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Organized 1966

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TABLE OF CONTENTS

SPECIFICATIONS FOR A COURT HOUSE TO BE ERECTED FOR HORRY COUNTY AT CONWAY, SOUTH CAROLINA..........................PAGE 4

THE JUDGE BENEATH THE CHURCH: JOSEPH TRAVIS WALSH – GENTLEMAN, LAWYER AND JUDGE....................................PAGE 16

GONE OUT SOUTH: THE SOCIAL AND ECONOMIC INTERCHANGE BETWEEN CITIZENS OF MAINE AND SOUTH CAROLINA PORT TOWNS...PAGE 24

I would like to welcome Jessica Livingston and Cheryl Stalvey to the staff of The Independent Republic Quarterly. Ms. Livingston has helped edit articles, type and assist in preparing this issue for print. Ms. Stalvey typed two of the articles in this volume and has offered to continue helping in any way that I need her. I thank both of you for your time and commitment to excellence. On behalf of the entire Horry County Historical Society, I thank you both and welcome each of you to the Staff of The Independent Republic Quarterly.

Sincerely,

Christopher C. Boyle
SPECIFICATION

FOR A COURT HOUSE
TO BE ERECTED FOR HORRY COUNTY
AT
CONWAY, SOUTH CAROLINA

Leitner & Wilkins,
Architects,
Rooms No. 409-410 Southern Bldg.,
Wilmington, N. C.

Index

<table>
<thead>
<tr>
<th>Specified Item</th>
<th>Pages</th>
<th>Specified Item</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brick Work</td>
<td>6-7</td>
<td>Metal Cornice</td>
<td>14</td>
</tr>
<tr>
<td>Balcony on Front</td>
<td>12</td>
<td>Plastering</td>
<td>7</td>
</tr>
<tr>
<td>Balcony Rail</td>
<td>13</td>
<td>Pilasters in Hall</td>
<td>12</td>
</tr>
<tr>
<td>Concrete Footings</td>
<td>4-5</td>
<td>Painting</td>
<td>15-16</td>
</tr>
<tr>
<td>Concrete Floors</td>
<td>5</td>
<td>Plumbing</td>
<td>17-18</td>
</tr>
<tr>
<td>Cornices</td>
<td>12</td>
<td>Refilling</td>
<td>4</td>
</tr>
<tr>
<td>Ceiling</td>
<td>13</td>
<td>Reinforced Concrete</td>
<td>5-6</td>
</tr>
<tr>
<td>Court Room Furnishings</td>
<td>13-14</td>
<td>Ridge Roll</td>
<td>15</td>
</tr>
<tr>
<td>Door Frames and Doors</td>
<td>11</td>
<td>Stone Work</td>
<td>8</td>
</tr>
<tr>
<td>Excavation</td>
<td>4</td>
<td>Stairs</td>
<td>13</td>
</tr>
<tr>
<td>Electric Wiring</td>
<td>18</td>
<td>Sheet Metal Work</td>
<td>14</td>
</tr>
<tr>
<td>Framing Lumber</td>
<td>9-10</td>
<td>Slate Roofing</td>
<td>15</td>
</tr>
<tr>
<td>Flooring</td>
<td>12-13</td>
<td>Terra Cotta Caps</td>
<td>6</td>
</tr>
<tr>
<td>General Conditions</td>
<td>1-4</td>
<td>Trim in Hall</td>
<td>12</td>
</tr>
<tr>
<td>Hardware</td>
<td>16-17</td>
<td>Tin Work</td>
<td>14-15</td>
</tr>
<tr>
<td>Iron and Steel Work</td>
<td>8</td>
<td>Vault Doors</td>
<td>9</td>
</tr>
<tr>
<td>Inside Base</td>
<td>12</td>
<td>Window Frames and Sash</td>
<td>10-11</td>
</tr>
<tr>
<td>Muresco</td>
<td>7</td>
<td>Wainscot Mould</td>
<td>12</td>
</tr>
<tr>
<td>Mantels</td>
<td>12</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SPECIFICATIONS OF THE MATERIAL AND LABOR REQUIRED IN THE ERECTION OF A COURT HOUSE FOR HORRY COUNTY, SOUTH CAROLINA TO BE ERECTED ON THE LOT IN CONWAY ACCORDING TO PLANS AND SPECIFICATIONS DRAWN BY LEITNER AND WILKINS, ARCHITECTS, WILMINGTON, NORTH CAROLINA.  

**GENERAL CONDITIONS**

1 – These Specifications and the accompanying Plans are intended to embrace all the materials and workmanship necessary for the erection and completion of the building in all of its parts. The entire work is to be constructed and finished in a good, substantial and workmanlike manner according to these Specifications and shown by drawings and in details which may follow, to their full intent and meaning and to the entire satisfaction of the Architects. The Contractor is to furnish all materials and labor, all transportation of workmen, scaffolding and tools for the complete and substantial execution of the work.

2 – All materials are to be the best of their specified kinds and all workmanship of the best quality.

3 – A competent Foreman must be employed and he must give his constant attention to the work. Negligent and inferior workmen will not be allowed. No sub-contracting will be allowed except by consent of the Architects.

4 – Detail drawings are and will be furnished showing full size or on a large scale, all construction and finish which must be accurately followed.

5 – The drawings and Specifications are intended to co-operate and should any items be specified and not shown on the drawings or vice-versa that are necessary to the completion of the building, they shall be furnished by the Contractor the same as if shown in both the Plans and Specifications.

6 – The work will be inspected from time to time as the Architects may think necessary, either by them in person or their Inspector, and failure on the part of either Inspector or Architects to detect or condemn the defective material or workmanship shall not relieve the Contractor or his Bondsman from liability to make it good should it be discovered later or cause any damage to the building.

7 – On all matters concerning the building, the Architects’ decision shall be final and binding on all parties. They shall have full power to condemn any material or workmanship which they may think unfit or unsound and cause the same to be removed and reconstructed by the Contractor at his expense and cost, and in case of his failure or refusal to comply with the Architects’ orders
the Architects shall have full power to procure materials and have the work completed by other workmen at the expense of the Contractor.

8 – When an article of particular brand or make is specified it is intended merely to assume that as Standard and no other brand or make shall be substituted without the consent of the Architects or Owners.

9 – The Contractor will be required to furnish Bond to the amount of one third (1/3) of the Contract price for the faithful performance of his Contract within the specified time.

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Page 2

10 – The Contract must be entirely finished in all its parts on the _______ day of _______ 1906 or on failure to do so they shall pay to the Owners the sum of Fifteen Dollars ($15.00) a day as liquidated damages.

11 – Payment will be made on the work during its progress about every two weeks. On request of the Contractor the Architects will issue certificates of 85% of the value of work done and material on the ground, but such payments are not to be considered as an acceptance of the work done.

12 – CHANGES. Should any change be required in the work during its progress the Building Commission reserve the right to make any alteration, addition or omission they think necessary without violating the Contract, but all such changes must be agreed upon in writing and the addition or deduction, as the case may be, indorsed upon the back of the Contract before proceeding.

13 – SUB-CONTRACTING. No Sub-Contractor will be allowed except by permission of the Architects.

14 – A certified check for Three Hundred Dollars ($300.00) shall accompany all proposals guaranteeing the Commission that a Bond to the amount of 1/3 of the Contract price will be furnished for the faithful performance of this contract.

15 – The Figured dimensions and large scale drawings must be followed in preference to the small scale drawings.

16 – In case any discrepancy should appear in the figuring or scale drawings or the same not agree or are not fully understood the Contractor, he shall apply to the Architects for proper explanation as will enable him to carry out the spirit, intent and meaning of the Plans and Specifications.

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Page 3
17 - The Owners shall keep the building insured at all times in the names of the Owners and Contactor as their interests may appear.

18 - The Commission reserve the right to accept any or reject all Bids.

EXCAVATION: Excavate for all walls, piers and footings to the depth as shown by the sections. The excavation for the Boiler room and toilets is to be deep enough to allow for the concrete floor. If the concrete work is in sand, place necessary wood forms for all concrete footings.

REFILLING: When all masonry to grade line is completed and accepted by the Architects, all surplus earth is to be used for refilling which must be thoroughly tamped around all walls and piers. The space under the floor of the portico, vaults and record room is to be filled solid to the proper grade with broken brick and sand for concrete.

CONCRETE FOOTINGS: The footings for walls and piers are to be made of concrete composed of one part cement, three parts sand and five parts crushed stone; all stone shall be of the size that will pass through a 2” ring. The concrete is to be mixed in the following manner: the cement and sand to be first mixed in a dry state, the stone is then to be thoroughly wet, and incorporate the mass with the least possible amount of water necessary to thoroughly unite the same so that the water will rise to the top when properly tamped. All sand used in the concrete work shall be good, clean, course, sharp sand; all cement is to be either Lehigh, Atlas, or Old Dominion and must be fresh. No cement that has been air slacked shall be used. All footings under walls and piers shall be 8” thick and of the width as shown by the sectional drawings and foundation Plan.

