked in their boots and had their blood turn to water when he looked at them. Many groaned, many praised, but all agreed he was a "cracker jack" math teacher.

Carl Sessions became the first grammar school principal for a salary of $120. Only 21 senior graduated in 1926. Several stopped, went to prep school or repeated work. Literary societies were still growing and participating. Burroughs debaters who represented Sixth Distrèt in finals at Columbia were John K. Stalvey, Leon Bryan, Vivian Burroughs and Alvin Anderson.

Students and patrons alike regretted losing McTyeire Daniel; however, everyone soon fell in love with Coley B. Seaborn, who replaced Daniel as superintendent in August, 1926. Mr. Seaborn was a very personable man as well as a capable and efficient one. He guided the Conway schools through ten years of difficult but successful growth.

During the third decade our school experienced more growing pains. Times were getting hard and became even more so as the Depression approached. Money, materials, food, and practically everything was scarce at times, but our school enrollment continued to grow. The elementary faculty had increased to 14 but classes were still overcrowded. The trustees announced (Field, Aug. 12, 1926) that efforts were being made to eliminate double sessions for the first grades.

One highlight of this decade was "Miss Bessie's Life-Saving Station". Mrs. Bessie Burroughs was the former Bessie Dusenbury. Almost everyone I talked with raved about her delicious sandwiches. Bob Burroughs said, "She made the best pimento cheese sandwiches I ever put in my mouth! I guess they just had a lot of cheese and that's what I like." Later, Virginia Powell said, Miss Bessie had 2¢
Baker Bars. The boys bought them for their sweethearts, so if a boy slipped you one at the pencil sharpener, you knew he was asking you to be his sweetheart.

Jeanne Singleton Floyd remembers it was always her job to give out milk for Miss Bessie. She remembers the Johnny cakes too. Ben Thompson doesn't remember all she had, but he says he surely remembers how good those sandwiches were. Wilma Davis Snowden said that during her high school years that was the highlight of recess time. "I don't know whether it was because we were so hungry or what, but I don't believe I have ever eaten anything as good as those sandwiches. I had eaten peanut butter sandwiches before, but those were out of this world. She must have mixed them with cream, butter, or something."

Harriet S. (Cookie) Stogner recalls the "tonsil clinic" the summer she was five years old. She said Dr. Mobley came and they did wholesale tonsillectomies in the upstairs room at the head of the inside stairs. Cots were put in so the children could spend the night. She remembers her mother went downtown and bought a box of straws because, of course, none of them could eat solid food.

In 1929 a new building for the high school was built a block north and across Laurel Street. The older building became the elementary school and continued in this role until 1975 when it was closed. The high school building was superseded in 1981 by a much larger facility on highway 501 north of Conway, which houses the upper classes. The building on Laurel and 10th Ave. still houses Conway Middle School.

CAN YOU HELP?

Frances Lane Bradley, 5673 Derby Ct. #122, Alexandria VA 22311: First, I must tell you how pleased I was to find your excellent publication... in the DAR library. It helped me locate the grave site of Asa and Mary Gore, who were the parents of my great grandmother, Dorcas Columbia Gore of Gallivants Ferry, who married George Lane. I am now trying to determine the parents of Asa and Mary (BEST) Gore. Do you have further information concerning this family or someone in your society or in the area who is working on the Gore Family?

Edward W. Carberg, 6 Park Street, Salem, Mass. 01970: At the present time I am researching various U. S. Navy officers connected with the War of 1812... The officer was Humphrey MAGRATH (or McGrath). He was a purser in the Battle of Lake Champlain (1814), surviving that encounter. Unfortunately, due to personal matters (perhaps financial ones) he later committed suicide (in that year). I know he was a native-born South Carolinian, but not which community, nor what his birth year was. ... Any data you might be able to provide would be greatly appreciated.

Eugene M. Todd, 200 1 San Sus Drive, West Columbia, SC 29169: Needs information about Henry J. TODD of Simpson Creek Township

Inquiries about persons and places and events in Horry County are listed free whenever IRQ has room for them. Members of the Society and other readers are urged to share information they may have. Information of general interest will be printed in IRQ, if supplied.

Materials should be submitted to Horry County Historical Society, 1008 Fifth Avenue, Conway, SC 29526.
Pleasant View Baptist Church is located in the northern section of Horry County between Mullins and Loris, about one-quarter mile off Highway 917. The church was established in 1875. The church building occupies one corner of an intersection. The cemetery occupies the other three corners. Tombstones recorded below account for approximately one-half of the total graves. Those recorded here are located directly in front of the sanctuary. The remainder of the gravestones will be recorded and submitted later.

