

A Brief History of the  
Scuppernong River

by Wilson Angley

A Brief History of the Scuppernong River

by

Wilson Angley  
29 September 1986

Research Branch  
North Carolina Division of Archives and History

The Scuppernong River takes its rise in the eastern portion of Washington County, from which it flows northeastward through adjoining Tyrrell County and into Albemarle Sound. Approximately thirty miles in length, it leisurely winds its way through an inhospitable and still sparsely populated area of primeval forests and nearly impenetrable swamps. Part of the area, however, has been reclaimed from nature through drainage projects during the past two centuries, and now comprises some of the most fertile farmland in the state.<sup>1</sup>

During his exploratory expedition from Roanoke Island in the spring of 1586, it is quite possible that Ralph Lane sailed near the mouth of the Scuppernong River as he passed westward through Albemarle Sound. Apparently, however, he did not enter the stream. At the time of the Roanoke voyages, the Indian village of Mequopen was located on the south bank of the Scuppernong, approximately mid-way between the present towns of Columbia and Creswell. This village and the village of Tramaskecooc on the Alligator River were Algonkian settlements possibly affiliated with the Secotan tribe.<sup>2</sup>

For fully a century following the last of the ill-fated Roanoke voyages, the vast peninsula between Albemarle and Pamlico sounds remained almost entirely the domain of a dwindling number of Indian inhabitants. Permanent white settlement began along the north shore of Albemarle Sound in the mid-seventeenth century, but did not extend significantly across the sound until the late seventeenth and early eighteenth centuries. The areas near the mouths of Kendricks Creek and the Scuppernong River were among the first to be settled. By 1710 residences dotted the shoreline as far west as the Alligator River. From the choicest sites on and near the sound, settlement spread gradually up the major streams and tributaries.<sup>3</sup>

Among the first landowners on the lower portion of the Scuppernong River was proprietary agent Thomas Pollock, who established a plantation there by

the summer of 1697.<sup>4</sup> Others soon to take up land along the stream included members of the Ainsley, Bateman, Phelps, Fewox, Hassell, Davenport, and Spruill families.<sup>5</sup> By 1729 settlement of the area south of Albemarle Sound was sufficient to bring about the creation of Tyrrell County, which initially included the present Washington and Dare counties, and a portion of Martin County as well.<sup>6</sup>

It is virtually certain that maritime activity on the lower reaches of the Scuppernong River followed hard on the heels of permanent white settlement. Moreover, it appears that the stream quickly became part of a rather extensive network of trade. In 1720, for example, shares in the eighty-three-ton vessel Albemarle, "now lying in the River Coscoopernung [i.e., Scuppernong]," were purchased by Thomas Bray of Chowan Precinct and Richard Sanderson of Perquimans Precinct. Two of its previous owners were residents of Perquimans and Pasquotank precincts; but the third was a mariner only recently removed to North Carolina from Barbados.<sup>7</sup> "Coscoopernung" was but one of several variant spellings of the stream in documents and maps of the colonial period, others being "Cuscoponung," "Scuponung," "Scupperlong," and "Scopernong."<sup>8</sup>

It is significant to note that the Wimble Map of 1738 clearly indicates the presence of a "Shipyard" on the north bank of the stream approximately midway along its length.<sup>9</sup> This is one of the earliest such facilities in North Carolina of which we have definite evidence. It is even possible that Wimble's own ship, the Rebecca, was constructed on the Scuppernong in 1730, though it seems more likely that it was built on the Cape Fear.<sup>10</sup> Wimble himself had received a patent for 640 acres of land on the lower reaches of the Scuppernong River in 1723; and he had continued to buy and sell property in Tyrrell County until about 1730.<sup>11</sup>

One other bit of contemporary evidence concerning the shipyard is provided by a patent of 1730, which conveyed to Jonathan Batemond (or Bateman) 423 acres

"in Scupperlong called Viniard Island, joining Mathew Caswell and the River on the E. side of the shipyard."<sup>12</sup> A close comparison of the Wimble Map with modern maps and aerial photographs indicates that the shipyard may well have been located on the north bank of the Scuppernong approximately mid-way the distance between the present Dunbar's and Simmon's landings. An aerial photograph of 1938 showed an island in the river at this point and a large area of abandoned farmland along the northern shoreline nearby.<sup>13</sup>

In December of 1739 the Tyrrell County Court authorized the construction of two public warehouses on the Scuppernong River for the payment of quit rents, one at "Swift Creek Bridge," the other near the mouth of the stream at Back Bay. With prescribed dimensions of 15' by 25', these buildings were to be of frame construction with shingle roofs.<sup>14</sup> The colonial assembly during the following year altered slightly the proposed location of the upper or Back Bay warehouse from Joseph Spruill's landing to that of his brother Samuel, its having been determined that the former would not admit vessels of sufficient draft.<sup>15</sup>

In 1755 the assembly designated "Scuppernong Warehouse" and "Scuppernong River" as two of twelve inspection points for a variety of export commodities in what was then a much larger Tyrrell County.<sup>16</sup> "Scuppernong River" was further designated an inspection point in similar legislation of 1758, 1764, and 1770.<sup>17</sup> Although contemporary maps indicated no roads in the vicinity of the Scuppernong River during the colonial period, there were, nevertheless, at least three ferries in operation at various points along the stream by the late 1750s.<sup>18</sup>

During the years just following the American Revolution, the prominent Edenton merchant Josiah Collins, Sr. joined with Nathaniel Allen and Dr. Samuel Dickenson to form the Lake Company. The aim of this ambitious enterprise was to acquire and develop the lands on Lake Phelps, a vast body of water discovered by hunters some thirty years earlier.<sup>19</sup> Through grant and purchase,

the company acquired nearly 100,000 acres of undeveloped land between Lake Phelps and the Scuppernong River to the north. A canal between the lake and river was completed by 1788 through the extensive use of slave labor and at a cost of \$30,000. Six miles in length, it was twenty feet wide and six feet deep. Because Lake Phelps was elevated approximately eighteen feet higher than the river, the regulated flow of water furnished ample power to drive saw, grist, and other mills. The canal also served for purposes of drainage and irrigation. Perhaps its most vital use, however, was as an artery of commerce and transportation, for the development of the lake area's vast and manifold potential would clearly have been to little purpose had there been no efficient means of getting products to market.<sup>20</sup>

Large flat boats on the "Somerset Canal" (as it came to be called) carried vast quantities of rice, wheat, corn, lumber, shingles, staves, and other products to sailing vessels of up to seventy-five tons waiting in the Scuppernong to receive them for export.<sup>21</sup> Already by 1791, Collins, Allen, and Dickenson were advertising the availability of lumber for convenient shipment at the mouth of the canal:

The subscribers take this method to inform the public that they have completed their sawmills at their canal on Scuppernong River, where they have for sale a quantity of excellent Cypress plank and scantling, which they will dispose of on reasonable terms . . . .

The lumber will be delivered at the mouth of the Canal, where any vessel with an easy draft of water may take in her full cargo.<sup>22</sup>

Josiah Collins, Sr. eventually bought out his partners' interests in the Lake Company about 1816, having long since established his residence near the head of the canal. The house tract later passed to his son and grandson. It was the grandson, Josiah Collins III, who built the present "Somerset Place" in the early 1830s.<sup>23</sup>

In 1788 the Reverend Charles Pettigrew of Edenton moved to Lake Phelps

to commence development of property adjoining that of his parishioner, Josiah Collins, Sr. His home, "Bonarva," was completed about 1790, the first of three plantations to be established by Pettigrew between Lake Phelps and the Scuppernong River.<sup>24</sup> For many years Pettigrew had free use of the "Somerset Canal" for the shipment of his own plantation products. However, his son Ebenezer later constructed a separate canal. In addition to transportation, the "Bonarva Canal" was also used for irrigation, drainage, and the operation of extensive mill facilities.<sup>25</sup>

The heirs of both Josiah Collins, Sr. and Charles Pettigrew continued to operate their adjoining plantations on Lake Phelps until the time of the Civil War, shipping huge quantities of lumber products and agricultural commodities down their respective canals to seaworthy vessels anchored in the Scuppernong River. In September of 1816, for example, the sloop Expedition received at the mouth of the Bonarva Canal some 1,335 bushels of Ebenezer Pettigrew's wheat for shipment northward to New York. In July of 1818 the schooner Sally Ann took on a similar quantity of his wheat for the same destination.<sup>26</sup> Undoubtedly, the cargoes emanating from the Collins and Pettigrew plantations constituted a very large portion of the total downriver shipments throughout the antebellum period.

