PRECIPITATION

Mean number of days with 0.01 or more inches of precipitation per year.

TEMPERATURE

Average high and low temperature (in Fahrenheit) for each season.
Winter through Fall, by region.

PREVAILING WINDS

Prevailing winds and mean annual wind speed (in miles per hour).
Northeast winds prevail in September and October.

Bicycle Laws and Safety Tips

In North Carolina the bicycle is legally classified as a vehicle. This means that bicyclists have full rights and responsibilities on the roadway and are subject to the regulations governing the operation of a motor vehicle. North Carolina traffic laws require the rider of a bicycle to:

- ride on the right, in the same direction as other moving traffic;
- obey all traffic signs and signals, including stop and yield signs and one-way directional signs;
- use signals to communicate intended movements;
- yield to pedestrians and emergency vehicles;
- equip the bicycle with a front lamp visible from 300 feet and a rear reflector or lamp which is visible from a distance of 200 feet at night;

In addition, bicycles are prohibited from all interstate highways.

Traveling by bicycle can be an exhilarating experience, but requires a great deal of care on the part of the cyclist. Motor vehicle drivers often do not see bicyclists on the road and many do not realize that the bicyclist has a legal right to be there. It is important, therefore, to ride defensively and in a predictable manner. The bicycle always loses in a conflict with a car. Stay alert and keep safe.

To insure a safe trip along the back roads of North Carolina, please note the following suggestions:

- always wear a bicycle helmet;
- avoid riding at night, especially in rural areas;
- when riding with a group, ride single file;
- do not ride during periods of low visibility, particularly at dusk, in dense fog or during heavy rain;
- do not attempt trips which are beyond your capabilities;
- wear bright clothing for visibility;
- be courteous to other drivers; keep traffic flowing by helping them pass you in a safe manner.

"This guide is published by the Department of Transportation as an aid to bicyclists. The Department of Transportation in no manner warrants the safety of the highways indicated on these maps for use by bicyclists. These roads are suggested only as more suitable than others for use by bicyclists as connecting routes. All roads suggested are regular roads of the highway system used by automobiles and trucks, with no special lanes provided for bicycles. As no separate lanes are provided for bicycles and therefore are dangerous for use by bicyclists, the bicyclist assumes the risk for his own safety when using the routes indicated on these maps."

It is urged that no one under 15 years of age attempt to ride all or any portion of these routes without adult supervision.

D PORTS OF CALL

NORTH CAROLINA

BICYCLING HIGHWAYS

Bicycling Highways

North Carolina is an ideal place to bicycle tour. Climate, terrain and the many miles of pleasant country roads combine to provide an exciting trip for every type of bicyclist . . . long-distance tourist, week-end rider or day tripper.

Many people are unaware of the unlimited cycling opportunities in North Carolina. For this reason, the Department of Transportation Bicycle Program created a system of "Bicycling Highways", routed along 3,000 miles of lightly traveled backroads throughout the state. Ten different routes have been developed, selected according to strict criteria based on the safety needs of cyclists. These "Bicycling Highways" routes generally parallel major highways, thus offering a good alternative to those busy roads.

Ports Of Call

North Carolina's coast is long and varied, with two major sounds, Pamlico and Albemarle, and a series of barrier islands known as the Outer Banks. The 300 mile bicycle route through this region gives you the opportunity to explore the numerous coves and inlets, rich in tales of pirates, ghosts and buried treasure. This route also takes you through the major ports of the Colonial era where restored waterfront areas provide a glimpse of the past.

Well-spaced campgrounds and motels and the flat terrain of the area make for a leisurely trip along the route. Take the time to stop along the beaches, explore the towns, and be sure to enjoy the excellent seafood available throughout the area.

The Ports of Call route is designated as NC Bike Route 3, from the South Carolina border north to Plymouth. Signs like the one above mark the way. Traveling north from Plymouth to the Virginia border, follow the "Bike Route Detour" signs. Currently, the NC 32 bridge over Albemarle Sound does not have adequate railing height to be considered safe for bicycling, therefore the detour is recommended (see enclosed flyer for more information).

Since signs are sometimes missing, be sure to refer to your maps as you travel. If you miss a turn, you could find yourself a long way off the route or on a road not suitable for cycling.