Row 1:
- William Everette Mincey - March 7, 1883-December 23, 1956
- Claude Marion Mincey - December 19, 1891-March 7, 1963
- Eustus B. Strickland - October 15, 1901-December 17, 1976
- E. G. Strickland - January 21, 1898-March 19, 1942
- Reedy R. Shelley - 1892-1954

Row 2:
- Samuel Herey Strickland - May 1, 1912-May 15, 1975
- Letha G. Strickland -
  - Minnie Mae Strickland - September 16, 1901-November 30, 1969
  - W. Math Strickland - December 19, 1902-December 31, 1960
  - Sam Craven Strickland - March 8, 1894-April 17, 1964
  - Belle Gerald Strickland - November 21, 1891-March 14, 1958
  - J. Brice Strickland - 1922-1955
  - Missouri Strickland - 1905-1983
  - Samuel Strickland - September 10, 1863-February 1, 1929
  - His Wife Hattie Strickland - January 25, 1872-July 3, 1942

Row 3:
- Sara Phillips Worley - May 19, 1910 -
  - Rey L. Worley - December 19, 1905 - November 29, 1965
  - Floyd Worley - April 27, 1897 - April 19, 1969
  - "Baby Bond" Daughter of Frances Worley and John L. Bond, M.D., January 19-21, 1957
  - Eugenia Drennan Worley - October 26, 1901 - June 23, 1981
  - Smith Worley - June 14, 1895-November 22, 1946
  - Married Eugenia Drennan March 23, 1923
  - Infant daughter of W. L. & Gussie W. Rhodes - January 6, 1925
  - Fannie Floyd Worley - October 29, 1862-March 16, 1926
  - Rey Worley - November 14, 1849-February 19, 1924