Back Landing, the location of Spruill's Chapel and of the upper warehouse, was from the earliest period of settlement a center of trade and commerce on the Scuppernong River; and it was to remain so until the Civil War.<sup>27</sup> In 1789 the General Assembly enacted legislation for the creation of the town of Newport at Back Landing, to be situated on an eighty-acre tract owned by John Mariner.<sup>28</sup> Like many another projected town, however, Newport never materialized beyond the planning stage. Its failure to do so soon gave impetus to the establishment of Elizabeth Town on the opposite side of the river and some four miles farther downstream, near the place then known as Shallops Landing. Authorized by the

General Assembly in 1793, Elizabeth Town became the seat of Tyrrell County in 1799. In 1810 the name of the fledgling settlement was changed to Columbia in order to avoid confusion with the older community in Bladen County.<sup>29</sup>

Records indicate that a drawbridge was in existence at Columbia even prior to the name change of 1810. Apparently this bridge featured an opening of twenty-four feet, which was considered adequate for the small, shallow-draft vessels employed on the stream.<sup>30</sup> It was in the late eighteenth and early nineteenth centuries that a more serviceable network of roads developed along the course of the Scuppernong River. Moreover, there was also a concurrent increase in the number of bridges and ferries on the middle and upper portions of the stream.<sup>31</sup>

By the late 1830s, if not before, a drawbridge had been constructed near the head of navigation below Creswell (Spruill's Bridge), to permit small vessels to proceed even slightly farther upstream. The Virginian Edmund Ruffin passed over this bridge with Josiah Collins III en route from Plymouth to Somerset Place on Lake Phelps:

We crossed Scuppernong river on a draw bridge. The river is . . . narrow, but deep, and navigable for sea vessels for a mile above the bridge.<sup>32</sup>

Although small sailing ships, flats, canoes, periaugers, and rafts would long continue to comprise the majority of vessel traffic on the Scuppernong, steam navigation was well established on the stream by the mid-nineteenth century. By the time of the Civil War, regular steamer runs existed between Columbia and Elizabeth City.<sup>33</sup>

Falling predominantly under Federal sway after the loss of Roanoke Island in 1862, the upper portions of coastal North Carolina saw relatively little action during the remaining years of the Civil War. On at least three occasions, however, minor operations were carried out by Union forces on the

Scuppernong River to prevent Confederate troop movements and to interdict the flow of supplies.

Perhaps the most significant of these actions occurred in July of 1864 when Lieutenant Commander Earl English, with the Union vessels Ceres, Whitehead, and Ella May, successfully carried out his orders:

... to ascend the Scuppernong River as far as Columbia and burn the bridge at that place, in order to prevent the rebels from transporting supplies to their army at Plymouth.<sup>34</sup>

Besides burning the Columbia bridge, which was its primary objective, this expedition also destroyed a sizeable quantity of grain and a large gristmill nearby.<sup>35</sup>

In late September of the same year, the shallow-draft Federal gunboat Valley City, accompanied by the tug Martin, was dispatched up the Scuppernong River to prevent the escape of Confederate troops being driven westward by a coordinated expedition up the Alligator River. The Valley City, however, ran aground on the bar as she entered the Scuppernong, and for some time exchanged fire with a small Confederate shore battery until she succeeded at length in getting free.<sup>36</sup>

Finally, in March of 1865, Lieutenant Commander English again was ordered up the Scuppernong, on this occasion capturing a Confederate vessel well upstream and making off with numerous fishing nets deployed in the river:

On Friday I went up the Scuppernong in the Ceres to Columbia, where I drew up sufficient of the piles of the burned bridge at that place to enable me to proceed on. I went on to Cross Landing, 10 miles above Columbia. In the Scuppernong I captured a schooner, and up to now have taken sixty nets.<sup>37</sup>

The fact that public ferries were in operation at Columbia throughout the late 1860s presumably indicates that the bridge destroyed by Union forces there had not yet been rebuilt.<sup>38</sup>

As early as 1874, the General Assembly of North Carolina forwarded to Congress a resolution calling for the improvement of navigation on the

Scuppernong River by the federal government.<sup>39</sup> Work to achieve this improvement finally began in 1879, and proceeded intermittently through 1885. During those years some \$6,000 were expended in providing a channel 2,200 feet long, 7½ to 9 feet deep, and 60 to 70 feet wide through the bar at the mouth of the river, dredging a turning basin at Spruill's Bridge, making four cut-offs, rounding off eight sharp bends, and in removing a shoal three miles below Spruill's Bridge.<sup>40</sup> A project map of the upper portion of the Scuppernong River reveals that there were rather extensive shipping facilities at Spruill's Bridge, including separate warehouses for the steamers T. D. Coleman and Mary E. Roberts, which operated regularly over the lower eighteen miles of the stream. This same map reveals that the wreck of the schooner Lawrence was removed from the stream on 26 August 1885 as a part of the work of improvement. For an undisclosed period of time, it had lain near the south bank of the river approximately 400 feet below Spruill's Bridge.<sup>41</sup>

A South Carolina woman's much later recollections of a steamboat trip up the Scuppernong River about 1890 clearly indicate that the going remained somewhat tortuous, despite the improvements only recently achieved:

We spent a few days in New York City then sailed on the Old Dominion Steamship for Norfolk, Virginia. From there we took a boat across Albemarle Sound, on up the Scuppernong River for Spruill's Bridge, near Creswell, N. C. To me that boat ride stands out in my memory as most picturesque and thrilling--up this beautiful winding river. It was great fun to watch men push with great long poles when we came up to an abrupt bend. After many hours we finally came to Spruill's Bridge.<sup>42</sup>

In 1894 the federal government undertook an examination of the Scuppernong River to assess current conditions of navigation and the advisability of further improvements. It was found that previous work on the stream had brought about some lasting and beneficial changes, but that conditions at the river's mouth had rather quickly deteriorated:

Through the bar at the river mouth was dredged in 1880 a cut about 2,200 feet long . . . [But] this cut remained in good condition only a year or two, and although the bar is still in better condition than before the cut was made, it has decreased in width to 30 feet or less . . . This bar is decidedly the most formidable obstacle to navigation up to Spruill's Bridge.

From the bar 18 miles to Spruills Bridge the channel gradually decreases in width from about 1,800 to about 50 feet, and the least channel depth is about  $7\frac{1}{2}$  feet, which is sufficient for all the needs of navigation. For several miles below Spruills Bridge the river runs through a swamp, and has little or no current, the obstacles to navigation being a few overhanging or fallen trees and several rather sharp bends. Work of improvement carried on by the United States from 1879 to 1885, inclusive, resulted in such a decided change for the better that steamers are now able to run 13 miles from Spruills Bridge to Columbia in two and one-half hours, and have trouble only at the sharp bend immediately below the turning basin at Spruills Bridge.<sup>43</sup>

At the time of this examination, the Scuppernong River was being navigated on a regular basis by:

. . . two steamers, from Edenton and Norfolk, respectively, . . . [which made] two trips per week apiece, discharging and shipping freight at Columbia, Simmons Landing, and Spruills Bridge, respectively, 5, 11, and 18 miles from the river mouth.<sup>44</sup>

It was also navigated by an unspecified number of sailing vessels, which on rare occasions ascended the stream to "a point about  $1\frac{1}{2}$  miles above Spruills Bridge."<sup>45</sup> Though barely navigable even for small sailing vessels, the river for some distance above Spruill's Bridge was reported occasionally to be "filled from bank to bank with rafts of logs."<sup>46</sup>

Vessels bound downriver at this time carried cargoes comprised largely of cotton, corn, potatoes, general merchandise, and vast quantities of lumber and shingles. In addition, approximately 5,000,000 feet of lumber in the form of logs were being towed from the river in rafts each year, to be sawed elsewhere. Vessels returning upstream brought cargoes of fertilizers and miscellaneous merchandise for use by the sparse population of the river basin. Total commerce on the stream, both inward and outward, amounted to some 23,000 tons annually.<sup>47</sup> It was concluded from the examination of 1894 that the

existing demands of commerce were not sufficient to warrant further improvements by the federal government.<sup>48</sup>

A rapid increase in actual and potential commerce on the Scuppernong River between 1894 and 1900 brought about a reconsideration of the stream's need for further improvement, specifically with respect to providing a more adequate channel near its mouth. Both freight and vessel traffic were found to have increased markedly over the past several years:

It is estimated that the present commerce is more than double that of 1894, the part handled by steamer alone having increased from about 2,000 tons in 1894 to nearly 38,000 tons in 1899-1900. The increase is general and covers farm products, miscellaneous freight, and lumber.

The development of this country depends mainly on the successful navigation of this river, and two regular steamers now make tri-weekly trips, while barges carry upward of 15,000,000 feet of manufactured lumber and 5,000,000 shingles annually, in addition to perhaps \$50,000 worth of juniper logs. Two new lumber mills have recently been built and the juniper log industry is rapidly growing, so that a successful increase over the present commerce may be expected in the near future.

This business is all handicapped by lack of water on the bar at the river mouth, the present depth of which is not more than 6 feet in a very narrow channel, which is liable to decrease 2 feet or more during the prevalence of westerly winds.

. . . . .

