

## Green Gold A-12

### General Description

Gently rolling hills in the western portion of this segment give way to flat farmlands as you continue the transition from the piedmont to the coastal plain. Just west of Wilson there is an intersection with route F, the Ocracoke Option, which gives access to New Bern and the Outer Banks via the Cedar Island ferry.

Approximately 40 miles/65 kilometers.

### Roadway Condition

The roads in this segment are generally well-paved and well maintained.

### Hazardous Areas

There are no unusual hazards along this section of the route.

### Services

Numerous country stores provide basic services. Full services are available in Wilson, which also has a bicycle shop. Overnight camping facilities are available just south of the route, near Wilson.

### Points of Interest

#### 1 Cypress Hall

This plantation complex, built in the early 1800's for Archibald Davis, is unusually complete and well-preserved. An early Greek Revival dwelling and an excellent collection of outbuildings still stand on the property, which is listed in the National Register of Historic Places.

#### 2 Country Doctor's Museum

This is the only medical museum in the nation which is entirely dedicated to the family doctor. The museum houses two restored doctor's offices circa 1857 and 1890, complete with instruments of that day. There is also a medical garden featuring herbs and plants widely used during this period. Limited visiting hours are from 2-5pm on Sundays and from 10 am to 5 pm on Wednesdays.

#### 3 Tobacco Cultivation

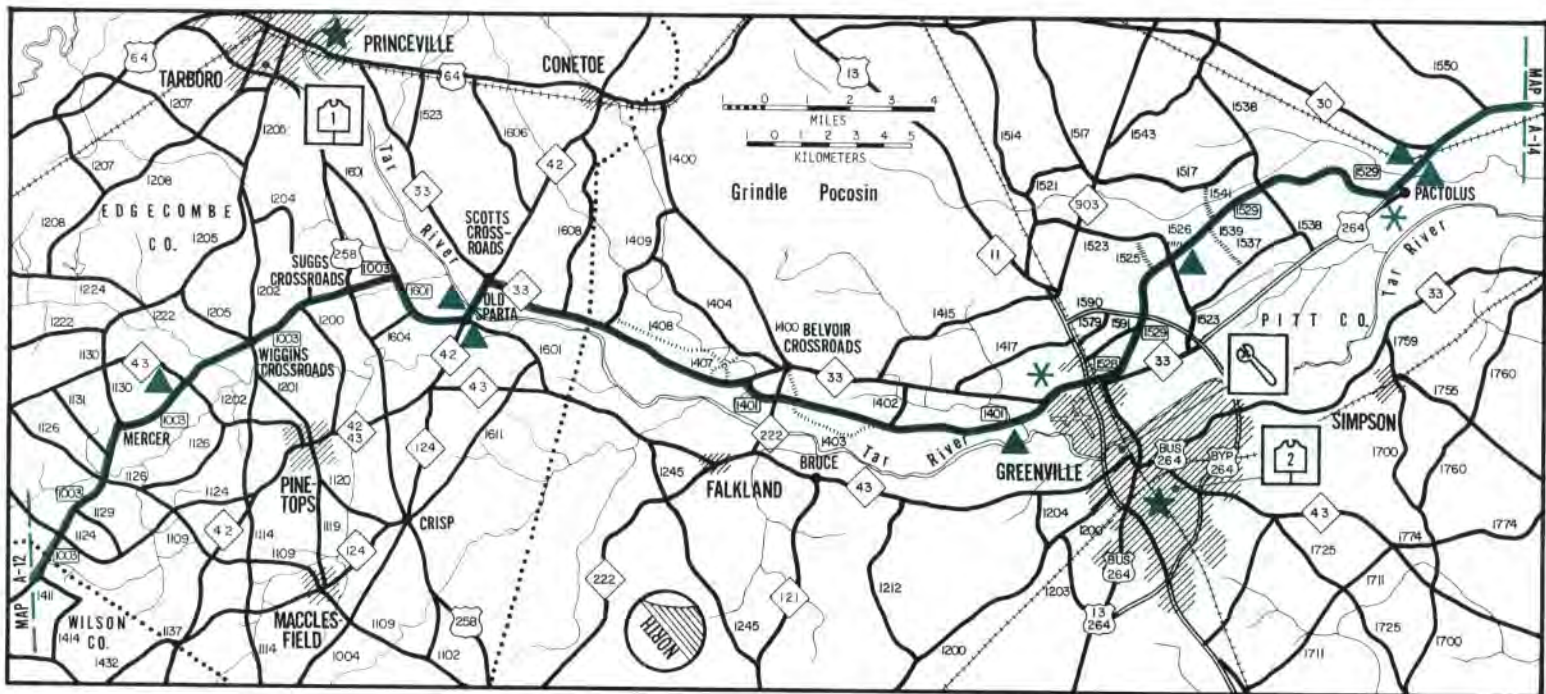
Long a center for marketing tobacco, Wilson still boasts the largest tobacco warehouses in the world. Tobacco cultivation has been an ongoing pursuit in this area since early Colonial days.

