

AN HISTORICAL OVERVIEW OF THE HOGTOWN SITE
IN MARTIN COUNTY, NORTH CAROLINA

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The site of the eighteenth and early nineteenth century river landing and settlement known as Hogtown (also Hog Town, Hoggtown, or Hogston) is located on the Roanoke River in Martin County, North Carolina, approximately one mile southeast of Hamilton. It is now a part of the Rainbow Farm, owned and operated by Mr. Henry B. Winslow. The area is potentially rich in archaeological resources dating from at least as early as the sixteenth century through the Civil War period; however, little evidence of past occupation and use of the site is now visible above ground. Indeed, very little mention of Hogtown can be found even in documentary and contemporary sources.

As early as the 1580s, if not long before, the general area of the future Hogtown settlement appears to have been occupied by Indians of the Algonquian stock or language group, on the south side of the Roanoke River (the Moratuc or Moratok tribe). There is also evidence to suggest that an Iroquoian tribe (the Mangoak) was present in the area slightly to the west and on the north side of the river.¹ In late March and early April of 1586, Ralph Lane, governor of the English colony on Roanoke Island, conducted a reconnaissance of the Chowan and Roanoke (or Moratuc) rivers. Ascending the Roanoke with a party of forty men, including Manteo and several other Indians, Lane is thought to have reached the vicinity of present-day Hamilton before turning back for lack of provisions.² It was at the upper terminus of his expedition that Lane and his men were set upon by Indians; and it was there also that they made camp for the night before falling back downstream. All along the river basin the Indians had abandoned their villages and fields in advance of Lane's approach, and prior

to the unexpected attack, perhaps very near the future Hogtown site, no Indians had been seen. Lane himself recorded the following account of the attack:

. . . after two days travell, and our whole victual spent, lying on shoare all night, we could never see man, onely fires wee might perceive made alongst the shoare where we were to pass, and up into the countrie untill the very last day. In the evening whereof, about three of the clocke we heard certain savages call as we thought, Manteo, who was also at that time with mee in boate, whereof we all being verie glad, hoping of some friendly conference with them, and making him to answer them, they presently began a song, as we thought in token of our welcome to them: but Manteo presently betooke him to his peece, and told me that they ment to fight with us: which word was not so soon spoken by him, and the light horseman [a type of small vessel] ready to put to shoare, but there lighted a vollie of their arrowes amongst them in the boate, but did no hurt God be thanked to any man. Immediately, the other boate lying ready with their shot to skoure the place for our hand weapons to land upon, which was presently done, although the lande was very high and steepe [the bluff area below Hamilton or at Rainbow Banks?], the Savages forthwith quitted the shoare, and betooke themselves to flight: we landed, and having fayre and easily followed for a small time after them, who had wooded themselves we know not where. . . . Choosing for the companie a convenient grounde in safetie to lodge in for the night, making a strong corps of garde, and putting out good centenals, I determined the next morning before the rising of the sunne to be going backe againe [downriver].³

Between the late sixteenth and early eighteenth centuries, the Indians along the Roanoke in present-day Martin and Bertie counties were virtually undisturbed by the incursions of white men. By the end of this period, Tuscarora villages were established along the Roanoke under the rule of King Tom Blount (or Blunt). It is reported that

Indian artifacts, including arrowheads, pieces of broken pottery and crude stone axe heads, have been found in a number of places in this section, and . . . that there were several Indian villages on the south bank of the Roanoke.⁴

An Indian fort is thought to have been located at the future site of Fort Branch, a short distance downstream from the Hogtown site, and the Tuscarora town of King Saroonha was situated just above the present Hamilton, in the area known as the Indian Highlands.⁵

During the Tuscarora War of 1711-1712, King Tom Blount and the Tuscaroras under his rule refused to participate in the widespread and concerted attacks against the white settlers who were encroaching inland along the Roanoke, Neuse, Trent, and Pamlico rivers. On 4 November 1712, Blount and five of his sub-chiefs, including King Saroonha, signed a treaty of peace and mutual support with the colonial government of North Carolina, in return for which they were granted an extensive reservation between the Neuse and Pamlico rivers.⁶

Within a few years it became apparent that the reservation originally granted to the Tuscaroras was vulnerable to attack by hostile tribes to the south; and in 1717 King Tom Blount and his group of approximately 1,000 Tuscaroras were granted, instead, the Indian Woods reservation in present-day Bertie County, on the north side of the Roanoke River. In return for this extensive reservation, the Tuscaroras agreed to relinquish all claims "to any Other Lands hereafter on Either side of Morratock [Roanoke] River." On the Indian Woods reservation, the Tuscaroras established two towns: Ooneroy, or the Upper Town, and Resootska, or King Blount's Town. Each of these was a considerable distance from the Roanoke River, and neither was situated in the immediate vicinity of the Hogtown site.⁷ It should also be noted that the Edward Moseley Map of 1733 indicated the presence of an Indian town labeled "Cheeweo," in a location apparently very near the place where Hogtown was soon to develop. No explanation has been found for this map entry, and documentary sources are of no help in confirming its existence.⁸

Under King Blount's rule, the Indian Woods Tuscaroras generally maintained friendly relations with the white settlers gradually moving up the Roanoke River from the east. In 1722 the Rev. Thomas Newman, an Anglican missionary, reported that the Indians were living in their two towns, "by themselves very quite and peaceable."⁹ With the passage of time, however, the area's Tuscarora

population dwindled progressively due to intermittent warfare with the Catawba to the west and to the continual emigration of some members of the tribe northward to the colony of New York. By 1731 only about 600 Tuscaroras remained on the reservation. Following Blount's death late in the 1730s, accelerated population loss, poverty, and white encroachment combined to threaten the continued existence of the reservation.¹⁰ In 1754 the Tuscaroras at Indian Woods numbered about 300; by 1766 they had dwindled to about 259. In the latter year, 155 members of the tribe were removed as a group to New York, leaving behind only 104. By 1775 and the beginning of the American Revolution, only 80 Tuscaroras remained. Finally, in 1803, the pitiful remnants of the Bertie County Tuscaroras also emigrated northward to New York, leaving the management of their remaining lands to the State of North Carolina. It is estimated that, by the time of final removal in 1803, white settlers and speculators had leased or seized all but 2,916 acres of the original reservation.¹¹

Permanent white settlement of the Roanoke River basin in present-day Bertie and Martin counties appears to have taken hold in the 1720s and 1730s, although isolated settlers and Indian traders undoubtedly came earlier to the area.¹² As early as 1735 the county court of Tyrrell County, authorized the construction of a road from the "high water mark at ye East Side of Swithwick's Creek . . . westward to ye uttermost bound of ye precinct of Tyrrell," and ordered that "all the Tythables adult white males . . . do work on ye said road." The county court further authorized a group of men "to make and keep a bridle Road from Poplar neck Landing on Morattock River to the main Road."¹³ The two roads, the "Main Road" and the "bridle Road" to "Poplar neck or Poplar Point Landing," would have been just to the south and east respectively of the Hogtown site, where a landing may already have been established.