Ample relief can be obtained at comparatively small cost by dredging the desired channel, and such work will place this river on an equal footing with other streams in the vicinity.<sup>49</sup>

As a result of the 1900 examination, a project was soon undertaken to provide a channel at the river's mouth 1,200 feet long, nine feet deep, and 150 feet wide.<sup>50</sup>

Before 1908 the Scuppernong River provided the only practicable means of transporting products from large portions of Washington and Tyrrell counties to trading centers such as Edenton, Elizabeth City, and Norfolk. Any given point on the stream lay between fifteen and twenty-five miles from the nearest

railroad. In 1908, however, the Norfolk and Southern Railroad extended its tracks to Creswell and Columbia, along the lower side of Albemarle Sound. This, together with the widespread financial panic of that year, dealt a severe but temporary blow to river commerce. Trade on the river had begun to rebound within a year; and it continued a steady recovery thereafter, largely due to the increasing shipment of lumber.<sup>51</sup>

By the end of 1910 the Branning Manufacturing Company at Columbia alone was producing 8,000,000 feet of lumber per annum, while the Scuppernong Milling Company, also of Columbia, was producing another 1,500,000 feet. Other smaller mills on the stream turned out at least 800,000 additional feet annually. Approximately one-half of the total lumber produced was being carried from the area by rail, but the other half was transported on standard lumber barges of 6 to 8½ foot draft and between 150 and 200 feet in length. The lumber barges were unable to navigate the river safely above Columbia, but a steamer and as many as twenty-five schooners were in service up to Cross Landing, with some of these continuing onward to the traditional head of navigation at Spruill's Bridge. It was reported that vessels as large as eighty tons had reached this point on occasion, "but with difficulty."<sup>52</sup>

In 1912 a project was adopted for the further improvement of the Scuppernong River. This project provided for channels 150 feet wide and 10 feet deep across the bar, 100 feet wide and 10 feet deep to Columbia, 40 feet wide and 8 feet deep to Spruill's Bridge, and 30 feet wide and 7 feet deep to the highway bridge near Cherry, some twenty miles from the river's mouth. This project, with few if any modifications, appears to be the one still in effect and being maintained today.<sup>53</sup>

When the federal government compiled its massive inventory of wharf facilities in the country just prior to World War I, the Scuppernong River was reported to have some twenty-six on those portions of the stream under improvement:

nine below Columbia, eleven at Columbia, three near Cross Landing, and two at Spruill's Bridge. All were of timber construction with pile foundations and generally with plank decking. Depth of water at these wharves varied from 2 to 12½ feet. Fourteen of these wharves had adjacent warehouses. Road connections of some sort existed to all but four locations.<sup>54</sup>

The bridges spanning the Scuppernong at this time were situated at Cherry, Spruill's Bridge, Cross Landing, and Columbia, where there was both a highway bridge and a railroad bridge. All of these bridges were drawbridges except for the fixed truss bridge at Cherry, which afforded only a six-foot clearance at mean low water. Spruill's Bridge and the Cross Landing Bridge both featured draw spans of thirty feet, while the two bridges at Columbia provided openings of thirty-nine feet for the passage of vessels.<sup>55</sup> The highway bridge at Columbia has since been replaced, in 1927 and again in 1959.<sup>56</sup>

From the time of the Civil War until the Depression years of the 1930s, the former Collins and Pettigrew plantations fell largely into desuetude except for partial and occasional use by tenant farmers. Large sections were then acquired by the Farm Security Administration and developed as the ill-fated Scuppernong Farms Project. After the abandonment of this project, much of the area was taken up by the state for the creation of Pettigrew State Park. Somerset Place, the residence of Josiah Collins III, has since been incorporated into the system of State Historic Sites.<sup>57</sup>

The years following World War II saw a general increase in lumber production along the Scuppernong River and throughout Tyrrell County in general. This production brought with it the creation of even more extensive drainage and canal projects and the reclamation of additional acreage formerly covered by water.<sup>58</sup> By 1980 there were no fewer than six canals linking Lake Phelps and the Scuppernong River.<sup>59</sup>

After nearly three centuries of continuous and varied usage, the Scuppernong

River remains an important artery of commerce. Moreover, its still sparsely settled shorelines and unspoiled waters also provide ample recreation for large numbers of hunters and sports fishermen.

## Footnotes

<sup>1</sup>For a general discussion of the area, see United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, pp. 2 and 4; and Bill Sharpe, A New Geography of North Carolina, 4 volumes (Raleigh: Sharpe Publishing Company, 1954-1965), IV, 2121-2137.

<sup>2</sup>See map of "Raleigh's Virginia 1584-90" in David Beers Quinn, editor, The Roanoke Voyages, 1584-1590, 2 volumes in 1 (London: Hakluyt Society, 1955), inside back cover and in Appendixes to this report. See also Quinn, Roanoke Voyages, 861 n. One source places the village of Mequopen somewhat farther downstream, near the mouth of Second Creek. See David E. Davis, History of Tyrrell County (Norfolk: James Christopher Printing Company, 1963), 1.

<sup>3</sup>Jerry L. Cross, "The Spruill Home Place: Site 31TY9 Documentary Research Report" (Research report prepared for the Archaeology Branch, North Carolina Division of Archives and History, 1984), 1; and Davis, History of Tyrrell County, 7-8.

<sup>4</sup>Mattie Erma Edwards Parker, editor, North Carolina Higher Court Records, 1697-1701. Volume III in Colonial Records of North Carolina [Second Series] (Raleigh: North Carolina Department of Archives and History, 1971), 126-127.

<sup>5</sup>Margaret M. Hofmann, editor, Province of North Carolina, 1663-1729 (Weldon, North Carolina: Roanoke News Company, 1979), 74, 175, and 260; William S. Price, Jr., editor, North Carolina Higher Court Records, 1702-1708. Volume IV in Colonial Records of North Carolina [Second Series] (Raleigh: North Carolina Division of Archives and History, 1974), 110-111, 113, and 479; Parker, North Carolina Higher Court Records, 371; Davis, History of Tyrrell County, 7-8; and Cross, "The Spruill Home Place," 2-3.

<sup>6</sup>Cross, "The Spruill Home Place," 1-2.

<sup>7</sup>Robert J. Cain, editor, Records of the Executive Council, 1664-1734. Volume VII in Colonial Records of North Carolina [Second Series] (Raleigh: North Carolina Division of Archives and History, 1984), 495-496.

<sup>8</sup>See Moseley Map (1733), Wimble Map (1738), and Collet Map (1770). See also Hofmann, Province of North Carolina, 237.

<sup>9</sup>See Wimble Map (1738).

<sup>10</sup>William P. Cumming, "Wimble's Maps and the Colonial Cartography of the North Carolina Coast," North Carolina Historical Review, XLVI, No. 2 (April, 1969), 164 n.

<sup>11</sup>Hofmann, Province of North Carolina, 197; and William P. Cumming, "The Turbulent Life of Captain James Wimble," North Carolina Historical Review, XLVI, No. 1 (January, 1969), 3 and 6.

- <sup>12</sup>Hofmann, Province of North Carolina, 237.
- <sup>13</sup>See Wimble Map (1738), aerial photograph of 1938, and Geological Survey Map of 1953 (photorevised to 1974) in Appendixes.
- <sup>14</sup>Betty Fagan Burr, compiler, Tyrrell County North Carolina Minutes Court of Pleas and Quarter Sessions, 1735-1754 and 1755 through 1761, 2 volumes (St. Louis: Frances Terry Ingmire, 1981 and 1983), I, 39 and 51; and Davis, History of Tyrrell County, 24.
- <sup>15</sup>Walter Clark, editor, State Records of North Carolina, 16 volumes (Winston and Goldsboro: State of North Carolina, 1895-1905), XXIII, 150-151. See also page 336.
- <sup>16</sup>Clark, State Records of North Carolina, XXV, 313.
- <sup>17</sup>Clark, State Records of North Carolina, XXV, 379, 641, and 792.
- <sup>18</sup>Burr, Tyrrell County Court Minutes, II, 36, 62, and 113.
- <sup>19</sup>William S. Tarlton, "Somerset Place and Its Restoration" (Research report prepared for the North Carolina Department of Conservation and Development, 1954), 3-4; and Bennett H. Wall, "The Founding of the Pettigrew Plantations," North Carolina Historical Review, XXVII, No. 4 (October, 1950), 395-396.
- <sup>20</sup>Tarlton, "Somerset Place and Its Restoration," 6-10; Wall, "The Founding of the Pettigrew Plantations," 396-397; and Edmund Ruffin, "'Jottings Down' in the Swamps," The Farmer's Register, edited by Edmund Ruffin, 10 volumes (1833-1842), VII, 698-703 and 724-733. See also Clark, State Records of North Carolina, XXIV, 861-862.
- <sup>21</sup>Wall, "The Founding of the Pettigrew Plantations," 396.
- <sup>22</sup>Tarlton, "Somerset Place and Its Restoration," 8.
- <sup>23</sup>Tarlton, "Somerset Place and Its Restoration," 11-21.
- <sup>24</sup>Jerry L. Cross, "Bonarva, Home of the Pettigrews" (Research report prepared for the Archaeology Branch, North Carolina Division of Archives and History, 1983), 1; and Wall, "The Founding of the Pettigrew Plantations," 397-398.
- <sup>25</sup>Cross, "Bonarva," 1-4; Wall, "The Founding of the Pettigrew Plantations," 397; and Ruffin, "'Jottings Down'," 729-730.
- <sup>26</sup>The Pettigrew Papers, edited by Sarah McCulloh Lemmon. Volume I (Raleigh: North Carolina Department of Archives and History, 1971), 530 and 624.
- <sup>27</sup>Davis, History of Tyrrell County, 44.