When the English first settled North America, the only tobacco plant they found was a shrubby little plant which bore faint resemblance to the lush plant now cultivated. Indians of the region cultivated it for smoking and ceremonial purposes, sometimes mixing the dried leaves with leaves of other plants because the smoke of the native tobacco was so strong.

The English had long been acquainted with tobacco through the Spaniards, who cultivated it in the West Indies and Venezuela. Because the Spaniards held an exclusive trade monopoly, the cost was very high, with the best tobacco selling for \$125 per pound.

In 1612, in order to provide themselves with smokable tobacco and to produce a commodity that could be exported, settlers in Jamestown, Virginia obtained seeds of Spanish tobacco. The crop flourished. When cured, the leaves of the tobacco plant were shipped to London where smokers welcomed the new "Virginia" and proclaimed it as good as Spanish.

Because the early planters thought that tobacco would grow well only in virgin soil, tobacco cultivation rapidly spread into present-day North Carolina. Tobacco remains, to this day, the highest-value agricultural commodity in the state.



## Town Common A-13

### General Description

The terrain in this segment is virtually flat. Paralleling the Tar River for much of this segment, you will travel through farming areas where tobacco and soybeans are the major crop.

Approximately 46 miles/74 kilometers.

### Roadway Condition

The roads in this segment are of high quality and are well-maintained.

### Hazardous Areas

NC 33 through Greenville has a higher traffic volume than is desirable. 2 miles.

US 264, at the eastern extreme of this segment, has a higher traffic volume than is desirable. 4 miles.

### Services

Well-spaced country stores provide needed services. Full services are available in Tarboro and Greenville, with a bicycle shop in Greenville. There are no campgrounds on or near the route in this segment.

### Points of Interest

#### 1 Tarboro Historic Sites

In the eighteenth century there were a number of planned towns developed in North Carolina, many of them featuring undeveloped spaces designated as markets or courthouse squares. The Tarboro Town Common is one of these. As such it is a unique survival of early urban planning in the South. A cotton press built about 1840 and operated by mule power is on display at the Town Common. It is one of the few remaining examples of the type of machinery used by cotton growers of that time.

There are a number of other interesting sites listed in the National Register of Historic Places in Tarboro. The Calvary Episcopal Church, built in the mid 1800's, is a fine example of the Early English style of Gothic Revival architecture. The churchyard, which contains many rare species of trees and shrubs, is one of the most sophisticated examples of landscape design in the country.

Restored homes such as the Blount House, The Barracks, the Coats House and the Redmond-Shackleford House represent various styles of homes built throughout the 1800's by prominent families of the area.