CONCRETE FLOORS: The floors of the portico at the front of the boiler room, hall and toilet in the basement, the record room and vaults on the first floor are to have concrete floors 5” thick as specified for concrete footings, it is then to be finished at the top with a 1” Finish floor, composed of one part of best Portland Cement, one part of sand and one part of Granolithic; this finish coat to be applied before concrete is set and must be thoroughly level and troweled perfectly smooth. The concrete floor of the portico is to extend 1” over the sides in forms built for this purpose and troweled perfectly smooth at completion. Cover all cement floors with 2” coat of sand and keep sand wet for one week.

REINFORCED CONCRETE: The second floor over the record room and all of the vaults are to be made of reinforced concrete in the following manner: The forms are to be put up straight and level, it is then to be filled 2” of concrete composed of best Portland Cement, one part, three of
sand and three of crushed stone of the size that will pass through a 2\" ring, it is then to be reinforced with a layer of 3\" mesh #10 Expanded Metal, it is then to have 6\" of concrete as above specified. The floor of the record room is to have beveled edge wood strips bedded in it to receive the finish floor of the second story. The large columns on the front are to be made of concrete in the following manner: provide forms of the proper size and shape to receive the concrete, place 8 vertical rods 3/8\" diameter at a distance of 6\" from the outside of columns and tie these every 30\" in height with 1/8 x 1\" band fill in the form with concrete as specified above and allow to thoroughly set before removing the form, continue this to the top and plaster on the outside with 1/4\" coat of cement mortar composed of one part of best Portland Cement and one part sand, applied before concrete is dry. The bases of columns are to be moulded in cement in a similar manner. The shaft of the column is to extend through the Terra Cotta cap to support the plate above.

TERRA COTTA CAPS: Furnish and set where shown on the Plans the Terra Cotta Caps according to detail; pattern to be Ionic, Somozzi model; these caps to be 1/2\" less in height than the columns, and shall not, in any instance, be in contact with the Plate.

BRICK WORK: All footings, walls and piers up to the water table line to be built of good shaped, hard well burned brick. All footings and walls up to 12\" above grade line to be laid in cement mortar, composed of one part of cement, and three parts of good, clean sand. All brick used in the backing up will be of the quality known as Run of the Kiln, 70\% hard and 30\% Salmon brick. All rough brick no otherwise specified are to be laid in lime mortar, composed of one part fresh burned, well slacked lime to three of good clean sand. All face brick are to be red pressed brick of even color and well made. All face brick are to be laid in red morar made with “Peerless” mortar color to perfectly match the brick. The frieze of the main cornice is to be of red pressed brick as shown by the drawing. All pressed brick are to be laid in a thoroughly workmanlike manner with 3/16\" mortar joints and secured to the backing with approved metal wall ties. All joints in the rough brick work are to average not over 3/8 of an inch and all brick courses are to be run straight and level. All of the brick are to be thoroughly wet before being laid. Turn arches for all hearth openings and fill with concrete for tile hearths. All flues are to be run straight and of the size as shown by the Plan. All joints on inside of flues are to be struck with a trowel, but not plastered. The facing of all fire places are to be of red pressed brick laid in white mortar. Turn Relieving arches over all openings of 3 and 4 ring Rowlock pattern. All openings for stove flues are to be furnished with a Terra Cotta thimble and Galvanized Cap. All mortar joints are inside of cellar wall to be pointed.
PLASTERING: The entire interior of the building, first and second floors, walls and ceilings are to be plastered to ½” grounds on the brick work and ¾” grounds on wood partition with Wood Fibre Patent Mortar; the last coat is to be floated up smooth for Muresco finish. All of the plastering shown in the wainscot is to receive a coat of Keene’s “Cement Finish” 1/8” thick, or paint finish.

MURESCO: The Muresco work will be done by the Owners after the building is completed.

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Page 7

STONE WORK: All sills of windows where marked on the Plans, buttress caps and bases and caps on the front and side entrances are to be of Bedford Lime Stone, worked smooth, of the size shown by the drawings. All to be of the best quality, free from cracks or any defects. The steps and door sills are to be of best 8 cut granite and set on the brick foundation in a perfect and workmanlike manner.

IRON AND STEEL WORK: The columns supporting balcony are to be of cast iron of a design shown, to be ¾” metal and to be free from any blow holes or other defects. The top and bottom to be turned in a lathe and fitted to the cap and wall plates as shown by the drawings. All windows and doors on first floor to have steel angle Irons, sizes marked on Plans. Provide and place where shown on the Plans the steel “I” Beams of best rolled steel with such bolts, rivets, separators and bearings plates as called for and are necessary. All joists and rafters extending into brick walls to have ½” x 1 ½” anchors 3’ long turned up 8” in brick wall and 1” into joist with three 12d nails in each anchor, one on every fifth joist. All trusses, girders and beams to have 3/8” x 1 ½” anchors made in same manner. All bolts and nuts in the trusses are to be of the best quality wrought iron with up set ends where threaded. All bearing plates and washers to be the best quality cast iron. The plate on top of the wall is to be securely anchored to brick work with wrought iron bolts 4’ apart as shown. The ventilators in bottom of outside wall are to be of cast iron ½” thick, of size as shown.

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Page 8

VAULT DOORS: The doors to record room and the several vaults are to have Fire Proof vault doors for which the Contractor is to allow One Hundred Dollars ($100.00) each.

METAL SHUTTERS FOR RECORD ROOM: The Metal shutters for record room to be as per detail for which the Contractor is to allow Fifty Dollars ($50.00) each.

FRAMING LUMBER: All framing lumber used throughout the building is to be all square edge and sound material, free from wind shakes, large knots or any other defects which would impair its strength. All girders, joists, sills, plates, studs, beams and rafters are to be of the sizes as shown by the Drawings and are to be sized to an even width and thickness where necessary; all
joists are to have 4” fire cut and are to be bridged with “X” Bridging every 8’ using 1 x 3 material, well fitting and nailed in each end with 2 8d nails. All joists spaced 16” on centers. All roofs to be sheathed solid with 7/8” surface material, free from open knots and well nailed in each edge with 2 8d nails. The trusses are to be framed out of the best material with good joints and bolted securely. Trusses for the Court Room are to have 1 ½ camber in bottom chord, and are to rest on 1 ¼ x 8 x 16 cast iron plates set in the brick wall. The framing for tower is to be done in the best manner, as shown by details and cross section of studded partitions, are to be bridged twice in their height as specified for floor joists. All openings in floor for stairs and round hearths are to be framed with double trimmers and headers. Frame scuttle in roof where

shown on Plan and provide a cap for same. The entire first and second floors, except those rooms specified for concrete, are to be rough floored with 7/8” surface material not less than 6” wide, put down diagonally and nailed at each bearing with 2 8d nails. The wall plates are to be of size as shown by Plans, surfaced to an even thickness, bedded on the wall in mortar and anchored with the wall bolted anchors as shown by the drawings. Wall plates to be framed together at the corners with ½ splice and securely spikes. ** Construct incline floor in Court Room, where shown by section, using the size timbers as shown by the sectional drawings Place concealed gutter around eaves and all roofs and grade to conductor pipe as shown by the roof Plan. Put up ½” grounds around all openings on the brick work, except windows on second floor and ¾” grounds on all openings in wood partition. Put up flag pole, where shown, of best quality straight grain Cypress with ball finish at top and provide with 4” pulley. All other framing to be done in the best manner according to Plans. **

WINDOW FRAMES AND SASH: Window frames to be according to detail for 1 ¾” sash of the size marked on the Plans. All sash are to be check rail, glazed with D.S. glass and double hung with best braided linen sash cord and round cast iron weights. All pulleys to be Norris “Noiseless Axle Pulleys” of right diameter to properly clear the weights. All of the trim of windows and doors to be as per detail, and all thoroughly cleaned up for stain and varnish finish. The windows and doors in record room to be without trim. The high windows in the Court Room, where marked, are to be made for pivoted sash, to be operated with cords from the Court

ROOM floor. The windows in the tower to be stationary sash of the pattern as shown by the Plans. All windows specified “check rail” are to be 2 lights as shown. The windows in boiler room and toilet in basement to be single sash nung at the top. All sash #1 cleaned up for stain and varnish finish. **

DOOR FRAMES AND DOORS: Outside door frames are to be made 2 ½” thick, sawed in the back with 1/8” saw outs as shown by detail, and rabbeted for 2 ¼” doors. All interior door
frames are to be for paneled jambs 1 3/4" thick, rabbeted for 1 3/4" doors, and of the right width for the wall thickness. All panels in jambs are to be flush moulded. The door jambs in wood partition walls are to be 1 3/4" thick and rabbeted for 1 3/4" doors. Transom bars to be as shown by the detail. Doors marked "T" to have transom of same thickness as doors under them and for the number of lights as shown by the sectional drawing, and glazed with maze glass. All transoms are to be hinged at the top and glazed with maze glass. All doors on the interior of the building are to be of the size and thickness as marked on the Plans. The square panel at the top is to be glazed with maze glass and the doors are to be paneled at the bottom with three cross panels, flush moulded as shown. The doors for the partition around the Judge's Bench are to be of the size shown on the Plan. All outside doors are to be veneered on built up cores, raised mould on outside and glazed with plate glass; all to be #1, cleaned up for stain and varnish finish.