- <sup>28</sup>Clark, State Records of North Carolina, XXV, 34-35.
- <sup>29</sup>Davis, History of Tyrrell County, 42-43 and 48. Columbia was incorporated in 1855.
- <sup>30</sup>Tyrrell County Miscellaneous Records, Bridge Records, North Carolina State Archives. This bridge required repairs in 1810 and again in the early 1820s.
- <sup>31</sup>See the Price-Strother Map (1808) and the MacRae-Brazier Map (1833) in Appendixes.
- <sup>32</sup>Ruffin, "'Jottings Down'," 702.
- <sup>33</sup>Davis, History of Tyrrell County, 51.
- <sup>34</sup>Richard Rush and others, editors, Official Records of the Union and Confederate Navies in the War of the Rebellion, 30 volumes (Washington: Government Printing Office, 1894-1914), 1st Series, X, 264. Hereinafter cited as Rush and others, Official Naval Records.
- <sup>35</sup>Rush and others, Official Naval Records, 1st Series, X, 265.
- <sup>36</sup>Rush and others, Official Naval Records, 1st Series, X, 501-502.
- <sup>37</sup>Rush and others, Official Naval Records, 1st Series, XII, 73.
- <sup>38</sup>Tyrrell County Miscellaneous Records, Bridge and Ferry Records.
- <sup>39</sup>United States Congress, 43rd Congress, 2nd Session. Senate Miscellaneous Document, No. 6, p. 1.
- <sup>40</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, pp. 2 and 4; and "Map of the Upper Portion of Scuppernong River" (1886) in Appendixes.
- <sup>41</sup>See "Map of the Upper Portion of Scuppernong River" (1886) in Appendixes.
- <sup>42</sup>Tarlton, "Somerset Place and Its Restoration," 135.
- <sup>43</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, p. 4.
- <sup>44</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, pp. 4-5.

<sup>45</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, pp. 4-5.

<sup>46</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, p. 3.

<sup>47</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, pp. 2 and 5. See also United States Congress, 56th Congress, 2nd Session, House Document, No. 131, pp. 3 and 4.

<sup>48</sup>United States Congress, 53rd Congress, 3rd Session. House Executive Document, No. 217, pp. 1 and 3.

<sup>49</sup>United States Congress, 56th Congress, 2nd Session. House Document, No. 131, pp. 2-3.

<sup>50</sup>United States Congress, 56th Congress, 2nd Session. House Document, No. 131, pp. 1 and 2; and United States Congress, 62nd Congress, 3rd Session, House Document, No. 119, p. 4.

<sup>51</sup>United States Congress, 62nd Congress, 3rd Session. House Document, No. 1196, p. 5; and Davis, History of Tyrrell County, 62-63.

<sup>52</sup>United States Congress, 62nd Congress, 3rd Session. House Document, No. 1196, p. 5.

<sup>53</sup>United States Congress, 62nd Congress, 3rd Session. House Document, No. 1196, p. 3. See also Geological Survey maps of 1953 and 1954 (photorevised to 1974) in Appendixes.

<sup>54</sup>United States Congress, 63rd Congress, 1st Session. House Document, No. 226, p. 651. The location of one wharf is not given.

<sup>55</sup>United States Congress, 62nd Congress, 3rd Session. House Document, No. 1196, p. 9.

<sup>56</sup>Sharpe, New Geography of North Carolina, IV, 2131.

<sup>57</sup>Tarlton, "Somerset Place and Its Restoration," iii and 48; and Cross, "Bonarva," i and 10.

<sup>58</sup>Davis, History of Tyrrell County, 82.

<sup>59</sup>North Carolina State Highway Maps of Washington and Tyrrell counties (1980).

## Bibliography

- Aerial photographs (1938), North Carolina State Archives.
- Burr, Betty Fagan, compiler. Tyrrell County North Carolina Minutes Court of Pleas and Quarter Sessions, 1735-1754 and 1755-1761. 2 volumes. St. Louis: Frances Terry Ingmire, 1981 and 1983.
- Cain, Robert J., editor. Records of the Executive Council, 1664-1734. Volume VII in Colonial Records of North Carolina [Second Series]. Raleigh: North Carolina Division of Archives and History, 1984.
- Clark, Walter, editor. State Records of North Carolina. 16 volumes. Winston and Goldsboro: State of North Carolina, 1895-1905.
- Cross, Jerry L. "Bonarva, Home of the Pettigrews." Research report prepared for the Archaeology Branch, North Carolina Division of Archives and History, 1983.
- \_\_\_\_\_. "The Spruill Home Place: Site 31TY9 Documentary Research Report." Research report prepared for the Archaeology Branch, North Carolina Division of Archives and History, 1984.
- Cumming, William P. "The Turbulent Life of Captain James Wimble." North Carolina Historical Review, XLVI, No. 1 (January, 1969), 1-18.
- \_\_\_\_\_. "Wimble's Maps and the Colonial Cartography of the North Carolina Coast." North Carolina Historical Review, XLVI, No. 2 (April, 1969), 157-170.
- Davis, David E. History of Tyrrell County. Norfolk: James Christopher Printing, 1963.
- Hofmann, Margaret M., editor. Colony of North Carolina, 1735-1775. 2 volumes. Weldon, North Carolina: Roanoke News Company, 1982 and 1984.
- \_\_\_\_\_. Province of North Carolina, 1663-1729. Weldon, North Carolina: Roanoke News Company, 1979.

### Maps

- R. N. B. Brazier (1828)  
Collet (1770)  
Geological Survey (1953 and 1954, photorevised 1974)  
Kerr-Cain (1882)  
MacRae-Brazier (1833)  
Mercator-Hondius (1606)  
Moseley (1733)  
Mouzon (1775)  
North Carolina State Highway Maps of Washington and Tyrrell Counties (1980)  
Phillips, C. B. "Map of the Upper Portion of Scuppernong River" (1878)  
Price-Strother (1808)  
Raleigh's Virginia (1584-1590)  
Soil Survey of Tyrrell County (1920)  
Soil Survey of Washington County (1932)  
U. S. Coast Survey (1865)  
Wimble (1738)

Parker, Mattie Erma Edwards, editor. North Carolina Higher Court Records, 1697-1701. Volume III in Colonial Records of North Carolina [Second Series]. Raleigh: North Carolina Department of Archives and History, 1971.

The Pettigrew Papers, edited by Sarah McCulloh Lemmon. Volume I. Raleigh: North Carolina Department of Archives and History, 1971.

Price, William S., Jr. editor. North Carolina Higher Court Records, 1702-1708. Volume IV in Colonial Records of North Carolina [Second Series]. Raleigh: North Carolina Division of Archives and History, 1974.

Quinn, David Beers, editor. The Roanoke Voyages, 1584-1590. 2 volumes in 1. London: Hakluyt Society, 1955.

Ruffin, Edmund. "'Jottings Down' in the Swamps." The Farmer's Register, edited by Edmund Ruffin. 10 volumes (1833-1842), VII, 698-703 and 724-733.

Rush, Richard and others, editors. Official Records of the Union and Confederate Navies in the War of the Rebellion. 30 volumes. Washington: Government Printing Office, 1894-1914.

Saunders, William L., editor. Colonial Records of North Carolina. 10 volumes. Raleigh: State of North Carolina, 1886-1890.

Sharpe, Bill. A New Geography of North Carolina. 4 volumes. Raleigh: Sharpe Publishing Company, 1954-1965.

Tarlton, William S. "Somerset Place and Its Restoration." Research report prepared for the North Carolina Department of Conservation and Development, 1954.

Tyrrell County Miscellaneous Records, North Carolina State Archives

United States Congress. 43rd Congress, 2nd Session. Senate Miscellaneous Document, No. 6.

\_\_\_\_\_. 53rd Congress, 3rd Session. House Executive Document, No. 217.

\_\_\_\_\_. 62nd Congress, 3rd Session. House Document, No. 1196.

\_\_\_\_\_. 63rd Congress, 1st Session. House Document, No. 226.

Wall, Bennett H. "The Founding of the Pettigrew Plantations." North Carolina Historical Review, XXVII, No. 4 (October, 1950), 395-418.

Washington County Historical Society. Historic Washington County. Plymouth: Published by the Society, [197?].

91MSS-2-7



Moseley  
(1933)



36.00

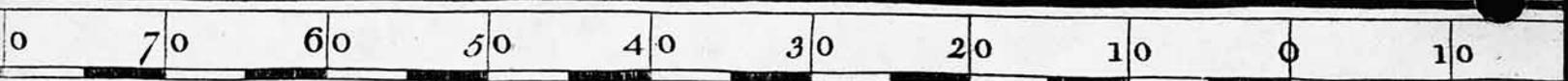
3.5.0



# Survey

COLLET  
(1770)

By Capt<sup>n</sup> Collet Governor of Fort Johnston. — Engraved by I. Bayly.