#### 2 Greenville History

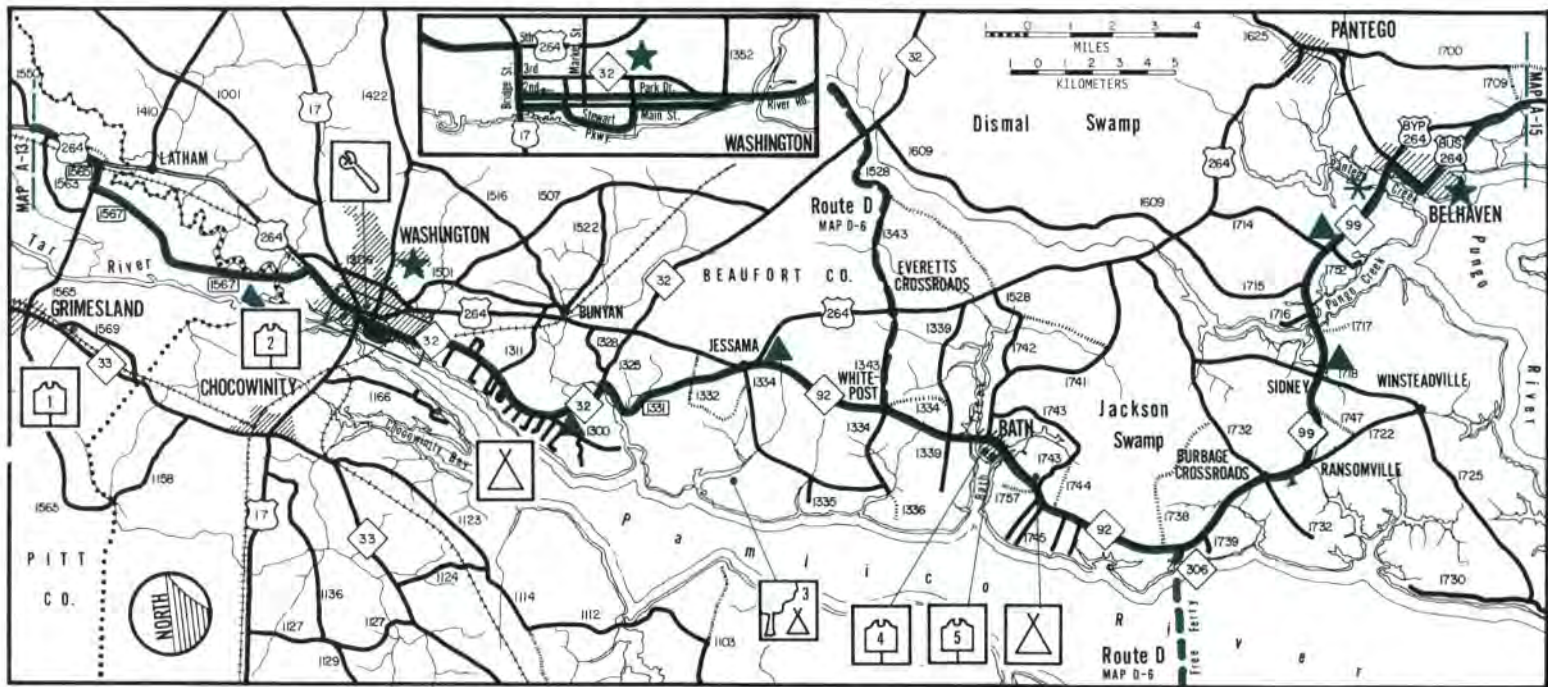
In 1760, the North Carolina General Assembly passed a resolution establishing Pitt County, naming it for William Pitt the Elder, Earl of Chatham, a noted British statesman who was a sympathetic friend of the Colonies.

Fourteen years later, in 1774, a courthouse was established in Martinborough. In 1786, the name was changed to Greenville in honor of the Revolutionary War General Nathaniel Greene.

From the beginning Greenville's citizens were interested in education. Pitt Academy was established in 1774, followed by Greenville Academy in 1814, Greenville Female Academy in 1830 and East Carolina Teacher's Training School in 1907, now East Carolina University.

In those early days, the Tar River was a major asset. Narrow in places but suitable for inland boats of the day, it provided a feasible route to Washington, the Pamlico Sound and on to the Atlantic Ocean. Products of the area such as tobacco, cotton, peanuts, potatoes and livestock were floated up and down the river.

In 1850, the Greenville and Raleigh plank road was chartered. Stage coaches transported people and goods by land. The Atlantic Coast Line built the first railroad in 1892. Because of these transportation links, Greenville was established as a major marketplace for Eastern North Carolina.