Row 4:
- Edna Soles Floyd - Wife of James Clyde Floyd, September 27, 1898-September 11, 1980
- John Leonard Stroud - April 7, 1893-February 22, 1968
- Pinkie Blanton Stroud - September 3, 1903-March 18, 1967
- William Alton Floyd - February 27, 1904 - September 5, 1960
- Elbert Walker Floyd - January 14, 1908-September 20, 1980
- William F. Floyd - January 14, 1868-April 10, 1950
- His Wife Rosa Ella Johnson - May 16, 1870-March 10, 1958
<table>
<thead>
<tr>
<th>Name</th>
<th>Birth Date</th>
<th>Death Date</th>
</tr>
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<tbody>
<tr>
<td>Francis Howard Floyd</td>
<td>November 10, 1912</td>
<td>February 21, 1934</td>
</tr>
<tr>
<td>M. G. Strickland</td>
<td>November 8, 1891</td>
<td>August 6, 1930</td>
</tr>
<tr>
<td>Rosa</td>
<td>March 11, 1889</td>
<td>April 6, 1928</td>
</tr>
<tr>
<td>Fred Boone</td>
<td>August 20, 1903</td>
<td>February 16, 1950</td>
</tr>
<tr>
<td>Infant of A. G. &amp; V. B. Strickland</td>
<td>-</td>
<td>1932</td>
</tr>
<tr>
<td>Infant of A. G. &amp; V. B. Strickland</td>
<td>-</td>
<td>1921</td>
</tr>
<tr>
<td>Infant of A. G. &amp; V. B. Strickland</td>
<td>-</td>
<td>1920</td>
</tr>
<tr>
<td>Elias Strickland</td>
<td>May 21, 1870</td>
<td>May 11, 1920</td>
</tr>
<tr>
<td>Emma L. Strickland</td>
<td>September 8, 1870</td>
<td>August 9, 1925</td>
</tr>
<tr>
<td>Arnold G. Strickland</td>
<td>November 3, 1895</td>
<td>July 1, 1955</td>
</tr>
<tr>
<td>Villa Brown</td>
<td>October 19, 1893</td>
<td>April 24, 1980</td>
</tr>
<tr>
<td>Charley M. Floyd</td>
<td>March 5, 1884</td>
<td>May 4, 1940</td>
</tr>
<tr>
<td>Lizzie V. Floyd</td>
<td>July 19, 1889</td>
<td>February 14, 1927</td>
</tr>
<tr>
<td>Ethel</td>
<td>March 16, 1909</td>
<td>August 21, 1923</td>
</tr>
<tr>
<td>Beman M. Son of E. J. &amp; E. J. Bullard</td>
<td>-</td>
<td>1913-Died January 22, 1914</td>
</tr>
<tr>
<td>Mrs. Ella J. Wife of E. J. Bullard</td>
<td>-</td>
<td>July 29, 1877-Died January 25, 1914</td>
</tr>
<tr>
<td>Josephine Daughter of Fred E. &amp; Attie B. Floyd</td>
<td>March 19, 1919-May 19, 1921</td>
<td></td>
</tr>
<tr>
<td>Robert Bruce Son</td>
<td>January 8, 1921</td>
<td>May 22, 1921</td>
</tr>
<tr>
<td>Nathaniel Wade Strickland</td>
<td>May 14, 1923</td>
<td>April 20, 1973</td>
</tr>
<tr>
<td>Jasper Wade Strickland</td>
<td>September 29, 1893</td>
<td>April 8, 1972</td>
</tr>
<tr>
<td>Lue Etta G. Strickland</td>
<td>August 14, 1891</td>
<td>July 16, 1978</td>
</tr>
<tr>
<td>Solomon Strickland</td>
<td>October 6, 1848</td>
<td>June 11, 1925</td>
</tr>
<tr>
<td>Nora M. Wife of Solomon Strickland</td>
<td>Died June 21, 1928, Age 69 Years</td>
<td></td>
</tr>
<tr>
<td>Eddie E. Shelley</td>
<td>February 17, 1887</td>
<td>October 27, 1948</td>
</tr>
<tr>
<td>Lizzie L. Wife of Eddie E. Shelley</td>
<td>Born November 4, 1887-Died January 25, 1919</td>
<td></td>
</tr>
<tr>
<td>Addie Shelley Floyd</td>
<td>Beloved Mother of Pauline L. Byrd</td>
<td></td>
</tr>
<tr>
<td>Anna B. Wife of A. R. Shelley</td>
<td>1900-1925</td>
<td></td>
</tr>
<tr>
<td>Anna Ree &amp; Angie Lee</td>
<td>Infant Daughters of K. S. Elliott</td>
<td></td>
</tr>
<tr>
<td>F. Galbreth Sarvis</td>
<td>February 13, 1921</td>
<td>June 5, 1972</td>
</tr>
<tr>
<td>Simp Strickland</td>
<td>December 6, 1909</td>
<td>September 20, 1962</td>
</tr>
<tr>
<td>Irene M. Strickland</td>
<td>Dayton Strickland</td>
<td>June 14, 1912-November 25, 1968</td>
</tr>
<tr>
<td>John Williamson</td>
<td>January 22, 1846</td>
<td>October 22, 1928</td>
</tr>
<tr>
<td>His Wife, Annie Jane Enzor</td>
<td>September 3, 1846-May 22, 1908</td>
<td></td>
</tr>
<tr>
<td>Alva Strickland</td>
<td>September 22, 1865</td>