Monzon  
(1925)





Mac Rae - Brazier  
(1833)



U.S. Coast Survey  
(1865)



Kerr - Cain  
(1892)



36°

35°

(1938)

4-26-38

AOW-14-52

*Handwritten notes:*  
S. 1/4  
S. 2/4  
S. 3/4  
S. 4/4

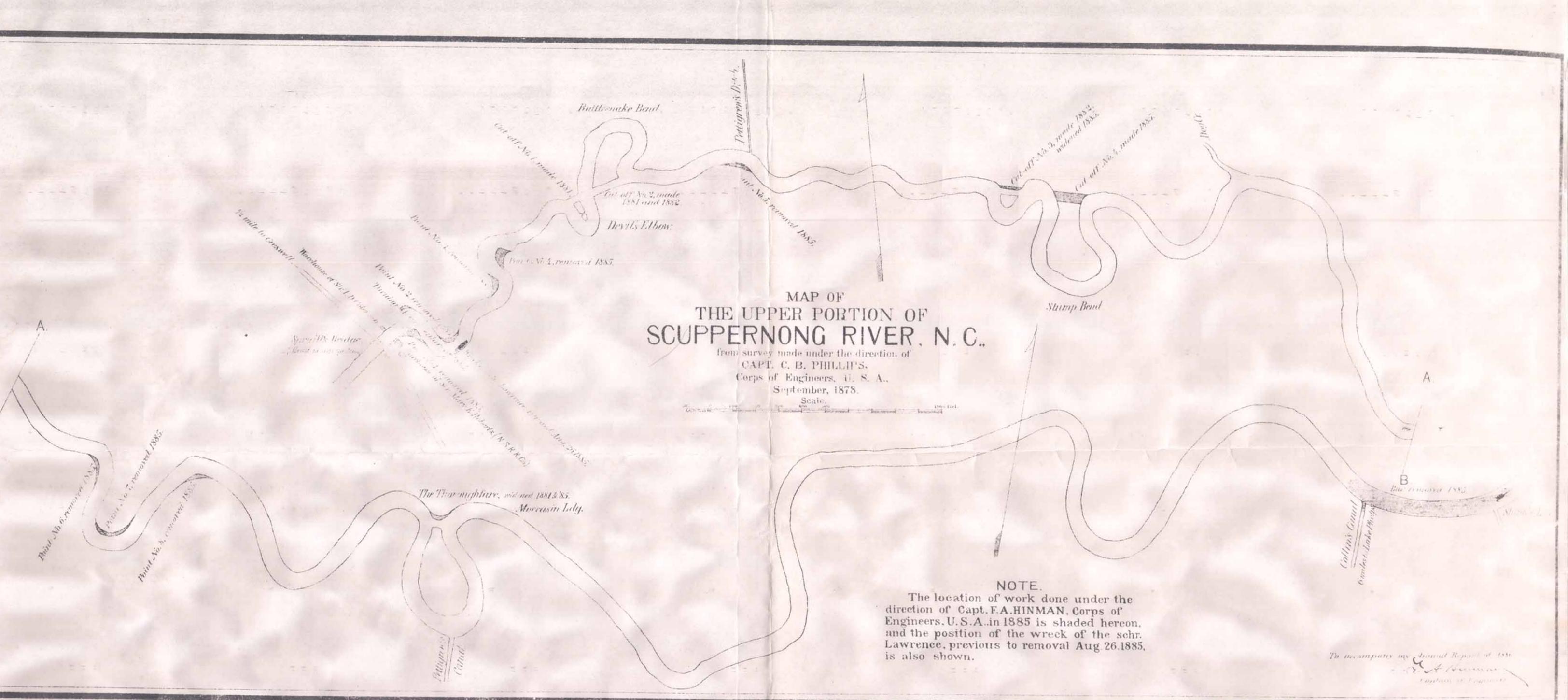


Raleigh's Virginia

1584-90



Upper Portion of  
Scuppernong River  
(1886)



MAP OF  
 THE UPPER PORTION OF  
 SCUPPERNON RIVER, N. C.,  
 from survey made under the direction of  
 CAPT. C. B. PHILLIPS,  
 Corps of Engineers, U. S. A.,  
 September, 1878.

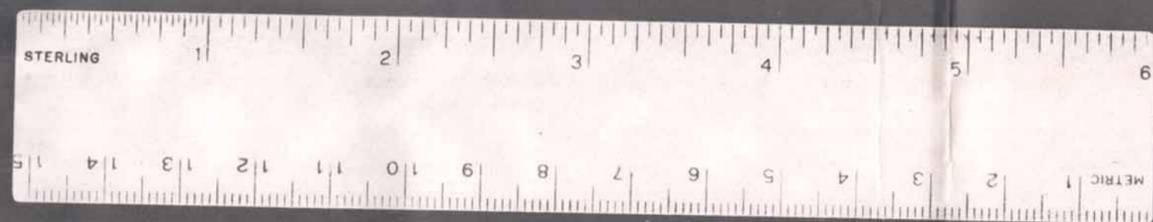
Scale.

**NOTE.**  
 The location of work done under the  
 direction of Capt. F. A. HINMAN, Corps of  
 Engineers, U. S. A. in 1885 is shaded hereon,  
 and the position of the wreck of the schr.  
 Lawrence, previous to removal Aug 26. 1885,  
 is also shown.

To accompany my Annual Report of 1885  
 C. B. Phillips  
 Captain of Engineers

H Ex1 pt2 v2 49 2

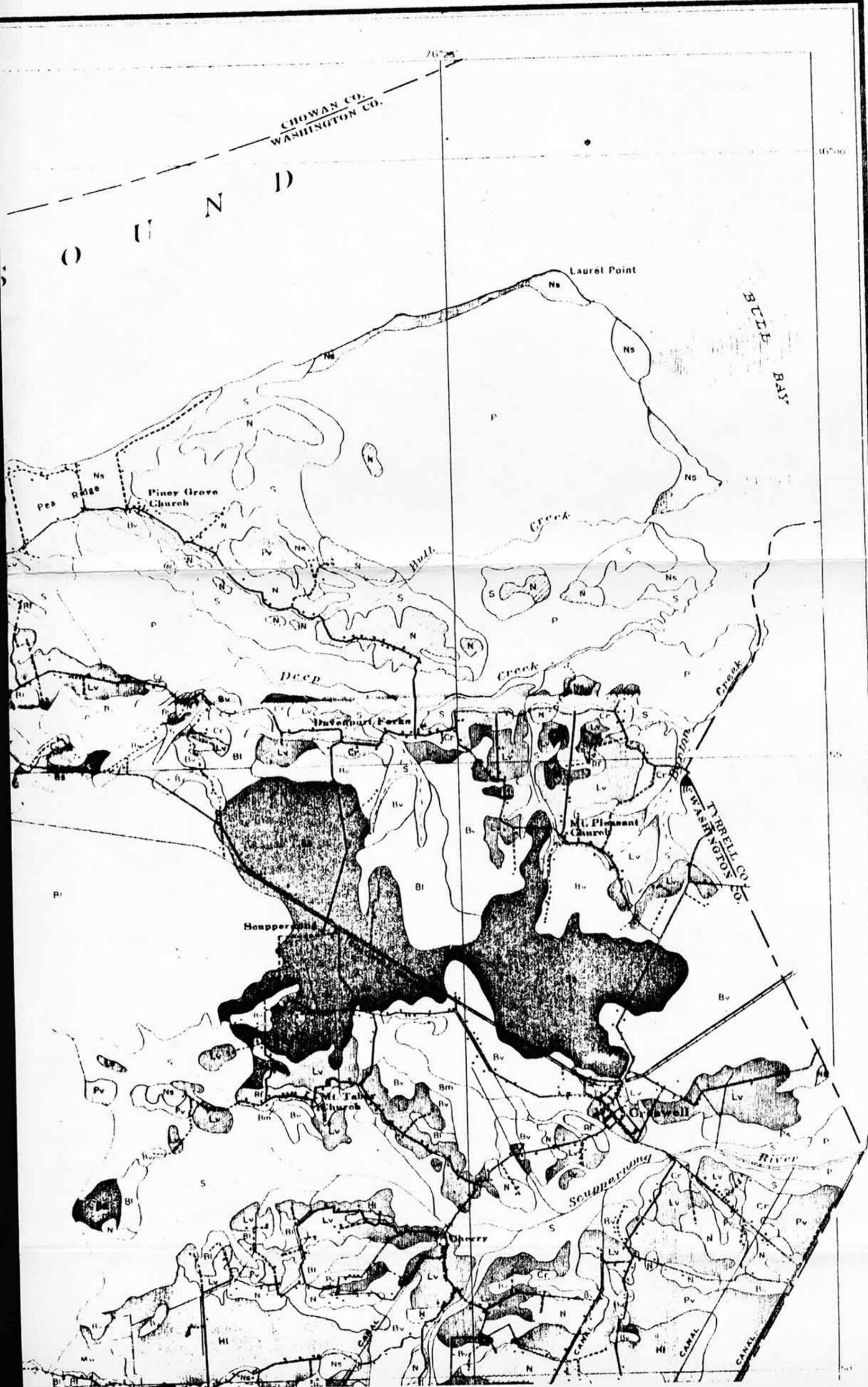
THE AMERICAN ENGINEERING...