In August of 1713 the future Hogtown site was included within a patent for 990 acres to Edward Moseley, one of the most prominent men in North Carolina during the first half of the eighteenth century.¹⁴ Moseley held this patent for less than a year, however, before assigning it to one John Henry, of Pocomoke County, Maryland, for a recited consideration of £40.¹⁵ The inconsiderable amount received by Moseley for assignment of the patent, together with the early date of the transaction, would seem clearly to indicate that the 990 acre tract contained no significant improvements of any kind. At some point between 1714 and 1766, probably near the latter date, the tract originally patented to Edward Moseley passed to Robert Jenkins Henry of Somerset County, Maryland, "eldest son and heir at law of the late John Henry."¹⁶ There can be no doubt that the Hogtown site had been developed as a river landing during the period of the Henrys' ownership, primarily as a facility for the downstream shipment of naval stores, timber products, agricultural commodities, and livestock. The name "Hogtown" may very well indicate the shipment of considerable quantities of live hogs and pork downstream to Edenton.

The earliest specific mention of Hogtown occurs in the Tyrrell County court minutes of 1752, when the justices acted favorably upon a petition from Humphrey Bates, "praying an order to have a Road Laid out from Conehoe Road to a Place called Hogstown Landing."¹⁷ The reference would seem to indicate that a landing had been established by 1752, but that it had not yet become one of major significance within the county.

It was apparently during the mid-1750s that Hogtown achieved some importance as a center of local commerce. Indeed, it is probable that a warehouse was erected at Hogtown about the year 1755. The Tyrrell County court minutes make several references to the existence of only two warehouses in the county as late as December of 1754, neither of which was located at Hogtown.¹⁸ In 1755,

however, when the Colonial Assembly passed "An Act for the Inspection of Pork, Beef, Rice, Indigo, Tar, Pitch, Turpentine, Staves, Headings, Shingles and Lumber," Hogtown was designated as an official inspection point in Tyrrell County.¹⁹ Similar designations were contained in subsequent legislation of 1758, 1764, and 1770.²⁰

Regrettably, the records contain no description of the warehouse erected at Hogtown; but the structure may very well have resembled the warehouse which the county court of Tyrrell County ordered to be built "at Scopernung" /Scuppernong/ in September of 1740:

It is ordered that the Said Edw/ar/d Phelps be allowed one Hundred and Thirty pound for Building the Said Warehouse by the Dementions as followeth Vizt. Twenty five foot Long, fifteen foot wide, Seven foot Between /torn/ and to be Set on falce Sills and to be a Strong framed ho/torn/ and well Shingled and weatherboarded and to make a good Earthen f/loor/ with Two Sufficent prizes in the Said house well Done and Str/ong?/ and the house to be Twice Tarred in the Bargain, the Dore to be five foot wide with one window and a Small falling Table fastened between Two Studds. . . ."21

It is significant to note that the court also directed that another warehouse be constructed on Swifts Creek "by the Sam/e/ Dementions and after the Same Manner of that at Scopern/ung/."22

On 17 August 1766 the 990 acre tract containing Hogtown was purchased from Robert Jenkins Henry of Maryland by James Sherrod of Tyrrell County, for a recited consideration of £230.15s. Hogtown was not mentioned specifically in the deed of conveyance, but reference was made to "all privileges improvements profits hereditiments and appertenances to the said tract."²³ The tract purchased by Sherrod included not only the Hogtown site, but also the Rainbow Banks area to the east, where Fort Branch would be built a century later.²⁴

James Sherrod, son of Robert Sherrod (d. 1779), was a prominent local planter who emerged as one of the leaders of Martin County at the time of its

creation out of Halifax and Tyrrell counties in 1774. He was one of six commissioners appointed to run the original boundaries of the county and later served as a justice of the peace.²⁵ With the approach of the American Revolution, Sherrod appears to have taken a staunch Tory stand, and may have been associated with John Lewellen's (or Llewellyn's) conspiracy to murder prominent Patriot leaders in Martin County. In the event, Lewellen was tried and convicted of treason in September of 1777, and only narrowly escaped hanging.²⁶

Unfortunately, surviving sources shed little light on the activities associated with Hogtown during the period of James Sherrod's ownership. The several acts of the Colonial Assembly make it clear, however, that Hogtown was an officially designated inspection point for naval stores, lumber products and other commodities during the two decades preceding the Revolution; and "Hog Town" was clearly indicated on both the Collet Map of 1770 and the Mouzon Map of 1775.²⁷

The precise date of James Sherrod's death has not been determined, but it is clear that he did not long survive the Revolution. By 14 August 1786 one of his three sons, Lewis Sherrod, had begun to convey portions of his late father's lands by virtue of his own "right of inheritance."²⁸ Moreover, James Sherrod did not appear in the censuses of Martin County, taken in 1787 and 1790.²⁹

In a transaction dated December, 1786, Lewis Sherrod and his wife Cloe sold the property immediately surrounding the Hogtown landing, together with its associated structures. The deed recording this sale contains a few of the frustratingly scarce references to specific buildings and facilities at Hogtown during the period of its greatest local significance. For a recited consideration of £200 specie, the Sherrods conveyed to the prominent planter John Everitt, Esq.,

a certain tract or parcel of land containing by estimation two acres and one quarter and bounded as follows, beginning on Roanoke River bank at Hogstown Landing above the store house opposite the black walnut tree that the gate hung on, it being on the south side of said river, then south forty West twelve poles, then down the said river south forty six east twenty eight poles, then north forty east fourteen poles to the said river bank, then up the various courses of the said river to the first station so as to include the old landing and the ware house and store house. . . .³⁰