Using This Guide

The information presented in this guide has been compiled to help you prepare for and take a bicycle trip along one of the North Carolina "Bicycling Highways" routes. Included is information on state laws which pertain to bicycles, safety tips, weather information, sources for additional tourist information, a campground directory and a set of strips maps detailing the route.

These maps provide a wealth of information. To orient you to your general location, the road network, prominent physical features, cities and towns and county boundaries are shown. A north arrow and scale of miles/kilometers are also included. The actual route you follow is highlighted with color. An enlargement of any section of the route which is confusing or difficult to follow is shown in a special inset on the appropriate map segment. Match lines are provided to show how the segments of the route fit together. If another "Bicycling Highways" route intersects the route you are following, it is identified with dashed lines in color and the appropriate map series/segment number is shown.

All roads which are a part of the route or which intersect the route are numbered. To help differentiate the numbers of the secondary road which are a part of the route from those which are not, the numbers of the secondary roads which you follow are enclosed in a rectangle (1005). US and NC numbered highways which are a part of the route are not differentiated in this way. On the road, secondary roads numbers can be found on posts at all intersections. These numbers are small and sometimes obscure, so look carefully. Also important to note is that although you may be going straight, secondary road numbers can change at county lines, major intersections and sometimes when going through a town.

Much additional information pertinent to your safety, travel needs and interests is highlighted in color on the maps. This information includes the locations of country stores (▲); full service towns with motel or inn accommodations, laundromats, supermarkets, restaurants, post offices, banks, etc. (★); and hazardous areas (✳). Special pictographic symbols mark the location of bicycle shops, campgrounds, recreation areas, historic sites, and other points of interest.

Narrative information is provided for each map segment to explain or expand the information symbolized on the map. Included is a general description of the terrain; the overall distance of each segment; an assessment of roadway conditions; potentially hazardous areas, noting approximate distance of any problem; availability of services along the route or within reasonable biking distance of the route; bike shop locations; and, descriptive information on each point of interest.

This guide was produced by the North Carolina Bicycle Program through the efforts of:

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We welcome your comments or further questions. Contact:

The Office of Bicycle & Pedestrian Transportation
North Carolina Department of Transportation
P. O. Box 25201
Raleigh, NC 27611
(919) 733-2804

For More Information

Travel and Tourism
Department of Commerce
430 N. Salisbury Street
Raleigh, NC 27611

Provides information on accommodations and campgrounds plus brochures on major points of interest.

Public Affairs Map Section
Department of Transportation
P. O. Box 25201
Raleigh, NC 27611

Provides official State Highway maps. Also, detailed maps of each county, for which a nominal fee is charged.

Trails Coordinator
Department of Environment,
Health and Natural Resources
12700 Bayleaf Church Road
Raleigh, NC 27614

Provides information on State Parks and recreational trails.

notes:

D-8

Merchant's Mill Pond

legend

- BICYCLE SHOP
- FLORA AND FAUNA
- FOLKLORE
- CULTURAL/ EDUCATIONAL SITE
- RESTAURANT
- HISTORIC SITE
- SCENIC AREA
- RECREATION AREA
- CAMPGROUND
- RECREATION AREA/ CAMPGROUND

- BICYCLE ROUTE
- PAVED ROAD
- UNPAVED ROAD
- DIVIDED HIGHWAY
- N.C. NUMBERED HIGHWAY
- U.S. NUMBERED HIGHWAY
- INTERSTATE HIGHWAY
- ROUTE ON SECONDARY ROAD
- 3257 SECONDARY ROAD NUMBERS
- SEGMENT MATCH LINES
- RIVER OR CREEK
- CANAL
- LAKE/SOUND/OCEAN
- RAILROAD
- COUNTY LINE
- FOREST/PARK BOUNDARY
- TOWN
- CITY
- ENLARGEMENT
- BASIC SERVICES
- HAZARDOUS AREA
- FULL SERVICE CITY