Soil Survey Maps  
(1920 and 1932)

(1932)

NORTH CAROLINA DEPARTMENT OF AGRICULTURE  
W. A. GRAHAM, COMMISSIONER  
NORTH CAROLINA AGRICULTURAL EXPERIMENT STATION  
R. Y. WINTERS, DIRECTOR  
C. B. WILLIAMS, IN CHARGE SOIL SURVEY

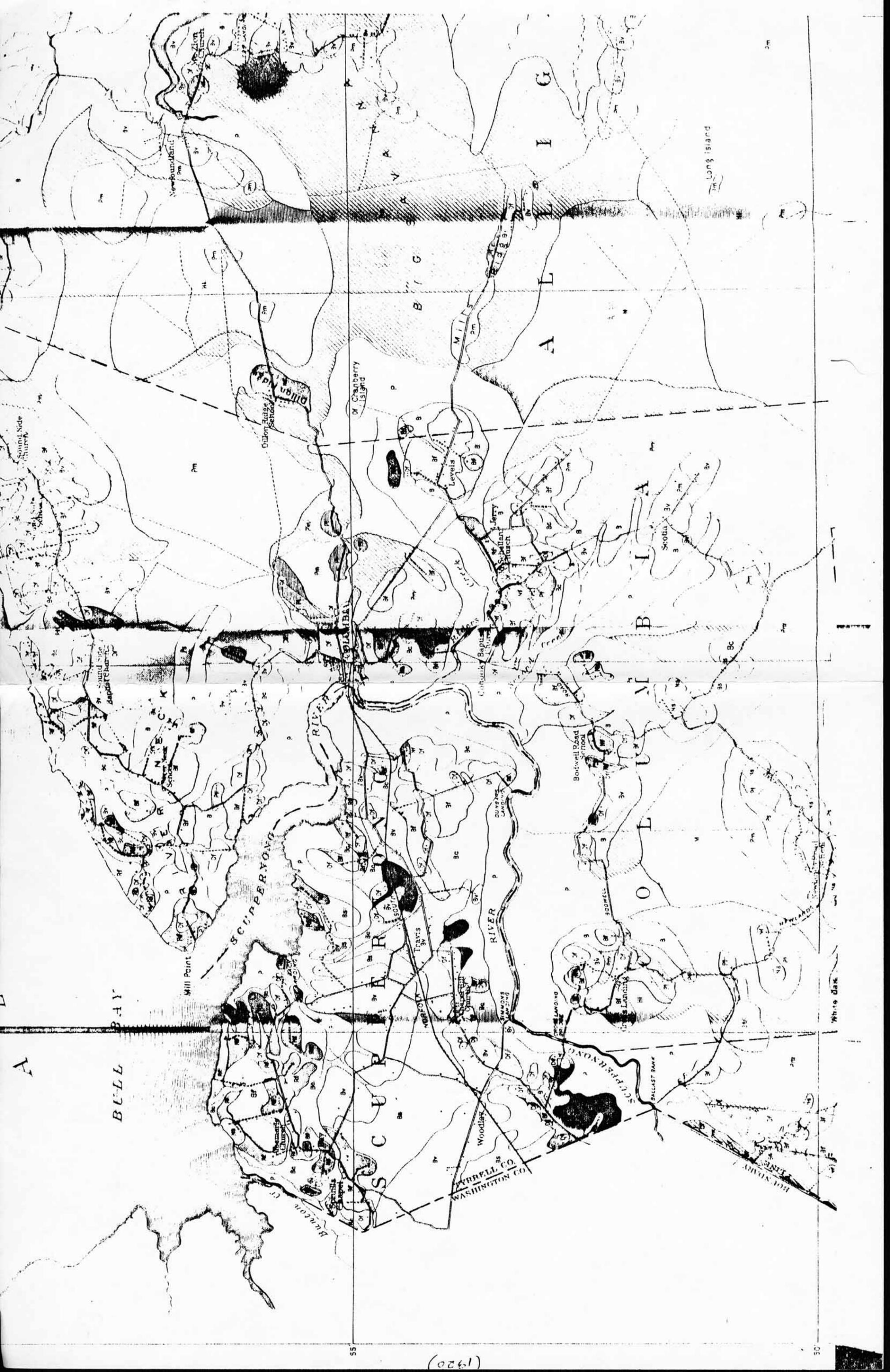


LEGEND

Bladen very fine sandy loam 	Norfolk fine sand 
Bladen loam 	Norfolk fine sandy loam 
Bladen silt loam 	Norfolk Deep phase 
Bladen clay loam 	Portsmouth fine sand 
Craven fine sandy loam 	Portsmouth very fine sandy loam 
Hyde loam 	Ruston fine sandy loam 
Lenoir very fine sandy loam 	Muck 
Peat 	Shallow phase 
Swamp 	

CONVENTIONAL  
SIGNS

CULTURE  
(Printed in black)

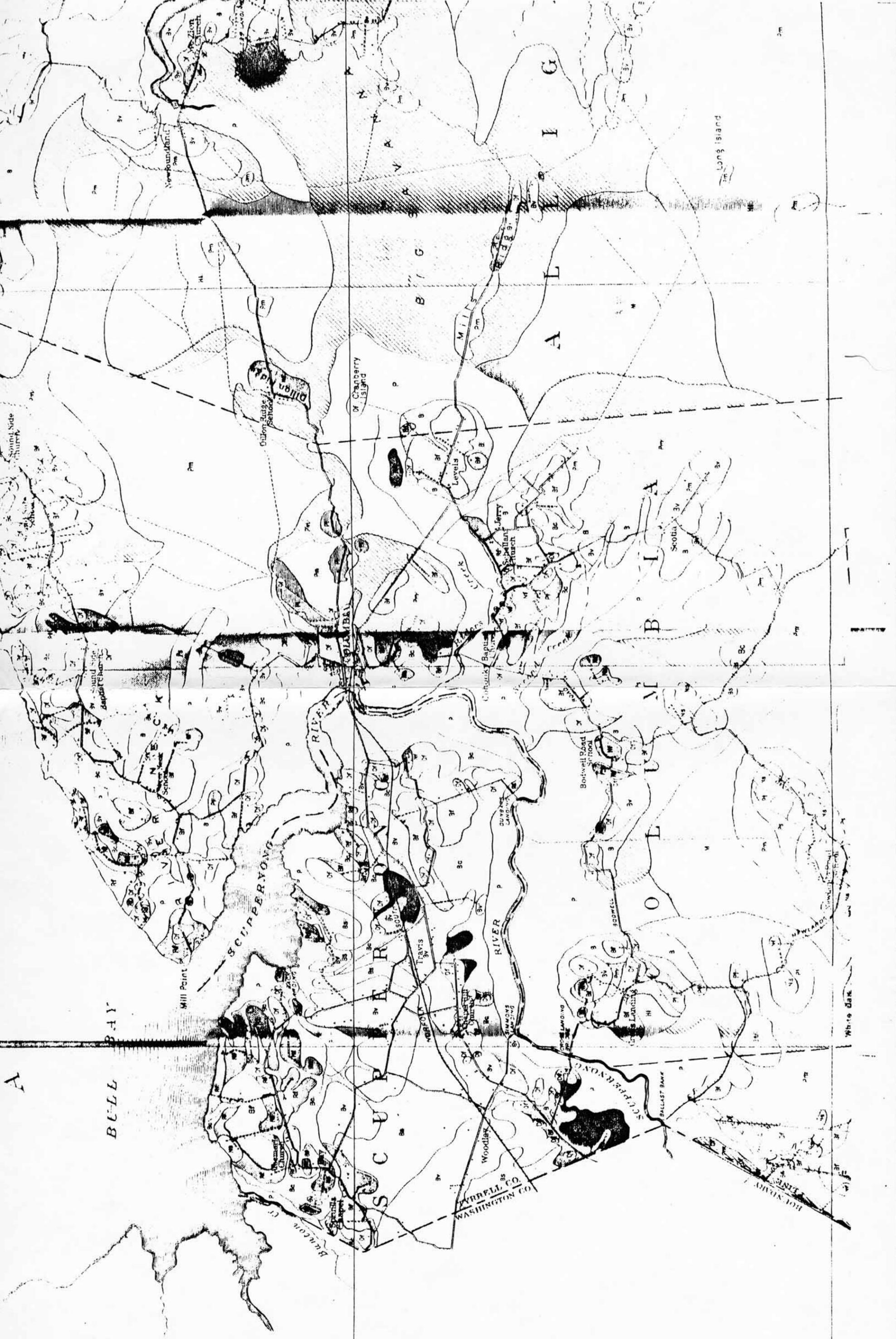
A

BULL BAY

55

(1920)

50



PARRELL CO.  
WASHINGTON CO.