In related transactions of 14 August 1786 and 13 September 1788, Lewis Sherrod also conveyed to Everitt parcels of land containing eight and twelve acres respectively. Hogtown was not mentioned specifically in the deeds relating to either of these sales, but the land descriptions indicate that the parcels adjoined or were very near Hogtown landing. The prices paid by Everitt, £8 specie and £20 specie respectively, suggest that these parcels had not been significantly improved.³¹ It should be pointed out, however, that the earlier of these two deeds refers to Lewis Sherrods and William Everitt, Sr.'s "mill branch" as a boundary. This reference and future references would seem to indicate a mill on the branch or small creek which empties into the Roanoke between the Hogtown landing site and the future site of Fort Branch. Indeed, the remains of three former mills are reportedly in evidence today on the land comprising Rainbow Farm.³²

Like James Sherrod, John Everitt was a well-to-do Martin County planter active in local affairs. He had served with Sherrod on the commission to run the county boundaries in 1774, served as a justice of the peace before the Revolution, was a delegate to the Provincial Congress at Hillsborough in August of 1775, and later represented Martin County in the State House of Commons in 1780.³³

Everitt was the owner of the Hogtown landing and associated properties for only the last few years of his life. In his will, which was proven in December

of 1794, he bequeathed a portion of his Hogtown property to his nephew, William Everitt. Of special interest is the mention of another and perhaps highly significant structure in the Hogtown vicinity--"an old brick Kiln." The property conveyed was described as

part of that Land known by the name Hogstown bought of Lewis Sherrod and beginning at a small bottom just below the House where said Sherrod formerly lived, thence a direct course across the plantation to Hogstown Branch, then down said Branch to an old Brick kiln, thence a direct course across the plantation to a small bottom below the old Ware-house, thence down the bottom to the Roanoke River, thence up this River to the Beginning.³⁴

John Everitt's will also provided for the conveyance of other portions of his Hogtown property. To John Ward be bequeathed

a Dividend of Land on Roanoke River being part of my Hogstown Land--beginning at the mouth of the first Bottom below the Ware-house on the River Bank, then up said Bottom a small distance above the Ware-house then a straight course to Hogstown Branch at the old Brick-kiln thence down said line to the River, thence up the River to the beginning. . . .³⁵

Finally, to James Everitt, he left "all the remaining part of my Hogtown Land, "together with his plantation and other properties."³⁶

The future claims of John Everitt's heirs to his various lands are not entirely clear. Scattered deed references, however, reveal that the county court of Martin County ordered a division of these lands in March of 1820, apparently in order to settle a long-standing dispute. The resulting division produced three tracts of 583, 299, and 293 acres, each valued at \$1,750. Also divided into three portions at this time was "the Hogston Land Containing sixteen acres." This last tract fronted on the Roanoke River and ran back to the "Mill Branch." A small plat of this property was crudely sketched on the deed, but, unfortunately, no structures of any kind were indicated.³⁷ By the time of the court-ordered division of John Everitt's former lands, Hogtown was clearly well on the wane as a river landing and small trading settlement.

Indeed, since the turn of the nineteenth century, it had been almost completely eclipsed by the rise of Hamilton, approximately one mile upstream.

Hamilton was formally established and incorporated by the North Carolina General Assembly in 1804. The act of incorporation makes it clear that a settlement already existed on the Hamilton site by the name of Milton; and the name was officially changed to Hamilton in order to avoid confusion with the Milton in Caswell County. Hamilton was only the fourth town to be incorporated in Martin County, following Williamston, the county seat, in 1779, and Jamesville and Blountville in 1785. Blountville, however, had either never been established or had already faded from the scene by 1804.³⁸ It is almost certainly an indication of limited importance that Hogtown was never incorporated, although it apparently had a post office and was an official polling place as well as inspection point. In 1804 the General Assembly eliminated Hogtown as a polling place when it directed "That the separate elections directed to be held for the upper end of Martin [County] at Hogstown, be hereafter held at some convenient place in the town of Hamilton."³⁹ The post office at Hogtown was apparently not established until 1796; it, too, was evidently closed in 1804, although there is considerable confusion over the location of post offices in the area during the early years of the nineteenth century.⁴⁰ Referring to Hogtown after the incorporation of Hamilton in 1804, a local historian has written that the former settlement "has been little mentioned since that time, and there is little or no sign to be found that it ever existed."⁴¹ Hogtown appeared on the Price-Strother Map of 1808 (curiously, Hamilton did not) and on the unpublished Jonathan Price Map of 1818, the latter map being the last to record its existence.⁴²

While Hogtown declined rapidly into nonentity, nearby Hamilton entered a long period of gradual growth as an agricultural and trading center. By 1823,

if not before, a warehouse and public landing had been constructed on the river at Hamilton, and widespread commercial connections had been established as far north as New York and Boston.⁴³ Moreover, the chartering of the Roanoke Navigation Company in 1812 fostered increasing trade and navigation on the upper Roanoke as far upstream as Danville, Virginia. Other shipping firms established lines on the lower Roanoke during the antebellum period, especially at and below Hamilton. An extensive search through private papers, contemporary newspapers, and other sources has revealed the names of some fifteen schooners and a number of steamers which plied this section of the Roanoke during the decades preceding the Civil War.⁴⁴ During the 1840s and 1850s much of the river's potential commerce was carried, instead, by rail, following the construction of the Wilmington and Weldon and the Seaboard and Roanoke railroads. The latter line substantially reduced direct water transportation between Weldon and Norfolk, and even produced transportation in the reverse direction, with the products of the river basin being shipped upstream to Weldon, to be put on cars for transport overland to Norfolk.⁴⁵ Despite its gradual growth and its total eclipse of Hogtown, Hamilton, nevertheless, remained a small settlement. In 1860 its population consisted only of 119 whites, 44 free blacks, and an unspecified number of slaves.⁴⁶

The chain of title to the Hogtown site is not entirely clear following the court-ordered division of the former lands of John Everitt in 1820, but it appears that the property soon reverted to the planter John Sherrod, a near relative of the James Sherrod who had purchased it in 1766. In his will, which was proven in October of 1853, John Sherrod divided his lands and slaves among his wife Elizabeth and their three sons, Henry, Wilson, and John Mary Sherrod.⁴⁷ It was John Mary (or John M.) Sherrod who eventually came into possession of Hogtown site and the tract still known as the Rainbow Farm.