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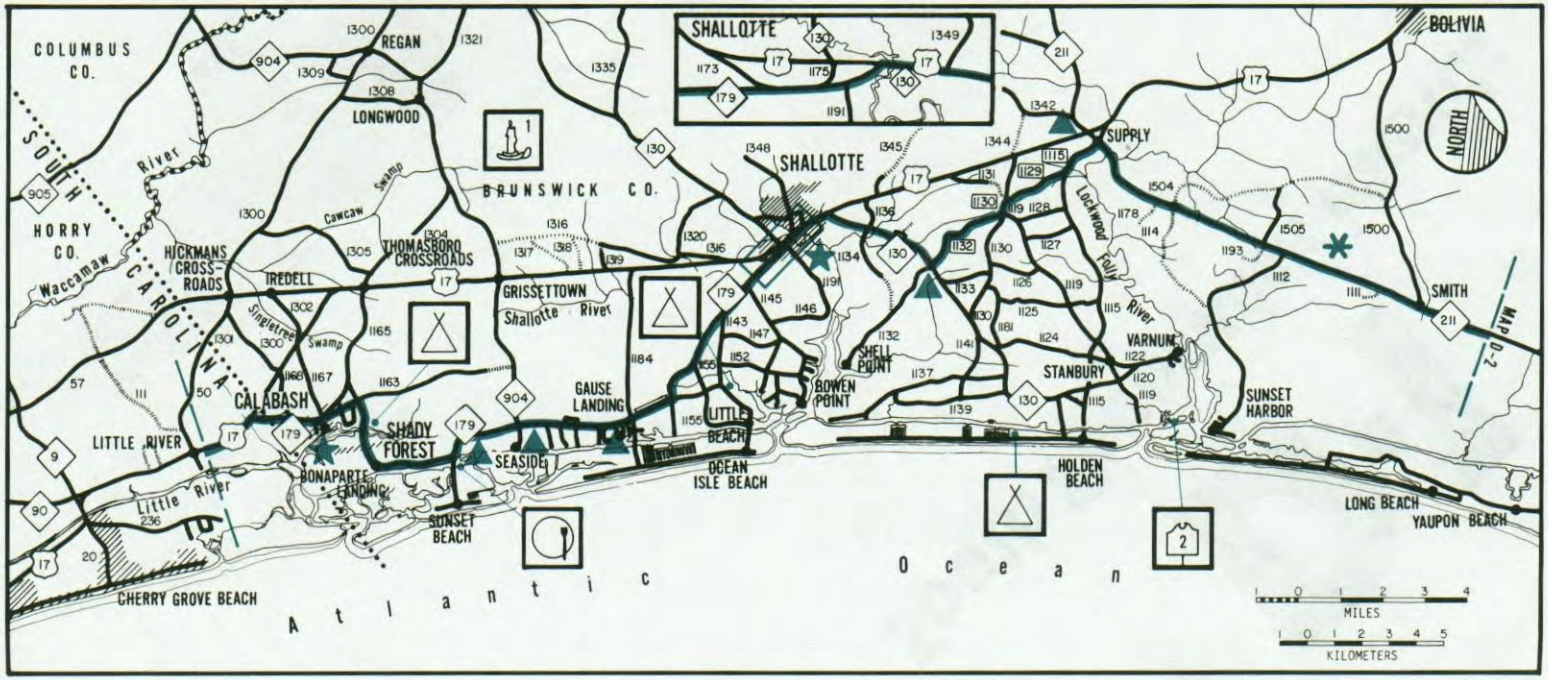


South Brunswick Islands D-1

General Description

Running parallel to US 17 from the South Carolina border to Shallotte and Supply, this route gives you access to the many miles of beautiful beaches along the South Brunswick Islands. At Supply, you will turn southeast on NC 211 and travel through a low-lying, swampy area toward the village of Southport.

Approximately 36 miles/ 58 kilometers.

Hazardous Areas

NC 211 from Supply to the end of this segment has seasonally high traffic volumes. 11 miles.

Roadway Condition

The roads in this segment are generally good, but have sandy shoulders.

Services

Well-spaced country stores throughout most of the segment provide basic services. There are no stores available along NC 211, a stretch of about 11 miles. Full services are available in Calabash, Shallotte and the beach areas. Camping facilities are available at several privately-owned campgrounds near the route.