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Page 11

INSIDE BASE: The entire interior of the building is to have inside base, as shown by detail, of #1 material, well cleaned.

WAINSCOT MOULD: Run wainscot mould around all halls and rooms of the pattern as shown by detail thoroughly cleaned.

BALCONY ON FRONT: The balcony on front and the cornice under same is to be of wood as per detail, with moulded and paneled pedestals and balusters as shown.

MANTELS: All mantels are to cost Ten Dollars ($10.00) each; all hearths and facings are to be of red pressed brick laid in red mortar.

PILASTERS AND TRIM IN HALL: Construct Pilasters in Hall on first floor as shown by the Plan of best straight grain Pine, moulded cap and base and paneled as shown; to be thoroughly cleaned.

CORNICES: The cornice shown on interior of hall on first floor is to be of straight grain Pine with mouldings and dentals as shown by the drawings. The cornice in the Court Room will be of wood as shown, to be thoroughly cleaned. All cornices to be secured in place on grounds, lookout etc, and all to run perfectly straight and true. The ventilator in ceiling of Court Room is to have mould as shown; run wood mould for the cast iron ventilator to securely hold it in place.

FLOORING: The entire interior of the building, except where cement floors are specified, is to be floored with 7/8 x 2 1/4" face #1 Pine T. & G. Flooring. All flooring to be laid in the best manner, and blind nailed at every joist perfectly driven up. No header joints will be laid closer.
together than 4’, five courses apart. After flooring is laid it is then to be cleaned up and all unevenness in joints taken out.

CEILING: The Portico on the front is to have paneled ceiling composed of 7/8 stiles and rails on 3/4” panels divided about 10” wide.

STAIRS: All material in stairs is to be of the best #1 stock and all work thoroughly cleaned up. The treads of all stairs are to be 1 1/8” thick and the risers 7/8”. The treads and risers to be plowed together and both housed in the wall string, wedged and glued. Place 2 ½” glue blocks in the angle of each tread and riser. Outside string to be paneled as shown by the drawing. Balusters to be 2 ¼ x 2 ¼” turned. Newels are to be of the size shown by the drawings with moulded cap and base and paneled as shown. Newels on landings to have drops as shown. The soffits of all stairs are to be plastered and the well hole to be cased to match the paneled outside string. The hand rail will be 5 x 4 ½” according to detail. The stairs for the gallery will be as specified above, without newels or hand rails. The landings of all stairs are to be floored with flooring as specified for the rest of the house, with plastered soffits.

BALCONY RAIL: The Balcony rail in the Court Room will be as specified for stairs and set above balcony cornice as shown.

COURT ROOM FURNISHINGS: The Bar rail, prisoners Dock, Judge’s Bench and partitions will be as detailed out of straight grain Pine, well cleaned for varnish finish. The paneled partition will have 3/4” panels, 7/8” stiles and rails. Panels flush moulded and ceiled on the back with 3/8” “V” cut T & G Ceiling, put up vertically. The Jury Platforms will be framed on 2 x 6 as shown by the Plan, cased around the outside with 3/4” material with 7/8” Quarter Round at the floor; they are to be floored with 1 1/8 x 2 ¼ material and to have nozing around the outside; finish underneath with 3/4” Scotia.

METAL CORNICE, AND SHEET METAL WORK: All cornice on the outside of the building and tower is to be made of best bloom crimped #26 Galvanized iron moulded and dentiled as shown by the drawings. The soffit of the cornice in the tower is to be fitted with ventilator openings line on the inside with ¼” No. 20 Galvanized Wire Cloth. All cornices to be secured to the lookouts in the most substantial manner and all run perfectly straight and all joints made even and well soddered and rivetted. The entire Galvanized iron work is to receive one coat of “Galvanum” as manufactured by the Osteen Manufacturing Company, Canton, Ohio, in the shop, and one coat after erection. All conductor pipes are to be made of best quality of #26 corrugated Galvanized Iron, to have ornamental heads as shown, to be perfectly secured to the house with metal hangers for each 5’ in height and to extend to the ground with shoe. The cornices over the
side entrance to be of #26 crimped Galvanized iron as shown. The base of Flag Pole to be of above quality Galvanized iron. ☞

TIN WORK: Tinner is to do all necessary flashing round chimneys and wherever necessary. Line all gutters with N.& G. Taylor’s “Old Style” or Merchant’s “Old Method” tin. All flashing to extend at least 6” up the chimney and be counter flashed with tin of the same quality, extending at least 4” over it. Cover the deck of the portico with the above brand of tin, put on flat seam, double locked and soddered; each sheet to be cleated twice. All tin to have a coat of paint on the bottom side before laying, and two coats on top after laying. All best Metallic Paint. Tinner to do all necessary flashing around pedestals and walls as specified above. ☞

SLATE ROOFING: Cover the main roofs with best #1 Bangor 8 x 16 Roofing slate laid with a lap of 3” of the third over the first. Each slate to be drilled, timmed and nailed with 2 Gal. nails. The slate on the hips, valleys etc are to be cut that their point will be uniform with the rest. All hips and ridges to be covered with 2 ½” Galvanized Ridge Roll. The top ends of all courses under the Ridge Roll are to be bedded in Slaters Cement. All sheathing to be covered with tarred Roofing Felt, lap 2” and tack before slate is put on. The roof of tower to be covered with 6 x 9 slate 4 to the weather; The entire top bedded in Slaters Cement. ☞

RIDGE ROLL: The Ridge and Hip Roll to be of #26 Gal. Iron, 2 ½” Roll as shown by the drawings; to be painted as specified for metal cornice. ☞

PAINTING: The Cornice on the outside of the building, wood work in the tower and flag pole, the outside columns and Capitals are to have three coats of best Lead and Oil Paint, colors selected by Architects. The entire interior of building is to be stained with Johnsons Wood Dye which is to be rubbed with fine sand paper, it is then to have another coat of Johnson’s Wood Dye #140 Manilla Oak and receive one coat of Pratt and Lambert’s #38 “Preservative”. All conductor pipes and metal work over side entrances is to be painted as specified for cornices. The ceiling of piazza, the entire balcony on front and wood work around windows and doors is to have three coats of Lead and Oil as above specified. All outside doors are to be filled with Pratt and Lambert’s “Liquid Filler” and two coats of Pratt and Lambert’s “Spar Finishing Varnish” each coat to be well rubbed with fine sand paper. All Galvanized iron is to receive one coat of “Galvanum” at the shop and one coat at the building. ☞ All walls and ceilings in cellar are to be painted with two good coats of Cold Water Paint. ☞ All Galvanized iron work to be evenly sanded on the last coat of paint. ☞
HARDWARE: All hardware throughout the building is to be of Standard manufacture, either Corbin, Yale & Towne or Sargent’s Manufacture. All numbers given and the designs selected are from the Sargent Catalogue. The front doors on the outside of the building on the first floor will have three pair of Loose Pinn Butt Hinges and be fitted with cylinder locks and metal knob, Rose and Escutcheon combined. All double doors will have top and bottom mortise bolts. The double doors of the Court Room will be fitted with Sargent’s “Ball Bearing Floor Spring Hinges” and be provided with push plates and three tumbler mortise locks without knobs. All transoms will be hinged at the top with one pair Butt Hinges and fitted with transom lifts; the windows in the basement will be fitted in a similar manner. The four high windows in the Court Room will be pivoted in the center with best steel pivots to be operated by cords from Court Room floor. The windows in rear of balcony will be pivoted and fitted with suitable fasteners. All inside doors will be hung with 3, 4 ½” Loose Pin Butt Hinges and have mortise 4 ½” locks, #6174 with metal knobs. All sash to be provided with Sash Lock No. 2354 and two hook lifts. All to be “Concord” design on Page 52 Sargen’s Catalogue. All hardware to be “BB” finish.

PLUMBING: At the points indicated on the Foundation Plan put in cast iron running trap with return bend and fresh air inlets. Connect the several traps with lines of 4” cast iron soil pipe run under the basement floor, and carry a riser up through the different toilets and extend 2 feet above the roof. Leave openings for “Y” connection in the different toilets for fixtures. All joints in soil pipe are to be well yamed with Oakum and calked with Molten Lead. All fixture connections with soil pipe are to be made with heavy lead pipe wiped to a brass calking Ferrule which must be connected to the soil pipe as specified for cast iron pipe connections. All lavatories and other traps are to be back vented with 1 ½” Galvanized Vent pipe. The Plumber is to provide and connect the fixtures shown on the Plans. The Lavatories are to be Beverly “P” 552 complete, Standard Manufacturing Company. Closets Figure “B” 4662 Ahrens & Ott with plain bowl, cherry tank and seat complete.