The 1860 census of Martin County listed John M. Sherrod, aged 33, as a farmer, with real estate valued at \$9,000 and a personal estate valued at \$13,000. He was the owner of 666 acres of land, 300 of which were under cultivation. He owned twenty slaves residing in six slave houses, kept a moderate amount of livestock, and raised primarily corn and cotton.⁴⁸

During the Civil War the John M. Sherrod plantation was unavoidably the scene of military occupation and minor skirmishes, situated as it was along the south bank of the Roanoke River, just upstream from Fort Branch at Rainbow Banks. In addition to this, the John J. Sherrod farm, which adjoined John M. Sherrod's lands to the west, was used as a campground and base of operations by Confederate troops throughout much of the war. While the sources shed no light on the possible use of the old Hogtown landing during the Civil War, it seems quite likely that the landing was used, at least to some extent, as a shipping point for men and materiel, perhaps as an auxiliary depot for nearby Fort Branch.⁴⁹

From the John J. Sherrod farm, and perhaps from the John M. Sherrod farm as well, Confederate patrols were sent out to the Jamesville, Plymouth, and Washington areas to gather reconnaissance on Union troop movements.⁵⁰ Confederate troops garrisoned in this area also kept watch over the Roanoke River for the approach of Union gunboats, bound upstream to destroy the vital railroad bridge at Weldon. With the loss of all North Carolina ports except Wilmington, the flow of supplies northward over the Wilmington and Weldon Railroad became absolutely essential to the survival of the Confederate war effort in Virginia. It was primarily to prevent the destruction of the railroad bridge at Weldon that Fort Branch was constructed at Rainbow Banks between the fall of 1862 and the summer of 1863. A second purpose for erecting the fortification was to allow for the unmolested construction of the ill-fated C.S.S.

Albemarle at Edward's Ferry, just above Hamilton.⁵¹ The bulk of the labor force employed in building the fort was comprised of slaves from the neighboring farms and plantations.⁵² Following the completion of Fort Branch in the summer of 1863, many of the troops formerly garrisoned at the John J. Sherrod farm moved eastward and encamped outside its walls in an apple orchard.⁵³ Two years later, on 10 April 1865, Fort Branch was abandoned, following news of General Lee's surrender at Appomattox.⁵⁴

In addition to the more or less continuous presence of Confederate troops in the Rainbow Farm area, there were at least two occurrences there during the Civil War which may have left archaeological traces. On 9 July 1862, before construction of Fort Branch, a small contingent of Confederate troops fired on three Federal gunboats at various points along the Roanoke River between Poplar Point and Hamilton, the troops moving along the south bank of the stream as the vessels approached. The three gunboats returned the Confederate fire, heavily shelling the shoreline in this area. At length, the Union vessels succeeded in reaching Hamilton, landing 100 men, and capturing the Confederate steamer Wilson, before falling back downstream under resumed Confederate fire.⁵⁵ Four months later, in early November of 1862, the area between Rainbow Banks and Hamilton was traversed by Union forces under the command of General John G. Foster, as part of the expedition known as "Foster's raid," the most damaging of the Federal incursions into Martin County. The movement of Foster's troops through this and other areas of the county resulted in widespread pillaging and the wanton destruction of vast amounts of private property, including houses and farm buildings. Moreover, Foster's march overland was coordinated with a fleet of several Federal gunboats, which, with no little difficulty, ascended the Roanoke to a point just above Hamilton. One of these vessels accomplished the destruction of the abandoned earthworks recently begun at Fort Branch.⁵⁶

Although Hamilton suffered significant damage and loss of property during the Civil War, it soon resumed its former growth and development. A number of substantial businesses were established in the town and regular service was provided by three steamship lines.⁵⁷ In 1872 Hamilton was described as being at the head of navigation for vessels drawing up to ten feet, and more generally as "a small town, where the inhabitants of the surrounding country purchase their supplies and bring their produce for shipment."⁵⁸

One mile southeast of Hamilton, John M. Sherrod resumed the normal operation of his large farm after the Civil War, and soon established himself as a prominent man in the affairs of Martin County. By 1872 he was serving as a county commissioner.⁵⁹ Apparently he continued to operate or oversee his farm until the early years of the twentieth century. On 27 August 1902, however, Sherrod sold what was referred to as "the Rainbow Mill tract," consisting of 650 acres, to his son, John H. Sherrod, then residing in Halifax County. The deed of conveyance made no reference to the Hogtown site or to the remains of structures which might still have existed there.⁶⁰ On the same day he sold an adjoining tract to the east, "the Purvis Farm," situated between the "Mill Pond" and "the old Brest Work."⁶¹ At his death during the following year, John M. Sherrod left to John H. Sherrod the same land he had previously sold him: "a tract of land in Hamilton Township . . . generally known as the Rainbow Farm and Mill Pond as deeded to him by me on the 27th day of August 1902."⁶²

In December of 1903 John H. Sherrod, still of Halifax County, began a series of transactions, primarily mortgages, through which he eventually surrendered ownership of the Rainbow Farm and Hogtown site. On that date he sold half interest in the tract to William A. Gurganus of Martin County for \$4,000. The property description, while making no mention of Hogtown as such, did refer to significant landmarks on the property:

Beginning on Roanoke River at Canal known as Canal Mill, thence up said Canal to run of Conoho Creek, thence down the various courses of the Conoho Creek to Mill Dam on south side of said Dam, thence along the south side of said Mill Pond to purvis line, old Brest Works to Old Fort on Roanoke River, thence up Roanoke River to the beginning, containing six hundred fifty acres more or less, and being that tract of land in Martin County that is generally known and called the Rainbow Farm and Mill Pond."⁶³