HOT SPRING LANDING

BALLAST BANK

WOODLEY

SCUPPERNON RIVER

VERBOKA TRAVIS

WILL POINT

BULL BAY

SCUPPERNON RIVER

DILLON ISLAND

CRANBERRY ISLAND

LONG ISLAND

SOUND SIDE

SOUND SIDE

SOUND SIDE

SOUND SIDE

SOUND SIDE

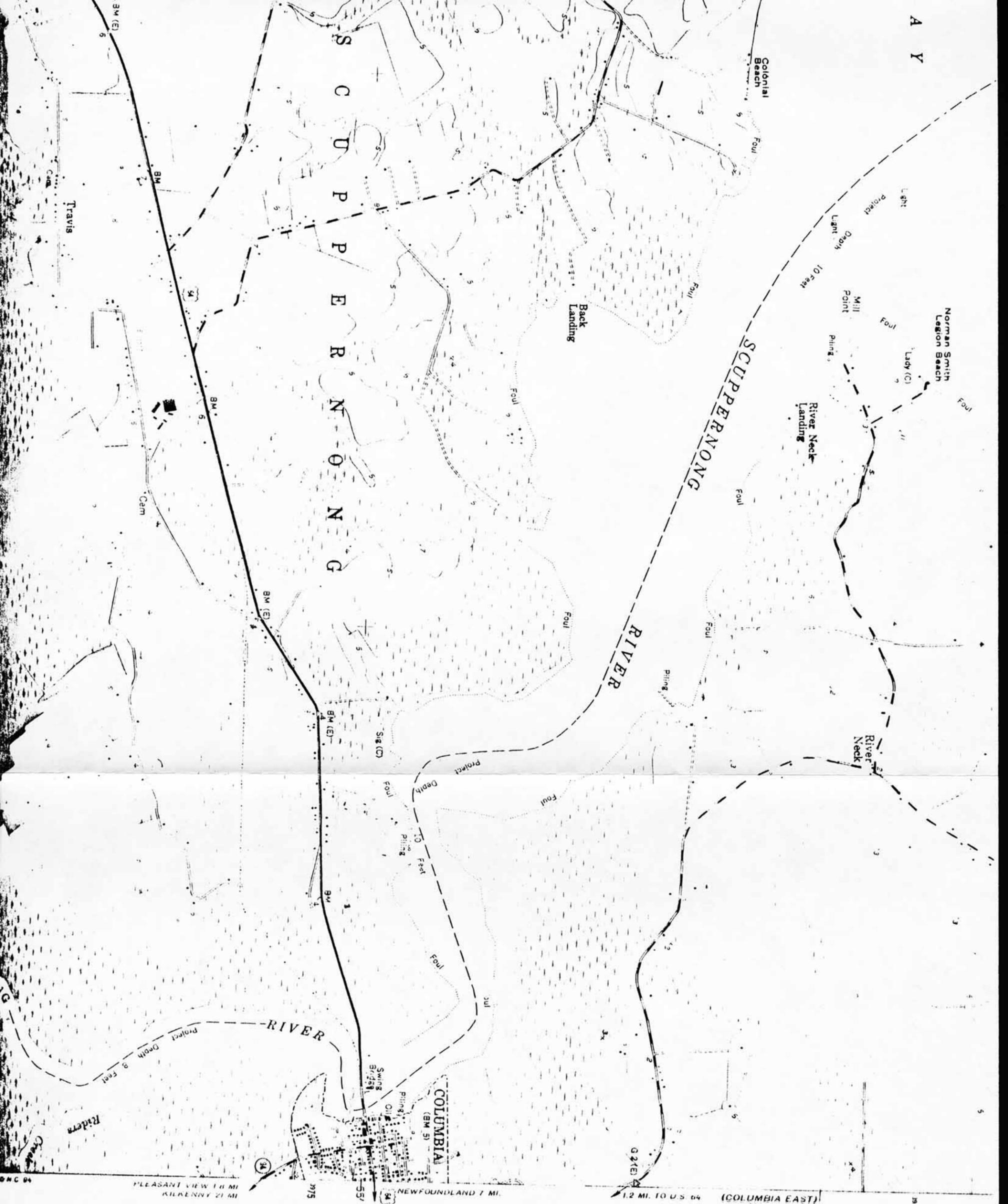
WHITE ISLAND

WHITE ISLAND

WHITE ISLAND

WHITE ISLAND

Geological Survey Maps  
(1953 and 1954--photorevised to 1974)

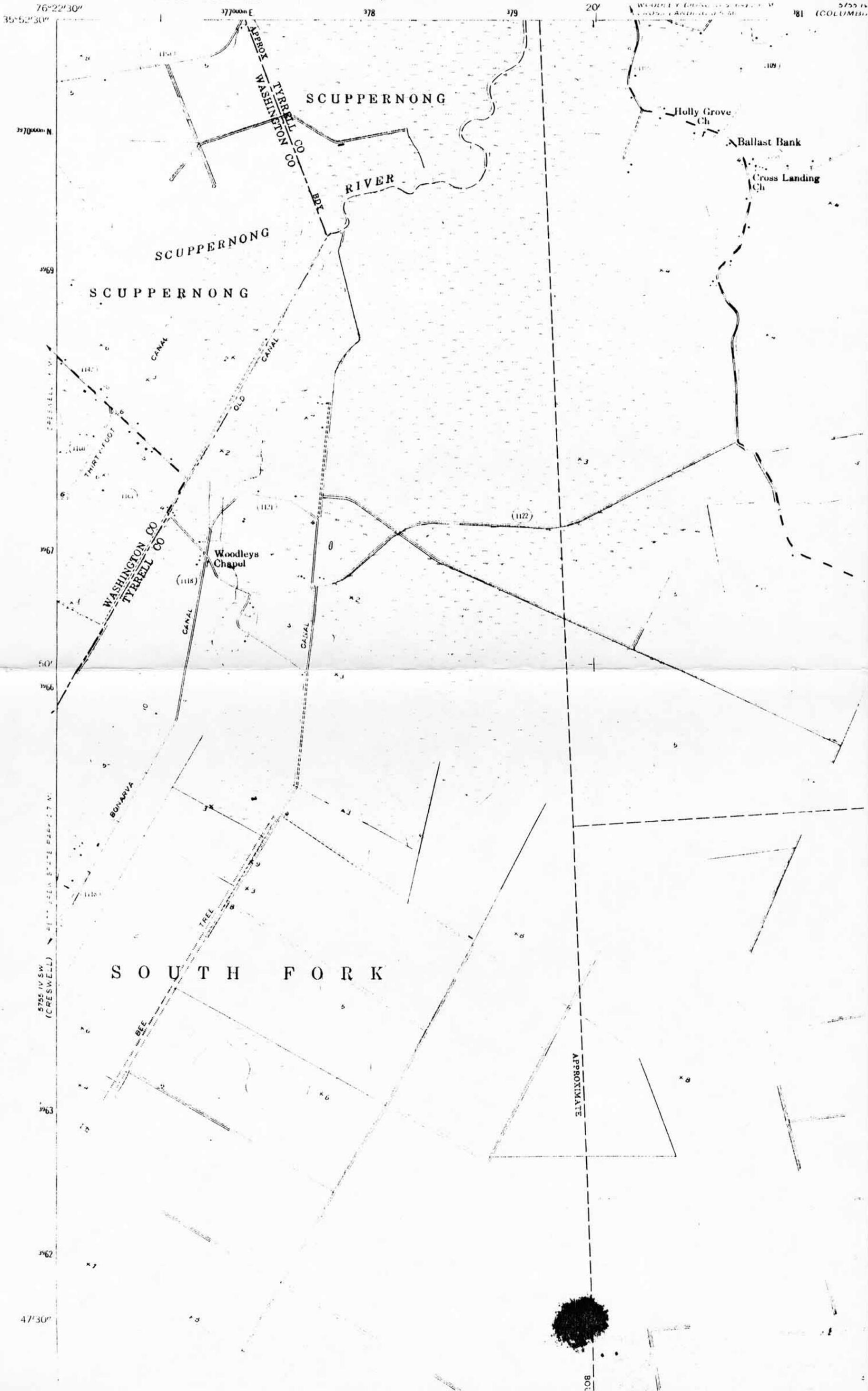


1953  
 (photorevised 1974)