ELECTRIC WIRING: The Electrician to do all rough wiring from where the main entrance cabinet will be located on the landing of the main stairs to the outlets shown on the Plan. All work to be done in accordance with the requirements of the South Eastern Tariff Association. The building will be wired so that the lights in the Court Room and second floor hall ways can be controlled by one switch and the rest of the lights on the second floor by a separate switch.
The lights on the first floor will be wired in a separate circuit. The Contractor is to furnish no rosettes, fuse blocks, switches, fixtures or lamps. All wiring to be concealed knob and tube work, and all wire to be the best White Core, 98% pure copper. Wire not less than 14 B.& S. gauge.

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Page 18

(NOTE: This historical document has been reproduced exactly as it is without any corrections or edits.)
When traveling to Myrtle Beach, South Carolina, a favorite vacation spot of the South, many tourists travel through Conway, South Carolina. Conway is the County Seat for Horry County, which, along with part of Georgetown County, is an area known to visitors as the Grand Strand. Contained within this small South Carolina town are the local government institutions, which have adapted to the growing tourism industry. However, before the development of tourism, the residents of Conway had built a town out of wilderness, participated in the American Revolution, and survived the Civil War. The people of Horry and Georgetown counties enjoy a rich heritage of local history, which occurred long before the popularity of the area as a resort.

One of the changes that have developed as a result of the tourist industry is the strain of the litigation on the local court system. The current Judicial System that handles
an explosion in the amount of lawsuits brought by the litigants of today had its root in the nineteenth century. Although the Lawyers and Judges of today deal with complex legal issues, the lawyers and judges of the Civil War era in Conway dealt with problems just as difficult for their time. The effect of the Civil War on the Judiciary, and the Lawyers of Horry County was quite remarkable. One distinguished member of that group, Judge Joseph Travis Walsh, contributed so much to the people of Horry County that he is still respected today.

On the corner of Kingston Street and Third Avenue in Conway, South Carolina stands the glimmering white Kingston Presbyterian Church. An extension to the church I 1930 now covers the grave of this early leader of Conway, Joseph Travis Walsh. Judge Walsh was a respected and revered member of the Horry County Bar. He was considered to be a fearless advocate, a representative of the people, as well as one of the founders of the Kingston Presbyterian Church. Perhaps it is fitting that his grave is part of the building's foundation.

When the young lawyer Joseph Walsh arrived in September of 1856, Conway was not the seat of government for the Grand Strand. It was known as Conwayboro and was part of Horry District. Joseph was not a native of Conwayboro, but had moved there at the urging of Judge Robert Munro, under whom he had studied law. Judge Munro, who had been a Judge since 1853, was admitted to the Bar in 1823. His son, Robert Munro, Jr., still practiced law in Conwayboro.

Born on January 26, 1835 in Charleston, South Carolina as one of two sons of Charleston merchant Michael Patrick Walsh, Joseph was crippled at age five and would remain lame for the rest of his life. His father passed away when he was only eighteen months old, and from the age of six, Joseph lived with his Grandmother Vardell in order to complete his education in Charleston. Joseph was apparently a bright student, and entered South Carolina College in December of 1950 at the age of fifteen.

By his junior year, Joseph had decided to leave South Carolina College after becoming dissatisfied with the living arrangements. He attended Princeton as a junior in January of 1853, and graduated on June 24, 1854, with honors at the age of nineteen. Joseph Walsh then undertook the profession of teacher, when he took a position teaching school in Barnwell County near Augusta, Georgia. However, he did not abandon his studies, and began to study law under Judge Munro until October of 1855 when he returned to Charleston to complete his studies under Judge Charles J. Simonton. At the age of twenty-one, Joseph Walsh was enrolled as an attorney in Columbia, South Carolina. The first case of record that was filed by the young lawyer was brought on November 7, 1856 to collect a one-hundred-dollar promissory note.

Soon after his arrival in Conwayboro, Joseph took Mary Frances Congdon to be his bride in April of 1857. Mary was the granddaughter of his landlady Mrs. Jane Norman, who was the sister of a prominent local figure, Colonel James Beaty. By the time of his marriage, Joseph Walsh considered himself to be a success as a lawyer. Although Walsh states that he was a partner with General W.W. Harlee of Marion since 1856, and claimed that his firm had one side of nearly every case in the court," the first case listed under Harlee and Walsh did not occur until March 20, 1858. An examination of the records during this period of time indicates that the most common type of case was for the collection of a promissory note. As a lawyer Walsh would handle many cases of this type throughout his career. Joseph was also active in the religious life of the
community, and at the age of twenty-three, was one of the elders in the Kingston Presbyterian Church when it was founded in 1858.

The Town of Conwayboro was home to three lawyers by the year 1860: Thomas F. Gillespie, John R. Beaty, and Joseph T. Walsh. All of the lawyers were married and had families. Thomas Gillespie, age forty, was the oldest and was married to Amanda. He had a two-year-old daughter named Kate. John R. Beaty, who was thirty-three years of age, was married to Melvina Beaty and had two children. Joseph Walsh, now twenty-six, had two children, William and George. The lawyers attended Court in the Court house that had been built in 1825, which is now the City Hall for the town of Conway. The Court System in which they practiced was similar to the Circuit Court System that was originally organized in South Carolina in 1769. A county court system, pursuant to the County Court Act of 1785, was followed for a time until it was disgraced by local favoritism. In 1798, Constitutional Courts were organized in the state. It was typical to hold court two times a year, when both the criminal and civil case would be disposed of.

Civil war loomed very near in their future, and Walsh in his autobiography blames John Brown with the disruption of the Union. Brown, who was the leader of the Pottawatomie Creek Massacre in “Bleeding Kansas” and the raid on Harpers Ferry, Virginia, had become a martyr to many northern abolitionists after his execution in Virginia for treason. Walsh admits doing his full share in bringing about the by “canvassing the county, making speeches to raise volunteers and although lame, joining an Artillery company under Capt. Ward, until they were mustered into service, and I was rejected on account of my lameness.” Although the young lawyer Joseph Walsh did not fight on the battlefield, he assisted at home by serving as Chairman of the County Board for the Relief of Soldiers’ Families. Walsh writes that his duties became heavier as the war continued, often serving as nurse and doctor in the absence of physicians, and burying the dead in the similar absence of preachers.

Buy February of 1865, Walsh began to lose faith in the war. The deserters from the Confederate Army had begun to threaten and rob their own people in Conwayboro. During a confrontation with these deserters in the same month, lawyer John R. Beaty was killed. Conwayboro was later occupied by federal troops at the request of the citizens to prevent a civil war in Horry County. Walsh further writes of the great distress during the last days of the war, and admits having very little food for his family by the time of Lee’s surrender to Grant at Appomattox on April 9, 1865.

The struggle with the problems of peace and reconstruction was undertaken by Joseph Walsh as well as the problems of war. He felt that it was his duty to pursue politics in order to rebuild South Carolina. He was elected to the State Legislature in September of 1865 and he states that he was elected as District Judge in December of 1865. However, the Legislature of South Carolina was not able to deal with the problems of reconstruction in manner that pleased the United States Congress. As part of his plan of reconstruction, President Lincoln in his Proclamation of December 8, 1863 offered a pardon to all Confederates who would swear an oath of allegiance to the Union. Walsh, in his short autobiography claims to be one of the first men to take the oath of allegiance to the United States as required by President Lincoln. However, Lincoln was assassinated in April of 1865, and the reconstruction of the south became a battleground between Congress and President Andrew Johnson. Many southern state legislatures, South Carolina included, refused to pass the Thirteenth and Fourteenth Amendments to
the United States Constitution abolishing slavery and granting the former slaves all rights enjoyed by white citizens. Many southern states enacted "Black Codes" in an attempt to classify former slaves as citizens of a lesser class. As a result, parts of the south were held under military rule after the war until the former rebellious states complied with congressional demands. South Carolina was occupied until April of 1877.

After his election as District Judge, Walsh began the reorganization of the local court system that had been disrupted by the war. Although this is the post that Judge Walsh is best remembered for, he only held five terms of court between October 27, 1866 and July 6, 1868. The District Court Journal begins with an entry October 6, 1868 by the newly elected Judge when he stated the organization of the Court and ordered the Clerk of Court and Sheriff to prepare Jury Roll for the October 27, 1866 term of Court. The records of the terms of Court held by Judge Walsh are contained in a two volume set, one criminal and the other civil. Judge Walsh continued the practice of holding civil and criminal court during the same terms.

The first term of Court presided over by the newly elected Judge was held on October 27, 1866. A jury panel of sixteen and five bailiffs was present. Judge Walsh did not have any civil cases to dispose of. However, five of the sixteen criminal cases were disposed of and two indictments were handed down for bastardy and larceny.