For some twenty years after the above transaction, Sherrod and his wife entered numerous mortgage agreements involving the Rainbow Farm, the last such mortgage occurring in 1924.⁶⁴

A 1925 plat of an adjoining farm indicates that Rainbow Farm was owned at that time by one "Dr. Fleming."⁶⁵ By 1949 it had come into the possession of E. D. Anderson.⁶⁶ It was from Anderson that Rainbow Farm was purchased by its present owner, Henry B. Winslow, about 1960.⁶⁷

The historical records are frustratingly silent concerning the size and configuration of Hogtown and the activities which were carried on there during the period of its existence; but scattered and fleeting references indicate that a landing and warehouse were established there as early as the 1750s. Other eighteenth century structures in the vicinity were a store house near the landing, a brick kiln (possibly indicating the presence of unmentioned brick buildings), and one or more mills. In addition to these structures, it is quite possible that artifactual remains could be found associated with the Tuscaroras and other Indian tribes, known to have been in the area at least as early as 1586. Finally, there is a high probability of the presence of Civil War artifacts in the fields, along the river bank, and especially at Hogtown landing.

Unfortunately, the presumed site of Hogtown, known locally as "Hogtown field," has been extensively cultivated, sharply reducing the likelihood of undisturbed archaeological resources. One area seems not to have been disturbed, however, and is a point of special interest to the present owner of the property--

namely, a clump of trees, about fifty feet in diameter, in the middle of a plowed field and approximately 150 yards from Hogtown landing. It is thought that this area may contain an early cemetery.⁶⁸

FOOTNOTES

¹David B. Quinn, ed., The Roanoke Voyages, 1584-1590 (London: Hakluyt Society, 1955), 264-265 and 265, nos. 1 and 4. See also map of "Raleigh-Virginia, 1584-1590" in Appendixes.

²Quinn, The Roanoke Voyages, 266 and 266, n.4.

³Quinn, The Roanoke Voyages, 270-271.

⁴Francis M. Manning and W. H. Booker, Martin County History, 2 vols. (Williamston: Enterprise Publishing Co., 1977), I, 2.

⁵Interview with George Stevenson on 3 November 1981. Mr. Stevenson, supervisor of the Search Room at the North Carolina State Archives and a native of Martin County, has done considerable research on the subject of Martin County Indians.

⁶Douglas L. Rights, The American Indian in North Carolina (Durham: Duke University Press, 1947), 58 and 60; and F. Roy Johnson, The Tuscaroras, 2 vols. (Murfreesboro: Johnson Publishing Co., 1968), I, 183-185. See also photostat of the treaty of 1712 in the Devereux Collection, North Carolina State Archives.

⁷Colonial Records of North Carolina, edited by William L. Saunders, 10 vols. (Raleigh: State of North Carolina, 1886-1890), II, 283; and Johnson, The Tuscaroras, I, 172-173. For a map of the Bertie County reservation, see Johnson, The Tuscaroras, I, 170 and Appendixes.

⁸See Moseley Map of 1733 reproduced in Appendixes. It is significant to note that Hogtown does not appear on Moseley's Map.

⁹Quoted in Johnson, The Tuscaroras, I, 174.

¹⁰Johnson, The Tuscaroras, I, 161-182.

¹¹Johnson, The Tuscaroras, I, 183-195. The removal of 155 Tuscaroras to New York in 1766 was coordinated with the leasing of roughly half the reservation (the western half) to Robert Jones, William Williams, and Thomas Pugh, who agreed to finance the removal. With the coming of the Revolution, white encroachment accelerated rapidly. Between December of 1775 and July of 1777, most of the eastern half of the reservation was also acquired or seized by whites.

¹²Manning and Booker, Martin County History, I, 34-42.

¹³Betty Fagan Burr, comp. Tyrrell County, North Carolina: Minutes, Court of Pleas and Quarter Sessions, 1735-1754 (St. Louis: privately printed, 1981), 4-5. Hereinafter cited as Burr, Tyrrell County Court Minutes.

¹⁴The patent itself appears to be lost, but it was specifically referred to in a deed of 1766. See Tyrrell County Deeds, Book 4, Part 2, pp. 66-68. Microfilm copy at the North Carolina Division of Archives and History. Hereinafter cited as Tyrrell County Deeds, with appropriate book and page numbers.

¹⁵Chowan County Deeds, Book B-1, pp. 33-34. Microfilm copy in the North Carolina State Archives.

¹⁶Tyrrell County Deeds, BK. 4, Part 2, pp. 66-68.

¹⁷Burr, Tyrrell County Court Minutes, 69.

¹⁸For reference of December of 1754, see Burr, Tyrrell County Court Minutes, 122.

¹⁹State Records of North Carolina, edited by Walter Clark, 16 vols. (Winston, Goldsboro: State of North Carolina, 1895-1905), XXV, 313.

²⁰State Records of North Carolina, XXV, 379 and XXIII, 641 and 792.

²¹Burr, Tyrrell County Court Minutes, 51.

²²Burr, Tyrrell County Court Minutes, 51.

²³Tyrrell County Deeds, BK. 4, Part 2, pp. 66-68.

²⁴Shelby Jean Nelson Hughes, editor, Martin County Heritage (Williamston: Martin County Historical Society, 1980), 562.

²⁵Manning and Booker, Martin County History, I, 5; and Hughes, Martin County Heritage, 375 and 564.

²⁶Manning and Booker, Martin County History, I, 19-20; Hughes, Martin County Heritage, 375; State Records of North Carolina, XXII, 929; and J. R. B. Hathaway, editor, The North Carolina Historical and Genealogical Register, 2 vols. (Edenton: published by the editor, 1900-1901), II, 575.

²⁷See the Collet and Mouzon maps in Appendixes.

²⁸Martin County Deeds, BK. A, p. 515. Microfilm copy in North Carolina State Archives. Hereinafter cited as Martin County Deeds, with appropriate book and page.