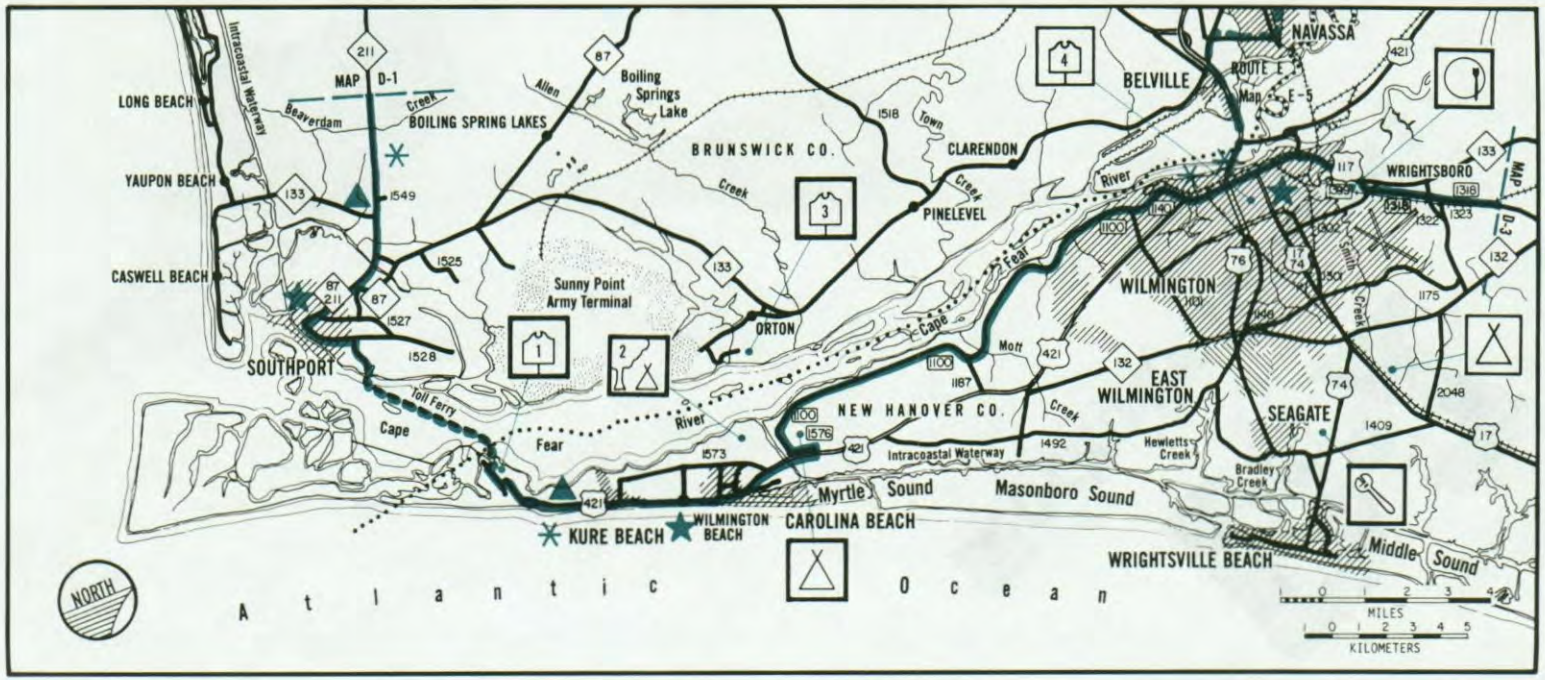
Points of Interest

1 Witchmaking

The practice of Witchcraft and Voodoo have long had a home in the remote swamps of eastern North Carolina. Witch making formulas are many and varied. According to one old resident of the Green Swamp, ". . . the way you do, you get a pot of boiling water. Then you catch a black cat and throw him in there, and you boil him until the flesh falls off his bones. Then you take the bones to a stream of running water. There'll be one bone that will float upstream. You grab that bone and the Devil will appear: you do like he say and he will give you the power of a witch."

2 Lockwood Folly

There are two possible origins for the name of the Lockwood Folly Inlet and River. One story relates that a man named Lockwood, who lived on the river, built a large and beautiful boat but was unable to get it down the river due to its size. The boat eventually fell to ruin. "Folly" is also a 17th century term used to indicate "delight" or "favored abode"; thus, the river, said to be the second most beautiful river in the state, may have been Mr. Lockwood's delight.