The next term was held on April 1, 1867. The Court still did not have any civil cases to dispose of which can probably be attributed to the war. Crime was not deterred by the struggle between the states because the Horry District Court had seventeen cases on its criminal docket. Some of the most popular crimes of that term were larceny, cow stealing, hog stealing, and assault and battery. Judge Walsh handed down three sentences during this term, including one for contempt, which was for a witness that had refused to respond to a court process, perhaps a subpoena, that had been issued by Solicitor Gillespie. There seemed to be a problem obtaining a Jury Roll and a standing order was issued to draw a Jury for the next term of Court.

During the term of Court held on July 1, 1867 civil cases would be disposed of as well as twenty-five criminal cases. However, this term of Court held by Judge Walsh, as well as the preceding term, was probably illegal. The state government of the state of South Carolina had been declared illegal by the United States Congress when the Reconstruction Acts of March 2, and 23, of 1867 were passed. Ten out of eleven of the former confederate states were placed into five military districts. South Carolina was in the second with North Carolina and would continue under military rule until April on 1877. The confusion caused by this congressional act appears in the Court's journal, which was maintained by Judge Walsh. A term of Court was set for October 7, 1867. As usual for a term of Court in Horry District, sixteen jurors and five constables were present. The Court had nineteen criminal and two civil cases to dispose of. However, an entry in the journal states that "Owing to the Military Orders conflicting with the Civil Laws of the State, the Judge orders the Jury discharged, which was done after they received their tickets." Seventeen of the nineteen criminal cases and both of the civil cases were continued. Judge Walsh, in his wisdom, must have been concerned about the authority of the court and decided to await the outcome of federal intervention.

The controversy must have been resolved by Judge Walsh by Monday, January 8, 1868 when a term of court was held. As was normal, a Jury roll of sixteen jurors and five constables were present. Judge Walsh would handle twenty-four of the thirty-six
criminal cases that were pending and dispose of two civil cases. The final term of court by Judge Walsh as District Judge for Horry District would be held on April 6, 1868. The record of this term of court having been held is present in the criminal volume of the court’s journal, but not in the civil volume. Crime continued to be a popular legal problem in Horry District as there were twenty-five criminal cases on Judge Walsh’s docket for that term. This was his last term of court as a Judge.

An entry by the Clerk of Court on July 6, 1868 indicates that Judge Walsh was sick and that court was cancelled. Walsh, in his autobiography, states that he was ousted from civil office in the spring of 1867, but perhaps he is mistaken as to the actual date that he stepped down. The autobiography that was written by Judge Walsh was written on December 16, 1897 in Boston, Massachusetts. Judge Walsh did not have the benefit of the actual records to refresh his recollection, and he had endured a long illness, as well as a partial sunstroke. Any mistakes under those conditions can surely be forgiven.

After the ouster of Judge Walsh, the Court system seems to have been in a period of disorganization. The records of the Clerk of Court do not reveal an actual Court Docket in either the Court of Common Pleas or Equity until November of 1869. A book titled Horry District-Confession’s of Judgement before Clerk exists to indicate some sort of court system did continue. The Clerk who accepted these confessions was E.L. Lewis, Esq. The earliest is dated September 1, 1866 in the amount of $57.29 arising out of a note that the debtor had signed of January 1, 1861. The last entry is on April 3, 1869 for a note signed on April 3, 1869. Apparently the Horry bar was using this system as a substitute for a true court until the system was restored in November of 1869. Since E.L. Lewis, Esq. Was the Clerk of Common Pleas, and held the title of Esquire, the traditional title of an attorney, this is apparently what occurred.

The ouster of Judge Walsh as District Judge is consistent with and corresponds to the readmission of South Carolina to the Union in July of 1868. A satisfactory State Constitution had been enacted which complied with the requirements of the war amendments. The establishment of Civil Courts would soon follow. According to the records of the Clerk of Court, a term of Common Pleas Court was held in November of 1869. Lawyer Joseph T. Walsh, the former Judge of that Court had filed eight of the twelve cases before the Court. Apparently the public still had faith in Judge Walsh and trusted his skills as a Lawyer. Their faith was not misplaced as the former Judge succeeded on the majority of his cases.

March of 1870 saw another term of the Court of Common Pleas as well as a term of Equity. Joseph Walsh had the largest number of cases on that docket, none of the fourteen, but he was still listed as a partner of Harlee and Walsh on the Equity docket. Walsh brought three lawsuits against the estate of John R. Beaty, his fellow attorney, who had been killed by confederate deserters in February of 1865. John Beaty had executed promissory notes in excess of $2,000.00 during the war, and his estate apparently could not pay it back. Judgement was entered against the estate on all three notes. Other lawyers began to appear in Horry that there is not any record of prior to the war. The firm of Sellers and Holleyman, and C.D. Evans brought cases to be heard in Horry in the spring of 1870. Thomas Gillespie, who was the senior member of the bar in 1860, had one case during this term of court.

Two other terms of Common Pleas Court was held that year in July and November of 1870, and Joseph Walsh appeared in eleven of the sixteen cases that were
filed that year. Seven of the cases that were brought during the November term were brought under the name of Walsh and Lesesne. A partnership with S.M. Lesesne is not mentioned in Judge Walsh’s autobiography, however, the records indicate that one did exist. According to the list of attorneys maintained in Columbia, South Carolina, H.D. Lesesne was admitted to practice law in 1831. Since Lesesne is not mentioned by Walsh in his own autobiography, nor is there any mention of Lesesne in the tribute to Judge Walsh written by a later partner, Robert B. Scarborough, Esq., it is unknown whether or not this senior member of the bar was Walsh’s partner. Walsh’s actual partner may have been a relative of the elder member of the bar, which would explain the difference in given names. The form of the lawsuits that were brought by Joseph Walsh began to take on the appearance of modern litigation. The Pleadings, which are the documents filed by the parties to a lawsuit, had many of the characteristics that a contemporary attorney would use.

Judge Walsh made a contribution to the educational system of Horry in 1870 when he was elected the first School Commissioner. He was to hold this position for four years. Walsh writes of his desire to create harmony between the races so that a union of the two might save the state from “the band of Carpetbaggers who had come down upon us like a flock of buzzards to prey upon all of us.” Walsh’s attitude was probably influenced by the corruption of the South Carolina government, which was dominated by politicians whose votes were for sale. James S. Pike, a Republican journalist from New York, characterized the new black lawmakers of South Carolina as barbarians. Pike states that the condition of state government in the South was worst in South Carolina. Many people felt the same as Walsh, which resulted in counter-revolutions by former Confederates. Walsh was assisted with this counter-revolution by holding the position of County Chairman of the Democratic Party until after the election of Confederate General Wade Hampton to the office of Governor in 1877. This position was, according to historian David Duncan Wallace, Walsh’s greatest contribution to South Carolina. Wallace mentions Joseph T. Walsh in the biography for Walsh’s son Dr. Thomas Tracy Walsh. Joseph T. Walsh is credited with providing Horry County with a solid white Democratic delegation from 1865 until the end of reconstruction in 1877. Horry County, according to Wallace, was the only county that was not represented by Republicans.

Three more children, a daughter, Jessie and two sons, Tracy and Joseph, had joined the Walsh household by 1870 for a total of five children. Two domestic servants assisted in the Walsh home as well. Joseph did not claim to own any land at this time, and listed the value of his personal estate at $500.00. Walsh never did amass a fortune from the practice of law probably because of the devotion of his talents to the people of Conwayboro. He attempted to remedy this by retiring from the public eye after Gen. Hampton’s election and concentrating on the practice of law. However, his income from the practice of law steadily declined.

The Court System began to stabilize in Horry County, characterized by the appearance of Trial Justices. W.M. Holleyman was the first of these Judges to appear in the records of the Clerk of Court for Horry County in 1872. In 1872, Thomas W. Beaty, appears as the Clerk of Court with out any explanation as to how he acquired the position. However, on November 3, 1874, Beaty is elected to the position of Clerk of Court and is sworn in on January 25, 1875. Beaty, who administered the estate of attorney John R. Beaty, had previously been a Newspaper editor. Thomas F. Gillespie,
the senior member of the Horry County Bar, became a Judge and makes his first official entry on July 19, 1875. By 1880, a new young attorney by the name of Quattlebaum had arrived in Conwayboro, and was a boarder in the residence of the Clerk of Court’s home.

Walsh and Lesesne continued to be the most prominent attorneys in Conwayboro in the early 1870’s. Between December 13, 1870, and March 1, 1873 the firm obtained thirty-three out of thirty nine of the judgments acquired in Horry County. The most common type of case was for the collection of a promissory note; however, they also handled foreclosure of mortgages, forfeiture of bonds, collection of accounts, and an injunction. A register of funds received by the County pursuant to this litigation was maintained by Sheriff A.H. Skipper between July 5, 1873 and January 2, 1877. Out of the two hundred and fourteen entries that were made by the Sheriff, one hundred and forty four were by Walsh and his respective partners.

Horry County was not the only county where Joseph Walsh had clients and brought cases to court on their behalf. The records of the Clerk of Court for Georgetown County indicate that between June of 1870 and July of 1876, Walsh would obtain eight victories for his clients. In most of those cases, Walsh was suing for money owed his clients, however, on one instance he was attempting to have dower, the interest a wife has in the property owned by her husband, restored.