## Queen Anne's Revenge

**A-14**

### General Description

Flat terrain characterizes the land in this segment, as you near the coast. Sleepy villages along the Pamlico River provide harbors for the commercial fishermen of the area. An intersection with Route D, Ports of Call, gives you an opportunity to turn north or south to explore the sounds and coves of the coastal region.

Approximately 44 miles/70 kilometers.

### Roadway Condition

The roads in this segment are generally well-paved and well-maintained.

### Hazardous Areas

NC 92 in the Belhaven area has more traffic than is desirable. 3.5 miles.

### Services

Numerous country stores provide needed services along the route. Full services are available in Washington, Bath and Belhaven, with a bicycle shop in Washington. Several private campgrounds are available, one across the Pamlico river from Washington and a seasonal one near Bath. Camping is also available at Goose Creek State Park (see below).

### Points of Interest

#### 1 Grimesland Plantation

Built in the late 1700's this plantation was the home of Civil War General Bryan Grimes. This property is listed on the National Register of Historic Places.

#### 2 Washington History

The early history of Beaufort County and Washington begins with a grant of land from King Charles II of England to the eight Lord Proprietors of North Carolina. Land in the area passed to various owners over the years. In the mid 1700's, James Bonner, a wealthy Beaufort County farmer laid out 60 lots on the south end of his extensive farm, which he disposed of by lottery. This area, known as Bonner's Old Part, was the foundation of present day Washington.

Because the town was burned by Northern troops as they evacuated the town at the end of the Civil War, Washington has few historic buildings standing. Of interest is the County Courthouse, built in 1786 and the Old Bank of Washington, built in 1854. Both of these properties are listed on the National Register of Historic Places.

#### 3 Goose Creek State Park

This large, 1300 acre park offers overnight camping facilities, fishing, canoeing, day hiking and bird watching.

#### 4 Historic Bath

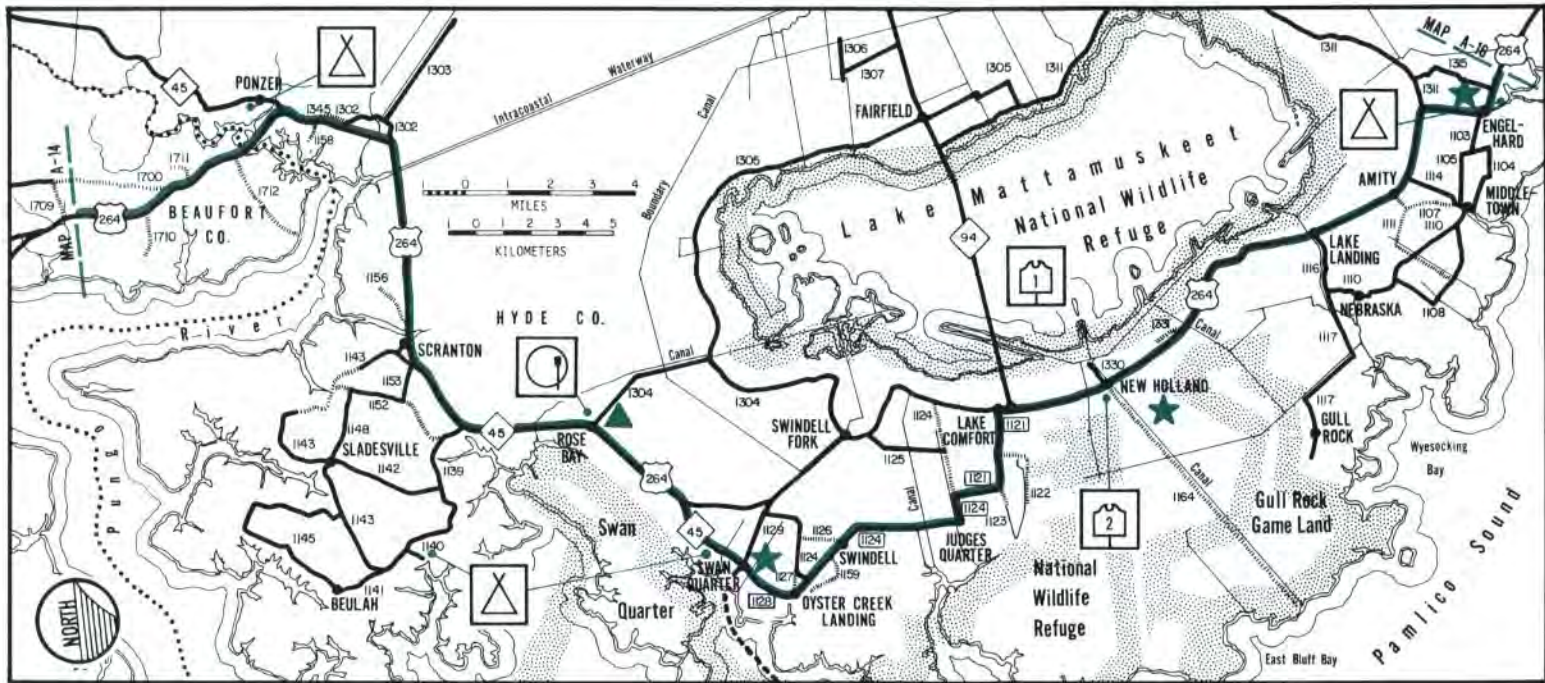
In 1705 Bath became the first incorporated town in North Carolina. For hundreds of years before Bath was established that spot had been inhabited by Indians. The Pamlico region began to attract settlers during the 1690's. Soon farms and plantations dotted the banks of the river.