<td>January 9, 1901</td>
</tr>
<tr>
<td>Garland, Son of M. G. &amp; Rosa Strickland</td>
<td>April 4, 1925-January 23, 1928</td>
<td></td>
</tr>
<tr>
<td>Bethel, Daughter of C. D. and Vencie Shelley</td>
<td>August 6, 1922-June 8, 1924</td>
<td></td>
</tr>
<tr>
<td>Infant Son of M. G. &amp; Rosa Strickland</td>
<td>1922</td>
<td></td>
</tr>
<tr>
<td>Graden, Son of M. G. and Rosa Strickland</td>
<td>July 11, 1920-October 26, 1921</td>
<td></td>
</tr>
<tr>
<td>Infant of A. R. &amp; A. A. Shelley</td>
<td>Born &amp; Died May 2, 1917</td>
<td></td>
</tr>
<tr>
<td>Alard M., Son of D. S. &amp; L. E. Grainger</td>
<td>December 25, 1919-March 2, 1921</td>
<td></td>
</tr>
</tbody>
</table>
Aussie C., Son of D. S. & L. E. Grainger - December 16(?), 1904- 24, 1910(?)
Infant Son of D. S. & L. E. Grainger - January 23, 1908-January 24, 1908
Newbury, Son of Francis Tyler - Born 26, 1900- Died 29, 1901
Infant of W. W. & Lillie W. Williamson
Infant of W. W. & Lillie W. Williamson
Infant of W. W. & Lillie W. Williamson
Infant of B. P. & Agnes Williams
Infant of W. W. & Lillie Williamson
George D. Shelley - 1861-1929
Agnes S. - Wife of G. D. Shelley - Born December 20, 1865-Died March 3, 1913
Georgie V. Daughter of G. D. & A. S. Shelley - Born March 12, 1907-Died August 22, 1907
William Strickland - April 10, 1869-December 25, 1914
Zelphia Strickland - June 12, 1870 - March 28, 1951
Mae Florence Shelley, Wife of C. P. Mincey - March 4, 1905 - December 7, 1927
Love, Wife of A. D. Mincey - October 20, 1888-December 18, 1922
Infant Son of N. A. and M. J. Shelley - Born & Died March 25, 1919
Laura Graham Shelley - July 28, 1870-March 19, 1957
Charlie P. Shelley - June 20, 1863-June 21, 1935
Florence Graham Shelley - December 23, 1863 - February 15, 1913
Alice S. Daughter of N. A. & M. J. Shelley - February 20, 1905-March 20, 1905
Noah Shelley - Born May 2, 1819-Died December 12, 1902
Sarah H., Wife of Noah Shelley - Born May 14, 1824-Died May 18, 1899
John R. Shelley - Born June 9, 1841 - Died February 6, 1911
Samuel O. Floyd - April 20, 1849-September 19, 1928
Emmaline G., Wife of S. O. Floyd - January 2, 1854 - June 19, 1920
James T. Shelley - Born December 23, 1839-Died June 26, 1917
Rebecca, Wife of J. T. Shelley - Born August 30, 1848-May 15, 1917
Jesse J., Son of J. T. & A. R. Shelley - Born October 1, 1886-Died 29, 1904
Eddie N., Son of J. T. & A. R. Shelley- Born October 22, 1883-Died June 26, 1904
Selana, Wife of D. B. Shelley - May 17, 1888-May 13, 1921
Salana Ray, Wife of D. B. Shelley - May 17, 1888-May 13, 1921 (Note: This appears to be two stones for the same person)
Infant Daughter of Mr. & Mrs. Brad Shelley - October 3, 1930-December 29, 1930
Daniel B. Shelley - May 5, 1880-February 16, 1964
Thurman David Shelley - April 15, 1905- May 23, 1970
Edna Earle Shelley - October 6, 1912-March 15, 1982
Betty C. Grainger - 1861-1929
Mack M. Grainger - 1858-1935
Martha T. Grainger - 1863-1922
Amelia, Wife of Voley B. Shelley - September 2, 1870-September 7, 1928
Volley B. Shelley - Born September 18, 1857-Died December 12, 1913
Charley P. Shelley - September 27, 1905 - July 28, 1927
Andrew M. Grainger - Born April 16, 1856-Died March 24, 1908
Sallie G., Wife of W. P. Gerrald - Born May 11, 1864-Died March 22, 1911
W. P. Gerrald - Born November 17, 1851-Died February 1, 1915
Susannah, Wife of Samuel Grainger - Born May 21, 1832-Died January 29, 1912
Samuel G. Grainger - October 23, 1869-October 29, 1929
Sudie Small Grainger - May 2, 1876-December 10, 1949
D. S. Grainger - July 9, 1871-October 17, 1931
Colon C. Grainger - September 24, 1859-April 19, 1932
Georgeanna Sarvis, His Wife - September 27, 1864-November 2, 1945