Joseph Walsh represented his share of criminal defendants in addition to his civil cases. Thirty-two of two hundred and twenty two cases heard in Horry County between August of 1875 and March of 1882 were handled by the former Judge. However, the number of cases he handled rapidly declined after he moved to Marion in 1881 to form a partnership with Col. John G. Blue. Apparently, Walsh continued to maintain a partnership in Conway with J.P. McNeil, as court records in Horry County indicate the firm of Walsh and McNeil beginning with the October 1882 term of criminal court. This partnership was apparently terminated by October of 1884 when McNeil is listed alone as the attorney of record for a criminal defendant. Perhaps one of the causes of the partnership’s demise was the absence of any entry of record for the firm on behalf of a criminal defendant during the immediately preceding two terms of court. Walsh himself characterizes the move to Marion as a financial disaster.

In June of 1884, Walsh formed a partnership with Robert B. Scarborough, a young layer who had just been admitted to the bar in May of 1884. Scarborough, who wrote a glowing tribute to Walsh after his death in 1904, remembers Walsh as a fearless advocate, and honest man, and a good Christian. Their office was in the newly renamed City of Conway and the partnership was to last for four years. The entry of this young attorney, who had lived with his father, a Methodist minister, in Conwayboro between 1868 and 1870, seemed to rejuvenate the law practice of Joseph Walsh in Horry County. During the partnership, the firm would handle ten percent of the criminal cases the county between March of 1885 and October of 1888. In six of these eleven cases, they would receive not guilty verdicts on behalf of their clients. However, Scarborough seems to have profited the most from the relationship. When his ailing health forced Joseph Walsh to retire from the practice of law in 1888, the numerous entries of record for Robert Scarborough on both the civil and criminal cases indicates that he filled the void left by his retirement. In his tribute to Walsh, Scarborough credits Walsh as the reason that he is a success as a lawyer.
Walsh later moved for a short time to Wilmington, North Carolina, however, there are not any records of his having entered the practice of law there. He obviously practiced law, however, the manner that records are indexed in Wilmington do not show the attorney of record for the respective cases. Walsh writes of his need to seek a cooler climate due to poor health and for a time he resided with his daughter in Boston, Massachusetts. In Boston, Walsh was employed as a Librarian.

Unhappy with his exile to “Yankeedom,” Walsh returned to Horry County in 1901 to practice law again. However, he had returned to a town that had changed in his absence, and to a former clientele that had dwindled due to death. Robert Scarborough, his former partner, writes that Joseph Walsh bravely fought “for bread and business and was succeeding beyond the expectation of his friends,” until his health failed him again. Indeed, Walsh did file nine lawsuits in the summer of 1902, and handled a criminal case during March term of criminal court in 1902, but he never returned to the level that he had enjoyed in previous years. He is noted as the attorney of record on a case during the October term of criminal court in 1902, however the case was continued to another term. Joseph Walsh’s health had failed him again in July of 1902. His former partner, Robert Scarborough, accompanied him to a train in Florence, South Carolina so he could travel to Brooklyn, New York to live out the remainder of his days with his daughter. Joseph Travis Walsh: lawyer, judge, educator, Christian, and statesman would never see his native South Carolina again. On July 14, 1904 he passed away in Brooklyn, New York.

Judge Joseph T. Walsh did not obtain the wealth he had hoped for when he retired from public life. Perhaps if the Civil war had not occurred, or if President Lincoln’s plan for the Reconstruction of the Confederacy had been followed, Judge Walsh would have passed away as a distinguished member of the Judiciary of South Carolina. The result of this hypothetical question cannot be answered. Of his life we do know that he obtained the respect and admiration of his people and of the fellow members of his profession. In giving his all to the people he represented, perhaps he had little left for himself. However, the wealth of respect that he obtained could not have been purchased at any price. Therefore, to measure his life by his financial worth at death is indeed an inadequate yardstick.
“Gone Out South”: The Social and Economic Interchange Between Citizens of Maine and South Carolina Port Towns

by Constance Fournier, Ph.D.

Paper delivered at the South Carolina Historical Association’s Annual Meeting in Columbia, South Carolina on March 8, 1997

From Colonial times until the end of the nineteenth century, New England ports were connected to those of coastal South Carolina by a vigorous and prosperous coastal trade. Because traveling inland was difficult and hazardous over poor roads, the inhabitants of Atlantic coastal towns were often more familiar with distant ports than with their own backcountry areas. During the era of the sailing ship, farmers had little opportunity to travel; therefore, their contacts with outsiders were limited. It was the seafarers and those engaged in maritime commerce that were in touch with the peoples of the world, thus giving the port city an aura of worldly sophistication. When one visits the sleepy coastal villages of downeast Maine, bustling with tourists only in the summer months, it is difficult to imagine that in the nineteenth century, their citizens traveled more frequently to exotic ports than they did to neighboring inland towns. Not only did their town shipyards build the schooners, clippers, and downeasters, which returned with a variety of exotic goods, but they also trained their young men to become a large majority of the world’s seafaring population. Likewise, the port towns of the South Carolina lowcountry, perceived by outsiders to be sleepy, static communities, were once centers of vitality, culture and sophistication. An Horry correspondent for The Marion (SC) Star wrote of Little River Village in 1868: “Prominent among the characteristics of the Little River people is their energy and hospitality, two traits ever found among those who have commercial intercourses with other parts of the world.”

During the nineteenth century, several communities at both extremities of a north-south lumber trade route established social and economic ties. Citizens engaged in various aspects of maritime trade in the busy Penobscot Bay ports of Searsport, Bucksport, Belfast, and Stockton Springs became intricately connected to citizens living in the lowcountry ports of Little River, Georgetown, and Bucksville on the Waccamaw River. A vigorous lumber trade between towns on Penobscot Bay and ports in Horry and Georgetown counties began when Henry Buck of Bucksport, Maine first settled in what became Bucksport, South Carolina in the 1820s. Henry probably arrived in South Carolina aboard ship as a young mariner, following the tradition of young men growing up along the Maine coast in the 1800s. Looking over the woodlands of Horry County, he decided to settle up the Waccamaw from Georgetown to become a planter, lumberman, ship builder, and the largest slaveholder in the county. His lumber business gained an international reputation for supplying the shipyards of Maine and Massachusetts with yellow pine timber, used to build America’s famous sailing ships.

James Roberts Gilmore, a New York publisher who visited Horry District in 1860, found himself a guest of Captain Buck at his home on the banks of the Waccamaw. In his book *Among the Pines*, published under the pseudonym of “Edmund Kirke,” Gilmore identifies Henry Buck as “Captain B—” and the following quote describes this downeast Yankee’s ambitious enterprise amongst the Carolina pines:

He was born at the North and his career affords a striking illustration of the marvelous enterprise of our northern character. A native of the state of Maine, he immigrated thence as a young man and settled down amid the pine forests in that sequestered part of cottondom, erecting a small saw mill and a log shanty to shelter himself and a few hired negroes. He attacked with his own hands the mighty pine, whose brothers still tower in gloomy magnificence around his dwelling. From such beginnings, he had risen to be one of the wealthiest land and slave owners of his district with vessels trading to nearly every quarter of the globe, to the northern and eastern ports, Cadiz, the West Indies, South America, and if I remember right, California. It seemed to me a marvel that this man alone and unaided by the usual appliances of commerce had created a business rivaling in extent the transactions of many a princely merchant of New York and Boston.3

Although the traveler was opposed to slavery, he gave a favorable description of the management and care of Henry Buck’s slaves:

His “family” of slaves numbered about three hundred, and a more healthy, and to all appearance, happy set of laboring people, I had never seen. Well-fed, comfortably and almost neatly clad, with tidy and well-ordered homes, exempt from labor in childhood and advanced age, and cared for in sickness by a kind and considerate mistress, who is the physician and good Samaritan of the village, they seemed to share as much physical enjoyment as ordinarily falls to the lot of the “hewer of wood and drawer of water.” Looking at them, I began to question if Slavery is, in reality, the damnable thing that some untravelled philanthropists have pictured it.4

Born in 1800, Henry Buck, the grandson of Jonathan Buck, founder of Bucksport, Maine, came from a well-to-do family engaged in lumbering and shipbuilding on Maine’s Penobscot Bay. An enterprising self-made man, Buck borrowed two slaves from the wealthy rice planter, Robert Alston. Together with his borrowed slaves, he constructed a sawmill on the Waccamaw and sold timber to a Maine schooner at a high price. As early as 1825, it is recorded that Henry purchased a slave named Brazzel for $700 from Robert Graham. Gradually purchasing more land and more slaves of his own, he built up an extremely large and successful sawmill industry at what came to be called Bucksville, up the Waccamaw River from the port of Georgetown. Supplying timber merchants of New England with a great deal of business, he shipped lumber all

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3 Edmund Kirk (James Roberts Gilmore), *Among the Pines, or, the South in Secession Time*, (New York, 1862), 31.
over the globe. In 1850 his mill produced six and one-half million feet of sawed timber worth $73,000 with the aid of forty-two males, mostly slaves whom he had hired.5