Designated as a State Historic Site, the historic district of Bath includes a number of significant structures which have been preserved and restored with period furnishings and artifacts. They are open to public viewing. These structures include the Palmer-Marsh House, a National Historic Landmark, St. Thomas Church, the Williams House, the Van Der Veer House, and the Bonner House.

#### 5 Blackbeard: Knight of the Black Flag

Born Edward Teach, Blackbeard was one of the most colorful characters in early American History. He made his headquarters in Bath from 1715 to 1718. No vessel was safe from the pillage of Blackbeard's ship, the "Queen Anne's Revenge." The pirate's interests were well guarded by North Carolina's Governor Charles Eden of Bath who granted him political protection from the law and arranged prospects for his booty. In 1718, an outraged Virginia governor dispatched a company of men who surprised and killed the pirate at Ocracoke Inlet.

The Outdoor Drama, "Blackbeard: Knight of the Black Flag" plays each weekend, Friday through Sunday at 8:45 pm, June 29 - August 19.



## Mattamuskeet A-15

### Points of Interest

#### 1 Lake Mattamuskeet National Wildlife Refuge

For hundreds of years, many varieties of birds have used Lake Mattamuskeet as a wintering ground. Geese, ducks, egrets, herons, swans, terns, grebes, cormorants, bitterns, eagles, ospreys and quail have all been regular visitors to the huge 75 square mile lake.

Lake Mattamuskeet, which means "Great Dust" in the local Indian dialect, was probably created by fire. Indian legends say that long ago there was no lake at all. One year there was a great drought and the woods and swamps were disastrously dry. To propitiate the rain gods, a huge ceremonial fire was built. The gods looked with distavor on this worship and caused the fire to spread and burn for thirteen moons. The game fled and the Indians faced starvation, until one day a maiden invoked the mercy of the rain gods. Almost instantly rain began to fall. The burned area filled with water, creating the lake. Fish filled the waters and abundant game lived on the shores. Thus the Indians were saved.

In 1934, the Federal Government purchased the lake and surrounding land as a game preserve.

#### 2 New Holland Corporation

In 1913, members of a stock company conceived the idea of pumping out Lake Mattamuskeet to get to the rich soil beneath the water. A huge pump, with a capacity of 1,250,000 gallons per minute, was erected on the south shore of the lake. A canal, seven miles long, was dug and water pumped into it flowed into Pamlico Sound. Bumper crops of corn, rice, soybeans and vegetables were produced but the high cost of keeping the water out forced the company to abandon the project. Slowly, part of the lake bed was reclaimed by the waters.