PLEASANT VIEW 1.0 MI  
 KILKENNY 21 MI

1.2 MI. TO U.S. 64 (COLUMBIA EAST)  
 5755 NW

2979

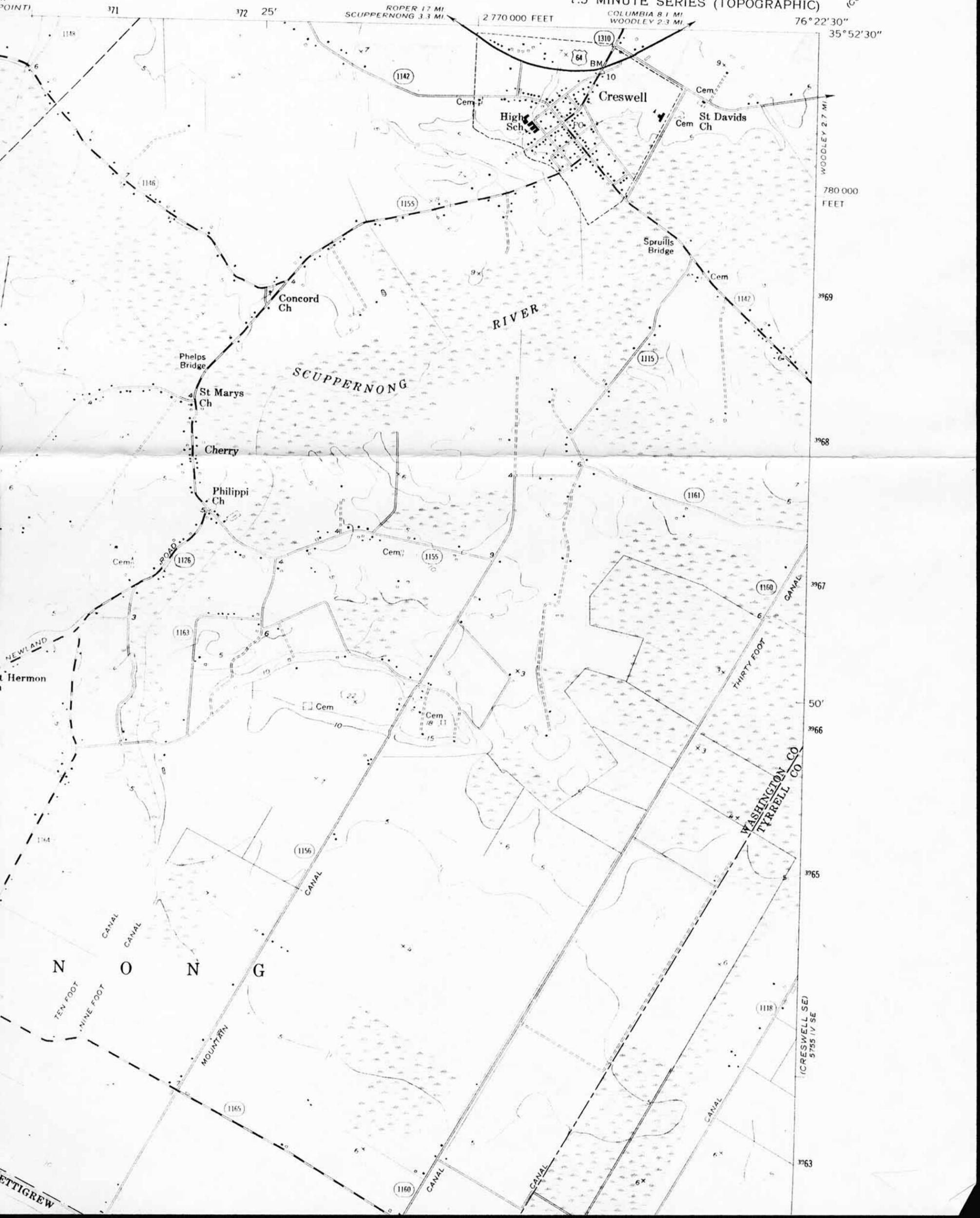


1954  
(photorevised 1974)

STATES  
OF COMMERCE  
METRIC SURVEY  
(POINT)

CRESWELL QUADRANGLE  
NORTH CAROLINA  
7.5 MINUTE SERIES (TOPOGRAPHIC)

5755 IV NE  
(COLUMBIA WEST)



S C U P P E R N O N G

BM (E)

BM (E)

BM

55'

875

MEASUREMENT FROM  
MILE MARKER 20 MI

0.9 MI. TO NC 94

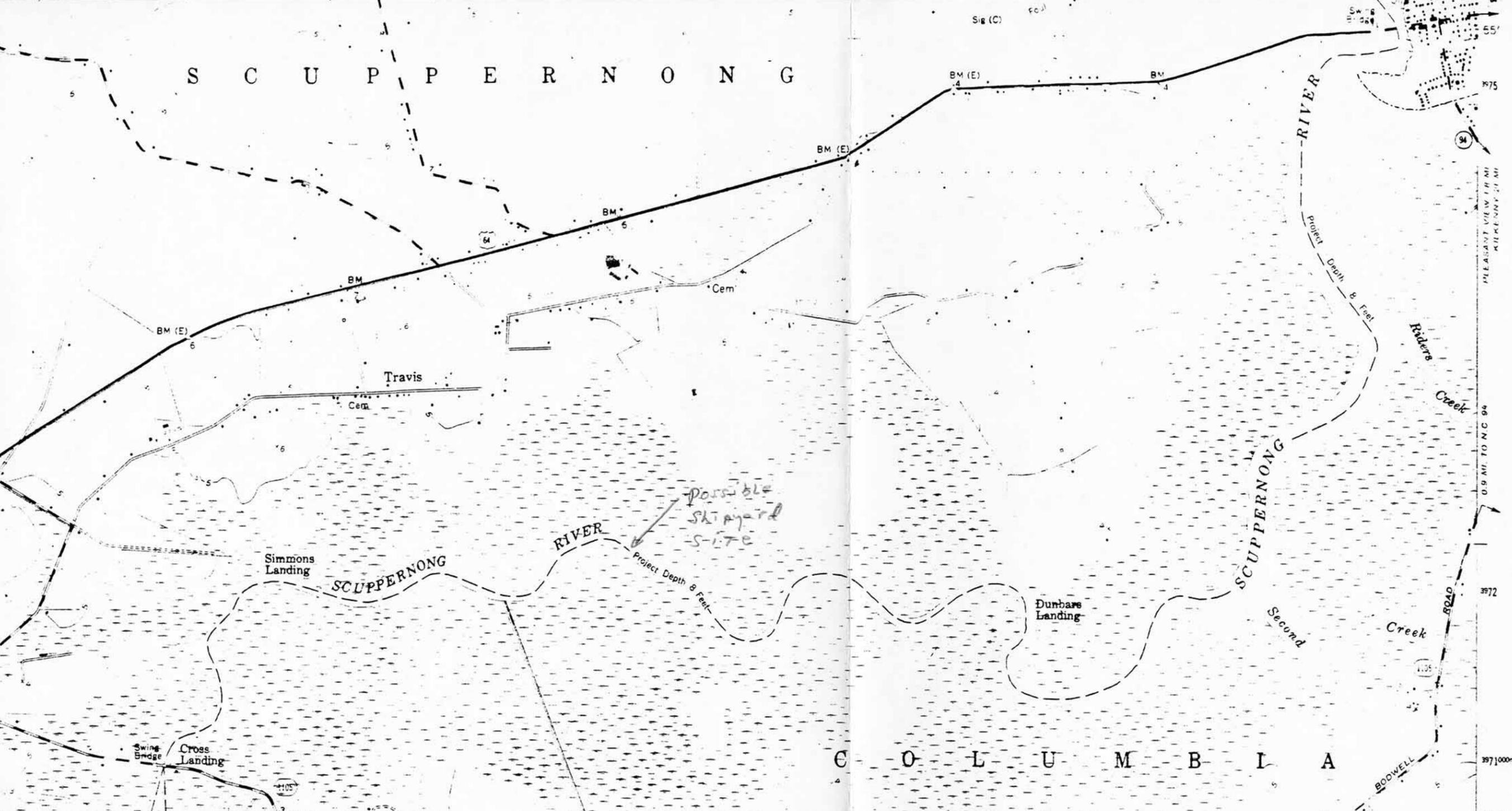
8972

8971000m N.

35°52'30"

387000m E. 76°15'

(SCOTIA)  
5755 I SW



*Possible  
Shipyard  
Site*

Project Depth 8 Feet

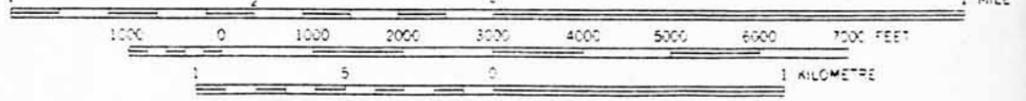
Simons  
Landing

Travis

Dunbars  
Landing

C O L U M B I A

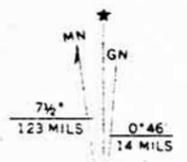
(CRESWELL SE)  
5755 IV SE  
SCALE 1:24 000



CONTOUR INTERVAL 5 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS LESS THAN 1/2 FOOT

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



UTM GRID AND 1974 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	
	U. S. Route		State Route

COLUMBIA WEST, N. C.  
N 3552.5—W 7615/7.5

1953  
PHOTO REVISED 1974  
AMS 5755 IV NE—SERIES V842