Blockade Runners D-2

General Description

The route continues through a remote, low-lying area to the town of Southport. A few miles northeast of Southport, you will take a toll ferry (.50 for bicycle and rider) across the Cape Fear River (see schedule below) to Fort Fisher. Here you will pick up US 421 and intersect with Route E, the Cape Fear Run, which parallels this route into Wilmington. Miles of beautiful white sand beaches invite you to linger in this area. Leaving the beaches, you will head north on a quite road which runs along the Cape Fear River to Wilmington. In Wilmington, Route E splits from this route and heads northwest toward the Piedmont section of the State, making connections with several other routes of the Bicycling Highways system.

Approximately 36 miles/ 58 kilometers.

Hazardous Areas

US 211 into Southport is heavily traveled, especially during summer months. 6 miles.

US 421 along the beach is heavily traveled, especially during the summer months. 8.2 miles.

Roadway Condition

The roads are generally well-paved and well-maintained. The road along the Cape Fear River, as you approach Wilmington is frequently crossed by non-parallel railroad tracks and has a broken surface in places.

Services

Intermittent country stores provide needed services. There are no services from the beginning of this segment until you get to Southport, nor along the River Road into Wilmington. Southport, the beach areas, and Wilmington all offer full services, with a bicycle shop in Wilmington. Camping facilities are available at Carolina Beach State Park and at several private campgrounds on or near the route.

Points of Interest

[1] Fort Fisher State Historic Site

Fort Fisher was the largest Civil War earthwork fortification of the Confederacy. Until the last few months of the Civil War, the fort kept the port of Wilmington open to the blockade-runners which supplied the Confederate armies. When the fort fell after heavy naval bombardment in January, 1865, its defeat helped seal the fate of the South.

In the Visitor Center, interpretive exhibits and a slidelecture acquaint the visitor with the Fort Fisher story. The center is open to the public, free of charge, Tuesday through Saturday from 9:00 am through 5:00 pm and on Sunday from 1:00 pm until 5:00 pm.

[2] Carolina Beach State Park

A naturalist's delight, Carolina Beach State Park is home of the rare Venus fly trap and five other species of insecteating plants. Over thirty trees, shrubs and flowering plants associated with the coastal environment are identified along a self-guided nature trail. Overnight camping facilities are also offerred at the park.

[3] Brunswick Town State Historic Site

The colonial town of Brunswick was begun in 1726 by Colonel Maurice Moore of South Carolina as a real estate venture. The town prospered and grew into the chief port for the exportation of naval stores and lumber from North Carolina to Europe and the West Indies. In 1776, during the early days of the Revolutionary War, British raiders burned the town and it was never rebuilt.

The town site has been developed as a State Historic Site, and archaeology is being carried out to reveal the ruins of the homes, shops, ovens, smokehouses and other remains of colonial Brunswick. The site is open to the public Tuesday through Saturday from 9:00 am to 5:00 pm and on Sundays from 1:00 pm to 5:00 pm. No admission fee is charged.

[4] Wilmington Historic District

Wilmington's Historic District, listed on the National Register of Historic Places, has been the subject of an on-going effort toward purchase and restoration of significant buildings. Sites of particular interest which reflect Wilmington's long and varied history include: Thalian Hall, which opened in 1858; the Wilmington-New Hanover Museum, created in 1898 to display items of interest concerning the Confederacy; the Governor Dudley Mansion, which was built about 1825 as the home of the first elected Governor of North Carolina; the Burgwin-Wright House which was built in 1770 and is an excellent example of a colonial gentleman's town residence; and the Zebulon Lattimer House, an opulent four-story residence built in 1852 for the affluent Wilmington merchant.