### General Description

The flat terrain of this segment along the Pamlico Sound makes it easy to explore the numerous inlets and bays of the area. At Swan Quarter, you can take a toll ferry to Ocracoke and the Outer Banks. The ferry leaves Swan Quarter daily at 9:30 am and 4:00 pm, year-round. Crossing time is 2½ hours. The charge for bicycle and rider is \$2.00.

Approximately 48 miles/77 kilometers

### Roadway Condition

The roads in this segment are generally well-paved and well maintained.

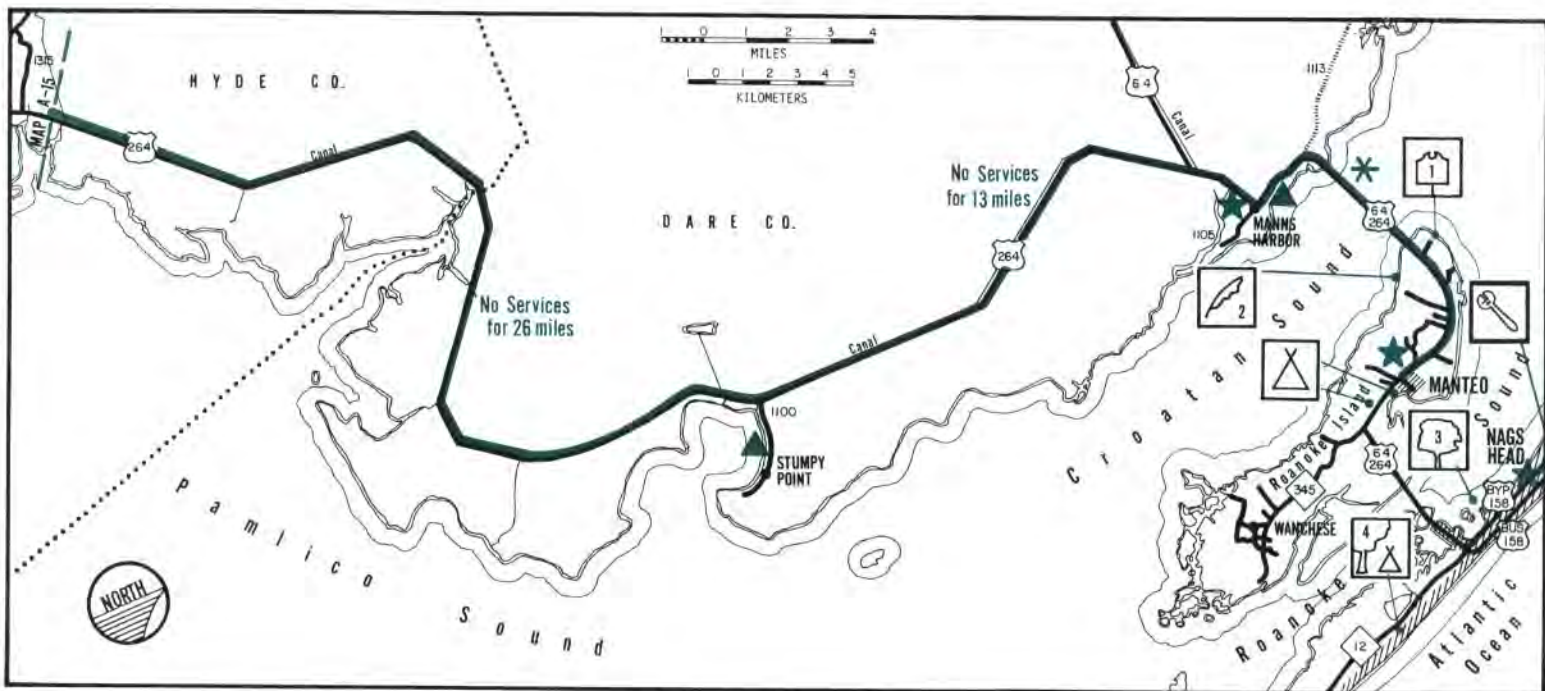
### Hazardous Areas

There are no unusual hazards in this segment.