²⁹State Census of North Carolina 1784-1787, 2nd. ed. revised (North Carolina Division of Archives and History, 1971); and United States Department of Commerce and Labor, Bureau of the Census, Heads of Families at the First Census of the United States Taken in the Year 1790 (Washington: Government Printing Office, 1908). James Sherrod and wife Susannah (nee Carnal) had three sons: Allen, Lewis, and Randall; and three daughters, Elizabeth, Pheseby, and Alisice.

³⁰Martin County Deeds, BK. A, pp. 494-495.

³¹Martin County Deeds, BK. A, p. 515 and BK. B., pp. 95-96. The microfilm copy of the latter deed is almost illegible--a characteristic all too common in the early deeds of Martin County.

³²Manning and Booker, Martin County History, II, 171. The three sites are reported to be about 500 yards apart. An old iron balance wheel was found at the site farthest downstream.

³³Manning and Booker, Martin County History, I, 5, 47-48, and 194.

³⁴Martin County Wills, BK. 1, pp. 206-211. Microfilm copy in North Carolina State Archives. Hereinafter cited as Martin County Wills, with appropriate book and page.

³⁵Martin County Wills, BK. 1, pp. 206-211.

³⁶Martin County Wills, BK. 1, pp. 206-211.

³⁷Martin County Deeds, BK. G, p. 160.

³⁸Manning and Booker, Martin County History, I, 122.

³⁹Manning and Booker, Martin County History, I, 123.

⁴⁰Manning and Booker, Martin County History, I, 123.

⁴¹Manning and Booker, Martin County History, I, 59-60.

⁴²See Jonathan Price Map in Appendixes.

⁴³Manning and Booker, Martin County History, I, 2.

⁴⁴Manning and Booker, Martin County History, I, 2-4. For the names of many of these vessels and their approximate dates of service, see Manning and Booker, Martin County History, I, 4-7.

⁴⁵United States House of Representatives, 63rd Congress, 1st Session. Document No. 139, "Report on Examination of Roanoke River, from Clarksville, Va., to Present Head of Steamboat Navigation, Below Weldon, N.C." (Washington: Government Printing Office, 1913), 8-9.

⁴⁶Manning and Booker, Martin County History, I, 128.

⁴⁷Martin County Wills, Book II, pp. 297-298.

⁴⁸1860 Census of Martin County, Population, Slave, and Agricultural Schedules. Microfilm copy in North Carolina State Archives.

⁴⁹A preliminary examination of the Hogtown landing site by underwater archaeologist, Leslie Bright, led him to speculate that this was the case. Further archaeological investigation might well produce conclusive evidence. Information received in telephone interview with Leslie Bright on 9 October 1981.

⁵⁰James H. McCallum, Martin County During the Civil War (Williamston: Martin County Historical Society, 1971), 51-52.

⁵¹McCallum, Martin County During the Civil War, 59 and 109-110. Construction of the C.S.S. Albemarle was begun in the spring of 1863 and completed in the spring of 1864. She was destroyed at Plymouth in October of 1864.

⁵²McCallum, Martin County During the Civil War, 111.

⁵³McCallum, Martin County During the Civil War, 57.

⁵⁴McCallum, Martin County During the Civil War, 125-126.

⁵⁵McCallum, Martin County During the Civil War, 96-100.

⁵⁶McCallum, Martin County During the Civil War, 100-108.

⁵⁷Manning and Booker, Martin County History, I, 132.

⁵⁸United States Senate, 42nd Congress, 2 d. Session. Executive Document No. 23, "Copies of the Examination and Survey of Different Harbors." (Washington: Government Printing Office, 1872), 29-30.

⁵⁹Manning and Booker, Martin County History, I, 198.

⁶⁰Martin County Deeds, BK. KKK, p. 256.

⁶¹Martin County Deeds, BK. KKK, p. 257.

⁶²Martin County Wills, BK. 4, pp. 458-459.

⁶³Martin County Deeds, BK. KKK, p. 296.

⁶⁴Martin County Deeds, BK. N-1, pp. 130-132, BK. Z-1, pp. 31 and 323-326, BK. O-2, pp. 513-515; and BK. T-2, p. 42.

⁶⁵Martin County Plat Books, BK. 3, p. 88. Microfilm copy in North Carolina State Archives. Hereinafter cited as Martin County Plat Books, with appropriate book and page numbers.

⁶⁶Martin County Plat Books, BK. 4, p. 29.

⁶⁷Telephone interview with Henry B. Winslow on 9 October 1981.

⁶⁸Telephone interview with Henry B. Winslow on 9 October 1981.