Row 10:
Lacy L., Son of L. & M. D. Foley - October 3, 1918-February 21, 1919
Mantha D., Daughter of C. P. & P. A. Willoughby - July 27, 1897-June 10, 1921
Charles P. Willoughby - February 12, 1861-August 10, 1928
Polly A. Willoughby - May 4, 1860-April 23, 1937
Reuban Butler - January 25, 1904-June 11, 1933
Johnnie C. Harrelson - January 6, 1916 - April 22, 1918
Delphia Ward Harrelson - June 5, 1886-May 22, 1967
Vondell E. Gerrald - February 12, 1926-August 25, 1951
Myrtle I. Gerrald - May 11, 1898-December 4, 1978
Sam T. Gerrald - May 13, 1895-May 19, 1940
William Pink Butler - October 29, 1901-September 1, 1936
Bonnie Fay, Daughter of D. L. & Bonnie Grainger - November 4, 1939-February 1, 1940
Rosie Belle Ray, Wife of D. L. Grainger - August 6, 1919-May 19, 1936
Mahalie Todd - Died May 10, 1921
John T. Harrelson - January 22, 1852-November 9, 1910
Mary F. Harrelson - March 13, 1855-February 18, 1910

Row 11:
Joe Williams - June 5, 1913-January 12, 1981
Ruth S. Williams - November 20, 1918-Married September 22, 1935
Infant of B. P. & Lillie Williams
Lily Bell Williams - March 25, 1887-February 9, 1957
Bishop Pierce Williams - March 30, 1877-February 24, 1951
Sarah Floyd Williams - April 23, 1883-February 10, 1917
Infant of B. P. & Agnes Williams
Wright J. Williams - Born February 20, 1830-Died April 23, 19??
Joanna C., Wife of W. J. Williams - Died March 16, 1913, Age 73 Years
Infant of E. L. & Mollie Ray
Perry J. Williamson - June 17, 1896-October 12, 1918
Infant of E. L. and Mollie Ray
Infant of E. L. and Mollie Ray
Willard W. Williamson - March 26, 1872-November 15, 1936
Lillie Williams Williamson - May 6, 1875-September 9, 1962
C. Thurman Grainger - July 4, 1911-March 19, 1976
Nathan C. Grainger - August 22, 1886-January 14, 1939
Edna F. Grainger Marsh - April 5, 1894-December 15, 1970
Harvey T. Graham - January 23, 1900-October 14, 1942
Infant of Jonathan & Donia Blanton - Born & Died May 7, 1911
Infant of Jonathan & Donia Blanton - Born July 20, 1910-Died July 21, 1910
Agnes Gerrald Floyd - November 28, 1879-August 30, 1958
John Kelly Floyd - June 13, 1875-August 4, 1921
Sarah A. Shelley, Wife of Jos. M. Grainger - May 20, 1866-April 30, 1928
Joseph M. Grainger - Born August 10, 1861-Died February 10, 1913
John E. Grainger - January 16, 1879-October 10, 1933
Margarett A. Grainger - June 2, 1889-September 22, 1980
Infant Son of C. & Ada Causey - November 25, 1929-December 2, 1929
Veronica, Daughter of C. & Ada Causey - November 23, 1930-April 6, 1933
E. Waldo Grainger - March 25, 1919-December 6, 1984
Hazel A. Grainger - September 26, 1922-
Unice, Daughter of John B. & Lorene Sarvis - November 13, 1913-December 18, 1923
N. Q. Grainger - October 15, 1852-June 14, 1932
Emma Williamson, His Wife - January 11, 1852-December 3, 1922
Eugene S., Son of J. B. & E. L. Sarvis - August 28, 1922-September 19, 1922
A. P. Grainger - Born May 1, 1884-Died November 24, 1911
H. Stanley Shelley - February 27, 1895-January 7, 1966
Ralph, Son of H. S. & B. B. Shelley - July 27, 1918-October 10, 1919
Daniel D., Son of H. S. & B. B. Shelley - September 7, 1920-October 20, 1920
Mary Victoria, Daughter of H. S. & Bessie Shelley - October 31, 1924-May 22, 1925
Bessie Blanton, Wife of H. S. Shelley - September 24, 1895-August 29, 1927
Vivian Pearl Shelley, Daughter of Stanley & Bessie B. Shelley - Age 10 Years
Selena Jane, Infant Daughter of Wilber & Mabel Shelley - August 27, 1944
Infant Son of Mr. & Mrs. G. B. Shelley - Born & Died May 3, 1926
Mayberry G. Johnson - September 29, 1902-August 1, 1962
Curtis Oliver Grainger - August 11, 1881-June 9, 1947
Adina Blanton Grainger - August 23, 1883-April 9, 1970
Daniel J. Shelley - July 12, 1854-
Kisiah M. Harrelson Shelley - December 17, 1857-August 3, 1927
Corby Dolphus Shelley - August 8, 1897-February 3, 1941
Madge S. Williamson Shelley - January 16, 1904-September 11, 1979
Robert Woodrow, Son of Rev. Woodrow W. & Virginia Albright Harris - December 13, 1943-December 8, 1944
Ada Irene Causey, Wife of Cash Causey - September 16, 1899-September 29, 1976
Cash Causey - July 16, 1897-May 8, 1938
Blank Concrete Slab
Eunice G. Johnson - January 5, 1906-November 19, 1967
Ivey D. Johnson - September 18, 1902-March 17, 1980
Rudolph, Son of Ivey D. & Eunice Johnson - October 1, 1927-December 20, 1929
Callie E., Wife of E. P. Graham - Born October 8, 1887-Died June 4, 1912

GUIDE FOR WALKING TOUR OF CONWAY

The first Conway Historical Trail was originated and developed by Loren Collins and BSA Troop 899. The Conway Area Chamber of Commerce has recently funded a new brochure, "Welcome to Historic Conway, South Carolina: South Carolina's Historic River Town" which is based on the first but further researched by Ben Burroughs and Greg Martin. Burroughs is 1986 president-elect of the Horry County Historical Society and Martin is vice president. They undertook this research in honor of the 250th anniversary of the opening of Kingston District to settlers. Mrs. Sue Stayton provided an attractive drawing of City Hall for the front of the brochure and a map showing the sites mentioned.

Those who wish to take the tour may pick up a free copy of the brochure at the Conway Chamber of Commerce near the bridge on Main Street, Conway.