Not until Henry Buck set up his steam saw mills on the Waccamaw River in Horry District did lumber become a major portion of Georgetown’s pre-Civil War trade. This growth of lumber and naval stores industries in the 1830s to 1850s was an important development in the economic life of Georgetown, whose trade had gone stagnant due to the steamboat and the railroad. Buck’s mills were responsible for the increased number of vessels using Georgetown during this period. On November 8, 1845, the Winyah Observer listed eleven vessels, nine brigs, one schooner, and one sloop at Bucksville loading lumber bound for northern and West Indian ports. During a two-year period, in the late 1830s, fifty-two vessels sailed from Bucksport and at one time in January 1848 there were twenty-eight vessels loading there. Bucksville’s growing importance as a shipping center created friction with Georgetown. In the 1840s when Henry Buck and others petitioned Congress to make Bucksville a port of entry, it was not approved but made a port of delivery instead.6

Ship captains were responsible for obtaining their own cargo at an advantageous price. In 1859 Captain Edward Clifford, unloading his schooner James Crosby in Charleston, waited to hear from Captain [William] McGilvery about taking on lumber at Bucksport for a higher price than he would get at Georgetown. Captain Clifford added the following daily news to the two letters addressed to his wife, Eta, in Stockton Springs, Maine:

I have not chartered yet, have not heard from Capt. McGilvery, think we shall in the morning, if I do not get that, think I shall go to Georgetown and load for Boston for $8 1/2 per M. Business is very dull here as well as at the North. I have received five letters from you since we got here and one from Amelia (his sister), I am very glad to get them as I am very lonely... It has been very warm here today, I have just washed myself in rum and put on clean clothes.

My dear wife, I will now finish this, we are all discharged with the exception of a few poles in the hole. I expect to go to Bucksville, I am to have $9 per M, $9.50 if we get a dispatch from McGilvery saying he will give that... I feel very lonely here, it is very warm. I often wish my dear wife was here to keep me company, but I am not deserving of so good company, so I must be content to go alone.

I have sent you three or four long letters, I do not know which in my last I asked you to write to Bucksville or Georgetown, just as Elmira (his sister-in-law) used to write to William when he was at Bucksville. I shall try to send you some money either from here or Bucksville, want you to take up that Note of the Bank if you want any flour before I get back... I shall write to you from Bucksville, but

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6 Ronald E. Bridwell, ‘...That we should have a Port...’: A History of the Port of Georgetown, South Carolina, 1732-1865, (Georgetown, S.C., 1982), 45.
I may not write so often and so long letters as I do from here for I expect I shall be more tired after I get to work at the Lumber. I hope I may be with my dear ones in four weeks from now...

...I want to settle my outward freight and see if he (Capt. McGilvery?) would want me to go to Bucksville, if he don't I shall go to another house and see what I can find. It is dreadful warm here, I should like to be at home for a few hours for I am most roasted. I shall not get to sea tonight for it will be so late before I get ready that I cannot get a Pilot to take me to sea... I am going to Bucksville, please write to me at that place as soon as you get this. Elmira can tell how she used to direct to William, have not got my Charter Ports, don't know whither I shall get $9 or $9.50 per M, give my love to all and except this from your Husband.\(^7\)

Captain McGilvery was born in Captain Clifford's hometown of Stockton Springs where McGilvery met and married Desiah Hichborn, the daughter of a prominent sea captain. McGilvery built a fine mansion amongst the many that gracefully lined the main street of Searsport on Penobscot Bay, a town that produced scores of sea captains in the nineteenth century. Handling much of Henry Buck's shipping business with northern ports, Captain McGilvery probably extended his influence to aid other struggling Stockton captains obtain cargo at a fair price.

With his lumber business solidly in place and Captain McGilvery and his cousin, Richard Pike Buck, founder of the prosperous shipping firm R.P. Buck & Co. of New York City, handling much of his shipping business, Henry Buck settled permanently in the town he founded on the Waccamaw River.\(^8\) Although his Maine wife had not passed away, Henry brought his young son and daughter, William L. Buck and Mary Jane Buck, south with him. Apparently, Henry and his first wife eventually divorced, perhaps because of her willingness to leave her Maine home. In 1838, Henry married Frances Norman of Conwayborough and together they had seven children between 1838 and 1854.

A few well-to-do families in the area, among them the Bucks, engaged young, educated women from good New England families, especially from the state of Maine to come to Horry District to teach their children privately. They were highly esteemed by the people in Horry, sometimes teaching other children in the community as well as the Buck children. Some of the young men of the county, considering them desirable mates and courted them with some success. Mary Brookman, a cousin of Henry Buck, born in Bucksport, Maine in 1825, came south in 1849 to tutor Henry Buck's children. After two years, she returned to her home in Maine, only to be followed by Thomas Beaty, an eligible son of the prominent Beaty family, who was successful in winning Mary's hand in marriage. The couple returned to live in Conwayborough where ship's

\(^{7}\) Letters of Henry Edward Clifford to his wife Henrietta Blanchard Clifford, April 11 and April 13, 1859, Stockton Springs Historical Society, Stockton Springs, Me. Note: At this time there were post offices at Bucksville, Port Harrelson, and Bucksport on the Waccamaw River, see Cutts, April 8, 1968.

carpenters from Maine who came south to work for the Bucks at nearby Bucksville built a house for them. The tragedy of the drowning of their daughters, followed shortly after by the death of their only son, is a well-known story in Horry County. With the typical strength and resilience of Maine's downeast women, Mary Brookman Beaty, out-lived all her children and her husband, managing his various businesses after his death in 1886.\(^{9}\)

William L. Buck, Henry Buck's eldest son, married Desiah McGilvery, the daughter of Capt. William McGilvery, the well-known and successful sea captain and shipbuilder from Searsport, Maine. In the 1870s Sarah Delano, who had taught school near her home in coastal Maine as well as in Illinois, was employed as governess and teacher to the children of William L. Buck and Desiah McGilvery Buck. She taught the children of other nearby families and made a favorable impression in the neighborhood. Remembered by another prominent citizen of the county, James Elkanah Dusenbury traveled to Maine, nearly two years after his wife's death, to court the devout and industrious Sarah Delano. They were married in 1884 at Sarah's sister's home in Abbott, Maine, and returned to his home in Socastee where Sarah took up her duties as stepmother to his nine children.\(^{10}\)

Besides schoolteachers, Henry Buck brought numerous skilled workmen from Maine to Bucksville for short periods of time and some remained as permanent residents. The 1850 census shows seven people, besides the Bucks, who were born in Maine: besides Mary Brookman, the teacher, were two merchants, two farmers, a blacksmith, and a carpenter. In 1860 there were still five Mainers, four in 1870, and ten in 1880—merchants, sailors, laborers, and sawmill workers.\(^{11}\)

In 1858, Henry Buck brought several carpenters from Maine to work for him. One, a Mr. Otis Eaton was a master mechanic and carpenter, who brought his wife and little boy to live in Bucksville until the Civil War broke out. Miss Sally Dow of Searsport, Maine, granddaughter of Otis Eaton, recalls her mother tell of the difficulties Mr. and Mrs. Eaton and other people brought to Bucksville by the Bucks had in getting North after the bombardment of Fort Sumter. Henry Buck gave his skilled Maine help his carpenter slaves, and together they accomplished an amazing amount of work in about nine months. They repaired the mill, built a two-story barn, about twenty four-room slave cabins, and an icehouse at Lower Mill. After building the Hebron Church at Bucksville, they then built the Presbyterian Church in Conway. Next they built a house for William Henry Buck, a merchant in Conwayborough and one for Thomas Beaty and his wife, Mary Brookman Beaty. All of the party except Mr. Eaton, Sr., who died and was buried in the Presbyterian yard, returned to the North.\(^{12}\)

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\(^{11}\) U.S. Census, Manuscript Population Schedules, 1850-1880; Joyner, "Henry Buck."

Hebron is one of the oldest churches of the coastal area, originally a log church, across from which the Buck family bought a plot of land and began a family graveyard. The present church was built about 1848 at a cost of $1700, half of which was given by Henry Buck and one-eighth by his son William L. Buck. Captain William McGilvery of Searsport, Maine, gave the doors, windows, blinds, and the pulpit of solid Honduras Mahogany. The Bible was a gift of Captain Cephas Gilbert; and the communion silver and its carrying case was a gift of an unknown sea captain. The material, including the sand and brick from Cape Cod, was brought from the north in sailing ships, down the Atlantic coast and then up the Waccamaw to Bucksport or to the Buck's Sawmill Landing. Ship's carpenters under the supervision of carpenters from Maine did the finish work.  