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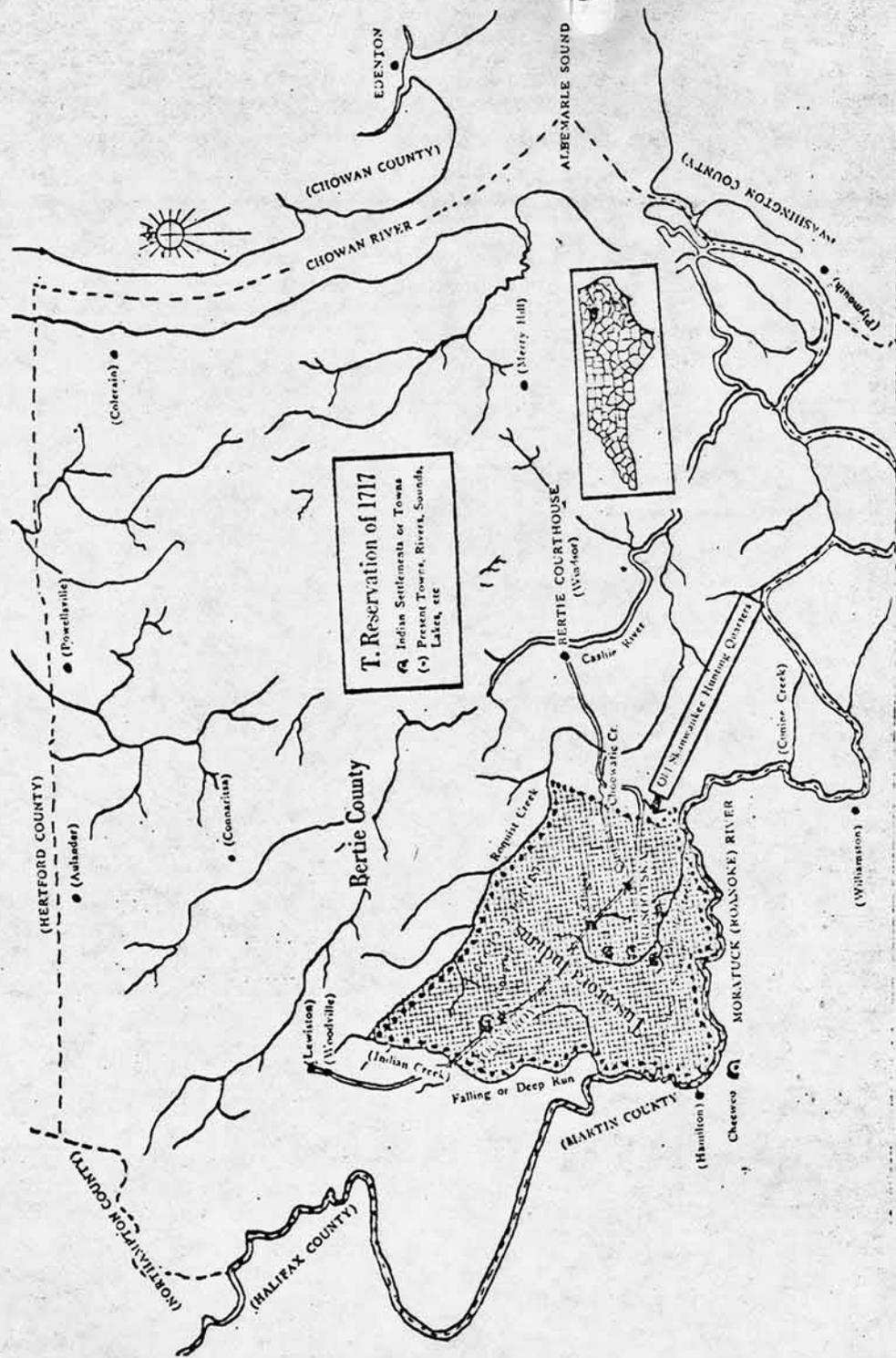
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RALEIGH'S VIRGINIA 1584-90



APPENDIX D: INDIAN WOODS
RESERVATION, 1717



slave for every Tuscarora killed in action and an enemy captured. Several members of this company continued on under Chief Foster for several years and were given lands vacated by the Yamassas. It is uncertain if any of these Tuscaroras returned to rejoin King Tom Blunt.

Meanwhile the white settlers of North Carolina were nervous and uneasy by the late massacres and the movements of strange Indians upon the frontier. They faced a serious threat from hostiles. Few lived except to the small bands striking out from the swamps. Indian warfare reverted to its traditional pattern. Parties of painted warriors became a menace against their Indian enemies. Thus King Tom and his followers found themselves exposed and overpowered by the Catawbias and other enemies. For several years after 1715 wandering bands of Indians spread across the frontier.

A July 8, 1717, message from Colonel Pollock to Governor Eden discloses the manner of movement of the Indians:

This day King Blounts son came in here, sent in a message to me that I might acquaint you that two of his men were covered beyond Catechna (Contentna) Creek about twenty miles from here, and judges they are coming either upon the Pamlico and Neuse. And likewise King Blount acquaint you that he is daily (in) expectation of the Siouan Cheraws and other Indians falling upon him, having lately taken one of his men. . . .

Blounts son likewise inquired of me if I had news of the Sarah Indians had killed nine or ten of the Verbeke and taken their goods, which he says was reported to them that escaped. . . .7

The Tuscaroras perhaps feared reprisals from the white Indians, for the April before they had attacked



Mosely map 1935



ALBEMARLE SOUND

Sottawai River

Browns Bridge

SUFFOLK

Black Water River

Church

Great Bridge

9 miles to Norfolk

Sumerton

Redick

Sumter Ord

Smiths Ord

Baxter

W. Baker

Chapel

Granberry

Chapel

W. Baker

Meherin

Indians Town

Brittle Ord

Douglas Ord

Succunus C

ALBEMARLE SOUND

ALBEMARLE COUNTY



Mason Map 1775

77 Longitude West from LONDON



Map of 1902
(Revised 1944)