### Services

Country stores are more widely spaced than in most other segments but are frequent enough to provide needed services. Full services are available in Swan Quarter and Englehard. Camping facilities are available at several private campgrounds on or near the route.

During the 1920's, the project caught the imagination of a New York millionaire who purchased the property and started the pumps going again. He named his company the New Holland Corporation. His plans were even more ambitious than those of the previous company. On a grandiose scale he planted flax, corn, rice, sweet potatoes and soybeans. But, nature took revenge. Before much of the yield could be harvested, grasshoppers, army worms and corn borers appeared in hordes and decimated the crops. This reverse, coupled with the low price of farm commodities during the Depression forced the company out of business. These two attempts to farm the lake-bed had cost the promoters over \$17,000,000.



## Unknown Destiny

**A-16**

### General Description

The terrain in this segment is flat. Most of the land is swampy, with drainage canals paralleling the road on both sides.

Approximately 48 miles/77 kilometers.

### Roadway Condition

US 264 is in fair condition, with some rough areas in need of repair.

### Hazardous Areas

The bridge over Croatan Sound is long (2.6 miles) and narrow and subject to crosswinds.

### Services

For the first 39 miles of this segment, there is only one place to get food and water. This is one mile off the route at a small grocery store in Stumpy Point, which is closed on Sundays. Manteo provides full services. Camping is available in the Manteo area and at Cape Hatteras National Seashore.

### Points of Interest

- 1 The Lost Colony

In 1584 Captain Philip Amadas and Arthur Barlowe, sailing under a patent granted to Sir Walter Raleigh by Queen Elizabeth I, landed on the shore of what is now known as Roanoke Island, and claimed the land for England. After two months of exploration they set sail for England.

In 1585, Sir Richard Grenville, Raleigh's cousin, brought over a group of 108 men to colonize the area. Grenville sailed back to England for supplies; the men built a fort and began to explore the surrounding islands and mainland, searching for pearls, copper and gold. Trouble with the Indians and near-starvation ensued. When Sir Francis Drake's ships appeared in 1586, the colonists accepted his offer of passage to England.

Shortly afterward, Grenville returned with supplies. He searched for the departed colonists and not finding them, he settled 15 men on the island to hold England's claim until another colony could be established. Raleigh immediately made plans for a new colony and in 1587 more than 100 men, women, and children, under the leadership of Governor John White, landed on Roanoke Island.

As the colonists began to establish themselves, the ships which brought them were readied to return to England; Governor White was persuaded to go for additional provisions. When White reached England he found the country in danger of Spanish invasion. To insure defeat of the Spanish Armada, the queen refused to allow any large ships to leave England, thus it was nearly three years before White could return to Roanoke Island. By then, the colony had disappeared. According to White, he "found the houses taken down and the place very strongly enclosed with a high palisade of great trees . . . very fortlike; and one of the chief trees or posts at the right side of the entrance had the bark taken off, and five feet from the ground, in fair capital letters were graven 'Croatan'; without any sign or cross of distress." There have been numerous conjectures as to the ultimate fate of the "Lost Colony" but it remains a mystery to this day.

Fort Raleigh National Historic Site was established to commemorate this earliest attempt at English colonization of the continental United States. Parts of the settlement sites of 1585 and 1587 are included within the 144-acre area, and the fort, itself, has been restored. A Visitor Center displays artifacts uncovered during the archaeological excavation of the fort. In summer, the "Lost Colony", a symphonic-drama is produced in the waterside theater.

- 2 Marine Resource Center

The Marine Resource Center is designed as a learning lab for everyone interested in sea life. Displays depicting many facets of marine life, archeological exhibits, field trips, lectures, seminars and short films are features of the center.

- 3 Jockey's Ridge State Park

Jockey's Ridge at 138 feet, is the highest coastal sand dune on the Atlantic coast. It has been preserved as a state park.

- 4 Cape Hatteras National Seashore

Extending 70 miles from Whalebone Junction to Ocracoke, this preserve offers many exciting recreational opportunities. Fishing, swimming, beachcombing, and boating are, of course, important attractions. Camping is offered at several National Park Service sites. Wildlife abounds in the area and provides unlimited opportunity for nature study, particularly birdwatching.