Gilmore, in describing his visit at the Buck's plantation, records a conversation between Henry Buck and an aristocratic Georgetown rice planter (referred to as the "Colonel" and probably an Alston as he was identified as a relative to Theodosia Burr's husband). Discussing "urgent times" when Union troops were stationed at Charleston harbor, Captain Buck expresses his unionist sentiments in his debate with a leader of the Secessionist Movement. Until the secession crisis, Horry District was predominately unionist. With the coming of the Civil War, Horry citizens were split in their loyalties, and this division expressed itself within the Buck family. As a Maine native doing business with northern seaports, Henry Buck opposed the threatened Civil War and secession, despite his status as the county's largest slave owner. However, his two sons born in South Carolina were ardent secessionists and volunteered to fight for the Confederacy. According to Gilmore, once South Carolina seceded, Henry Buck gave as much as $40,000 to the Confederate cause as penalties for his unionism. In addition, five Buck vessels were seized in northern ports because they were southern owned, and Henry Buck's assets on the Waccamaw River decreased from $1,000,000 in 1860 to $1,000 in 1870.

That same year, 1870, the founder of Bucksville, once the largest and busiest commercial center in Horry District, died in Saratoga, N.Y. His body was returned to the South and entered in the family cemetery across from Hebron Church near Bucksville. Henry Buck's eldest son took over the family business and continued the family tradition of public service. The "Biographical Directory of the Senate of the State of South Carolina, 1776-1974" gives sketches of the three Bucks who were South Carolina senators: the first Captain Henry Buck, his son William L. by his first marriage, and his grandson, Henry Lee, Jr.

The three mills that Henry Buck and his sons built along the river became world famous for their production of pine and cypress lumbers sent all over the world. After Henry Buck's death in 1870, his sons took over the sawmill business and resumed shipping lumber all over the world. In 1874, a brief period of shipbuilding on a grand scale began at Bucksville and ended with the construction of the largest wooden ship ever built in South Carolina, the Henrietta.

Henry Buck was influential in convincing northern shipbuilders of the superior quality of southern timber. Although a part owner of a number of Maine-built ships, Henry Buck died before shipbuilding at Bucksville began. However, the relationship between the Buck family and Captain McGilvery, the Searsport, Maine shipbuilder, was largely responsible for Bucksville’s shipbuilding era from 1873-1875. Because large ships could not be built at Searsport, Maine due to the shallow Penobscot River, McGilvery decided to move his shipbuilding enterprise to Bucksville using Searsport shipwrights. In the fall of 1874, McGilvery and another Maine shipbuilder, Captain Jonathan C. Nickels, sent master shipbuilder Elisha Dunbar with a crew of skilled craftsmen from New England to Bucksville to build a three-masted schooner, the Hattie McGilvery Buck. With the success of this first shipbuilding endeavor, McGilvery, Nickels, and William L. Buck built the 1,400 ton Henrietta, launched in April 1875. The Henrietta was so large that it was with great difficulty that she was “warped” down the river to Georgetown and on to Charleston where she was fitted with masts. She never returned to either Georgetown or Charleston as she drew too much water for their harbors. The lack of a large number of local skilled workmen, the difficulty in launching a large ship after she was completed, and the disputed higher costs of shipbuilding in the area, ended Bucksville’s shipbuilding experiment.

Henry Buck not only left a legacy of vigorous trade and industry in Horry District, but he left a community of Bucks on opposite ends of his nineteenth century trade route, who continue to this day to be in contact with one another. Like his great grandfather Jonathan Buck, who founded a lumbering town on the wilderness shores of Penobscot Bay, the enterprising and industrious Henry Buck fostered community in the lowcountry wilderness of South Carolina. During a period of sectional crisis, this pioneering lumberman expanded and connected the port communities of Penobscot Bay and lowcountry South Carolina. On the lonely banks of the Waccamaw, the businesses, churches, and homes that he and other Mainers helped to build are all silent now and marked only by a strange lonely sentinel standing watch over the once busy shore. The Maine-South Carolina link remains visible in the local cemetery in Bucksville where Henry Buck’s monument rests between his southern descendents on one side and those of his Yankee offspring and relatives on the other—symbolizing, perhaps, the split the Civil War had caused in the family. The descendents of Henry Buck’s former slaves still populate the nearby countryside and Buck family descendents come from all over the country to renew their Maine-South Carolina ties in reunion. They celebrate what once was a vibrant, prosperous community connecting the peoples of North and South at opposite ends of an historical trade route.

16 In 1851, Henry Buck owned jointly with R.P. Buck of New York, Charles Buck of Boston, and others, brig Lillian built at Bucksport, Maine. Buck was part owner, along with William McGilvery, of the bark Henry Buck, built at Searsport, Maine in 1852, and reported to have been one of the first Maine-built vessels to use southern pine in her frame. Also the Winyah, constructed at Bucksport, Maine in 1854 had a South Carolina connection and was probably partly owned by Buck. He later owned in partnership with R.P. Buck, the bark Hudson, also built at Bucksport, Maine, Ronald E. Bridwell, “The Gem of the Atlantic Seaboard: Georgetown, South Carolina.” (Georgetown, 1991), 13.

The quaint lowcountry port of Little River on the North Carolina line attracted New Englanders after the War of 1812, when Captain Randall of Connecticut settled there and built three houses. For a time, Little River was called “Yankee Town” by the locals because of its New England inhabitants. The village became a prosperous port in the 1850s, shipping lumber and naval stores to northern markets. It had a sawmill, warehouses, stores, school, churches, a bank, and nice homes were built. During the Civil War, shipping and fishing were halted and the town’s progress waned. By the late 1800s, sailing ships and steamers loaded with passengers and cargoes, made regular runs between Little River and other Carolina and northern ports. In 1868, “Waccamaw” wrote the following about Little River Village:

a flourishing commercial place, that bids fair to become of great importance in the industrial and commercial interest of Horry and of the adjoining counties in North Carolina....Vessels of one hundred and fifty tons burden can come up to the village, and so make regular trips between this place and Northern cities, as well as to the West Indies. A large schooner, commanded by Capt. Davis was taking on cargo for New York, during our visit... Captain T.C. Dunn, an enterprising citizen of this place, is an ex-Captain of the Yankee Navy, blockaded that Fort during the war, settled there afterwards with considerable capital, which has greatly benefited others, as well as paid him a handsome percent.\(^{18}\)

Perhaps Capt. Joseph Griffin of Stockton Springs, Maine had met several of these enterprising New Englanders during his stops at Little River aboard his schooner The Liliyas. In the early 1870s when shipping and shipbuilding was extremely slow in Penobscot Bay, Joseph considered moving his wife and family to Little River where he hoped to make a better living than he was coasting. With pioneer spirit, Joseph’s wife Abbie expressed her willingness to leave her Maine home and accompany her husband south if it would improve their conditions and allow them to be together:

You spoke of going down to Little River to live, said you didn’t expect I would like the idea at first, but I do. I think most anything is better than going to sea and not making anything. I would go anywhere for the sake of having you at home with me, for I don’t think it is very pleasant to have a husband and have him gone all of the time.\(^{19}\)

Joseph’s father gave his approval to the possibility that Joseph and Abbie might move south and implied that his family might join them there:

You wrote favorably of Little River. Well Joseph, any place along our coast would be pleasant and warm to me, if good health, and freedom from debt, and money enough to keep us easy could be out lot.\(^{20}\)

\(^{19}\) Abbie to her husband Capt. Joseph Griffin, Letters of a Downeast Coaster, ed. Ralph Griffin, Jr. (privately published 1968), 35.
\(^{20}\) Isaac Griffin to Joseph, 6 December 1871, Griffin 212.
Joseph’s friend Everett Grant advised him to take the opportunity to move south:

I don’t wonder that you are about discouraged at going to sea, and wish you might avail yourself of the opportunity you speak of near Little River. I have no doubt but there is money to be made out of that country, and the man that has got a little spare cash and plenty of pluck is the man to go there. It seems of but little use to hold on to American shipping, for I fear before it gets where it once was that the present generation will be used up to fertilize this little spot of ground we are now trying to knock a living out of.21

Earning a living in rural New England was becoming increasingly difficult at the close of the nineteenth century. Consequently, many chose to migrate to various parts of the country where there were more opportunities. After the Civil War, Maine suffered, as did much of New England, a severe drain of its population, many going “out West or out South.” Well-traveled seafarers, like Henry Buck, Captain Dunn, and Joseph Griffin perhaps found it easier to pick up stakes and settle along the Atlantic Coast near ports that were familiar to them. Joanna Colcord of Searsport, born at sea aboard her father’s ship in 1882, writes: “whether living apart or together at sea, far from family and friends, maritime couples struggled, more than land-based couples, to maintain marital intimacy, and family and community support.”22 The expectation of letters, frequent longings and dreams, anticipated reunions, or the establishment of a new community of friends and family were important in sustaining the marriage and the sense of family and community over long distance.

Port towns of the South Carolina lowcountry became popular and viable locations for Maine seacoast families to establish new communities among familiar pines.

21 Everett Grant to Joseph, 4 March 1872, Griffin 246.
22 Joanna Colcord, “Childhood at Sea,” manuscript at the Penobscot Marine Museum, Searsport, Maine.