9-21-37

1937

ABX 2-4988





City of Petersburg Va.
L. B. Dutton

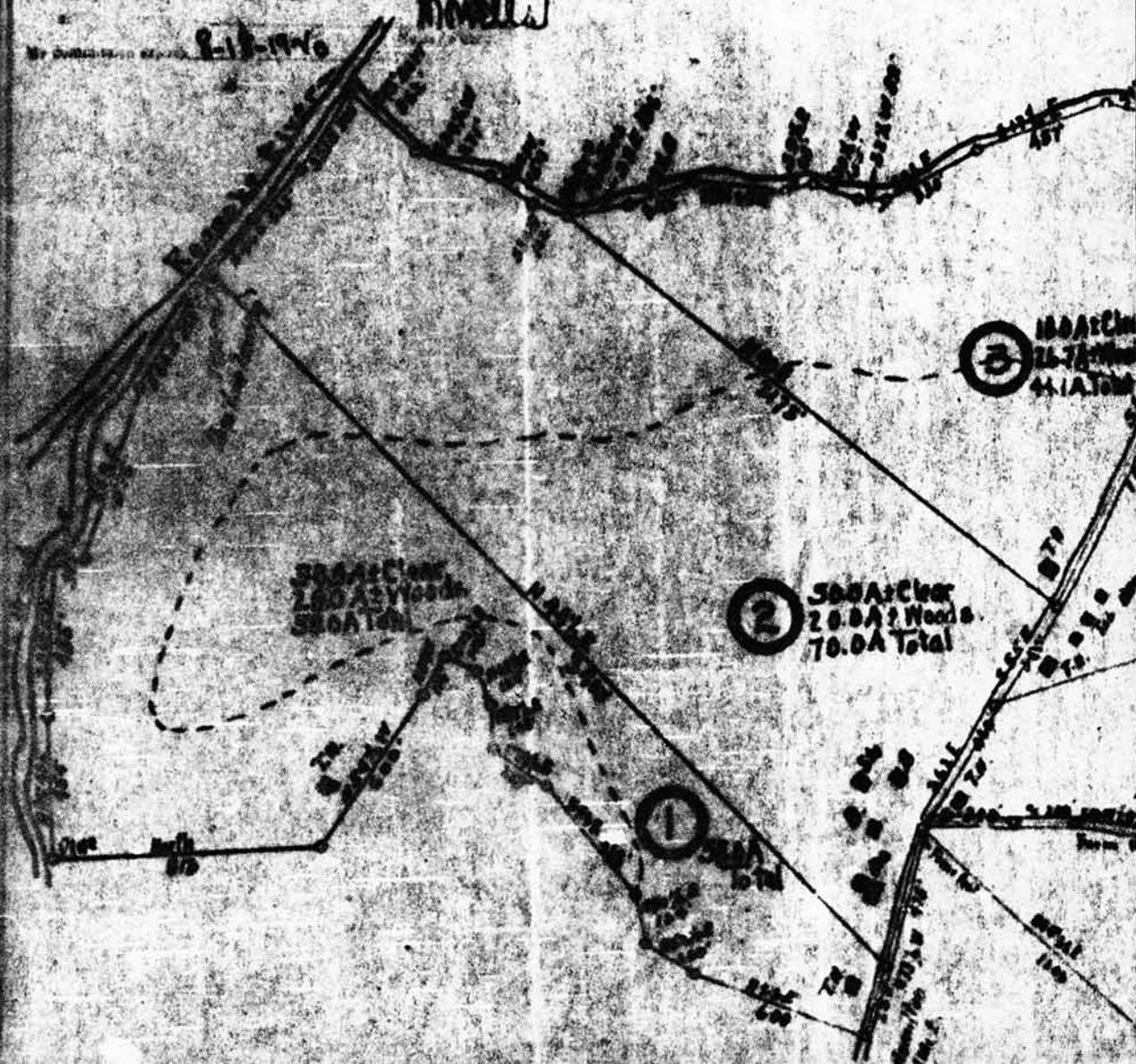
By A.K. Ryder Oct 5 to Oct 10, 1918
for Oct. 1918.

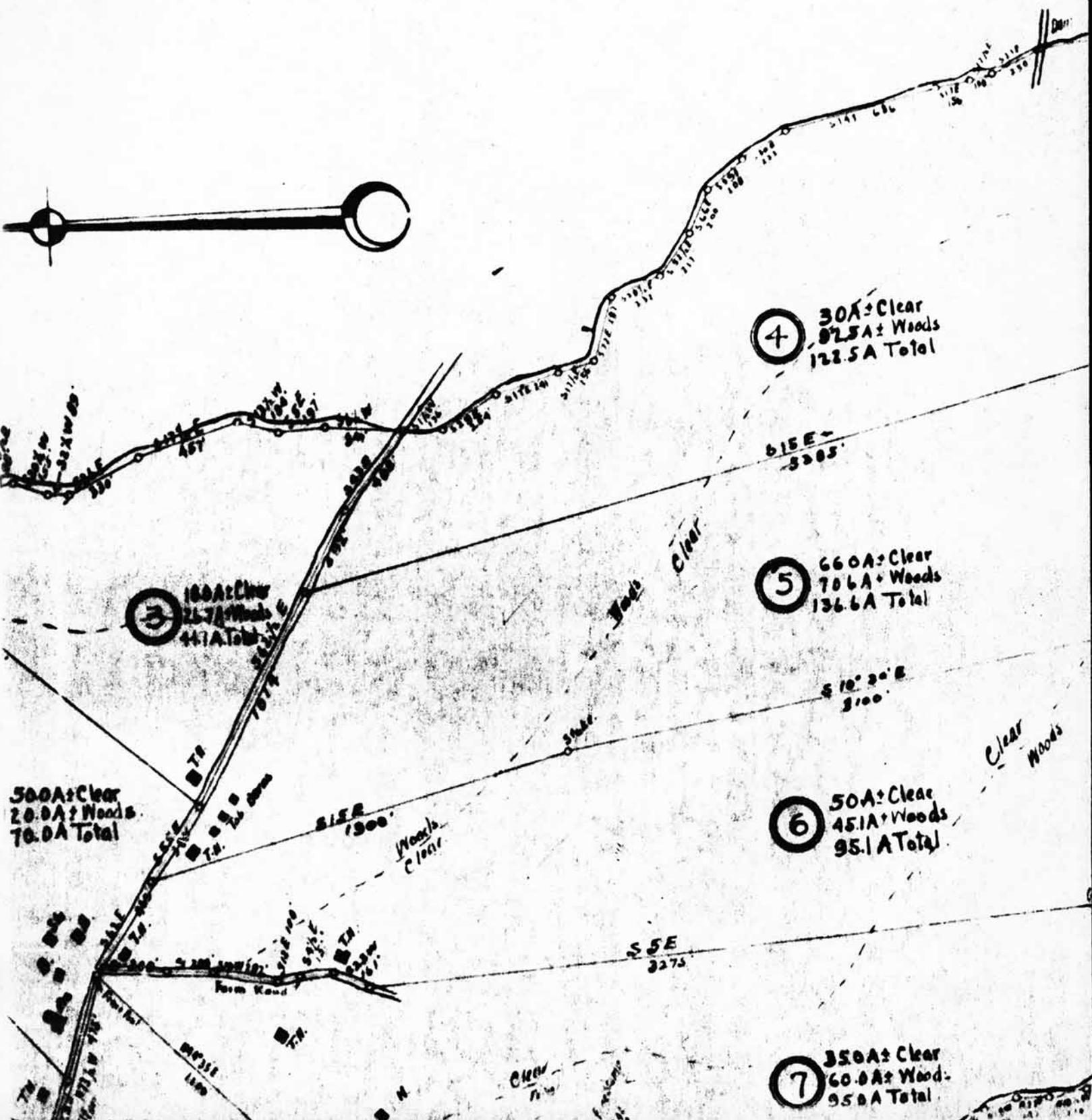
L. B. Dutton

October 1918

8-13-1916

Howell





Jonathan Price Map, 1818