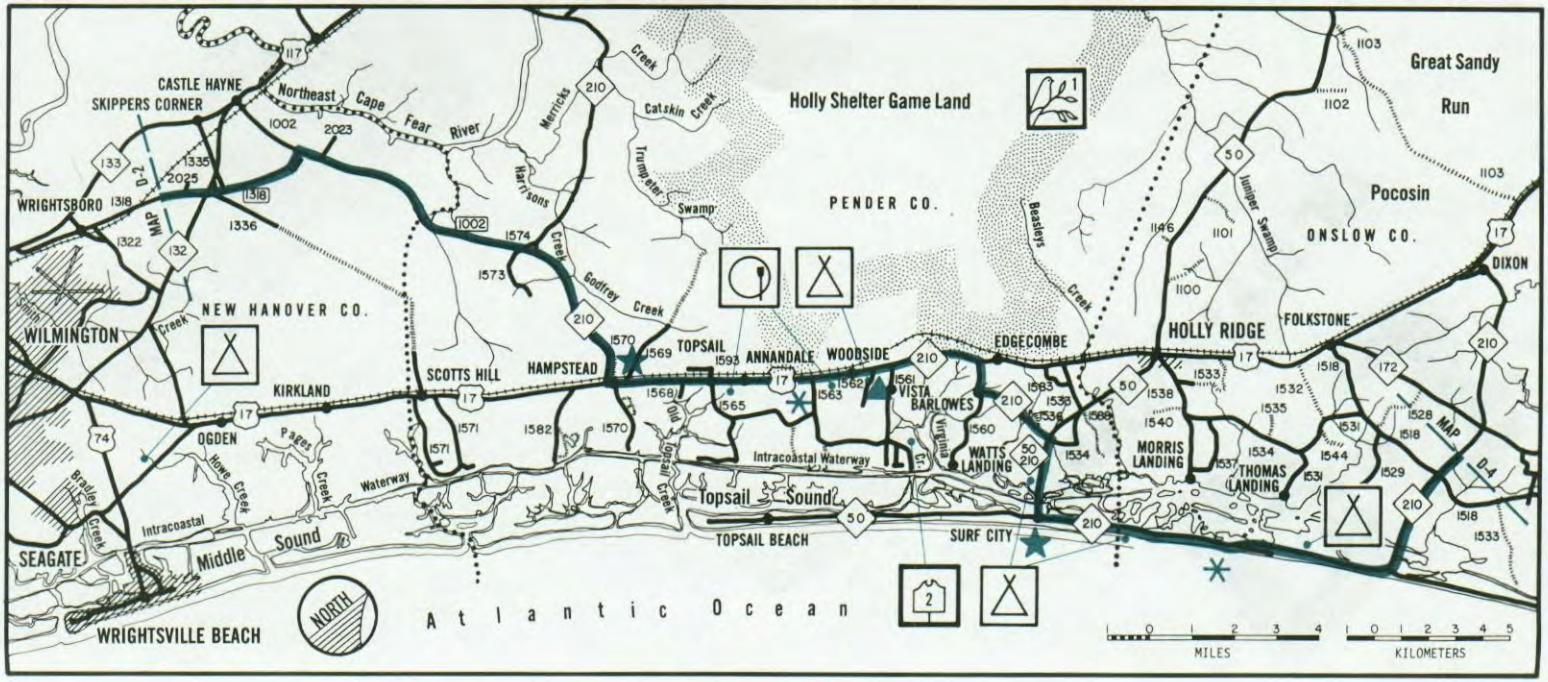
Southport-Fort Fisher Ferry Schedule

Summer Schedule—May 16 thru September 15

Leave Southport	Leave Fort Fisher
7:00 am	8:00 am
9:00 am	10:00 am
11:00 am	12:00 noon
1:00 pm	2:00 pm
3:00 pm	4:00 pm
5:00 pm	6:00 pm

Winter Schedule—September 16 thru May 15

8:00 am	9:30 am
11:00 am	12:30 pm
1:30 pm	2:30 pm
3:30 pm	4:30 pm



Venus Flytrap D-3

General Description

Leaving the populated area north of Wilmington, you will travel through a remote, wooded area for about 10 miles. As before, the terrain continues to be flat. Turning onto US 17, the "Ocean Hiway", you will parallel the coast for about 9 miles before turning east on NC 210, which will take you to Topsail Island. An 8 mile stretch along the shore gives you plenty of opportunity to stop and enjoy the beautiful sandy beaches. Leaving the oceanfront once again, you will travel inland for a few miles to pick up another road which parallels the coast.

Approximately 38 miles/61 kilometers.

Hazardous Areas

US 17, a major route through the area, has much more traffic than is desirable. This road is a three-lane facility, which eases the passing situation for motorists. 9 miles.

NC 210, along Topsail Island has a high volume of seasonal traffic during summer months. 8 miles.

Roadway Condition

The roads in this segment are in good condition. There is a paved shoulder along most of 1002 in New Hanover and Pender counties. US 17 is a three lane road.

Services

Services are limited from the beginning of the segment to the NC 210, US 17 intersection. Periodic stores and restaurants provide needed services along the remainder of the segment. There are a number of private campgrounds and motels along the route. There are no bicycle shops in this segment.

Points of Interest

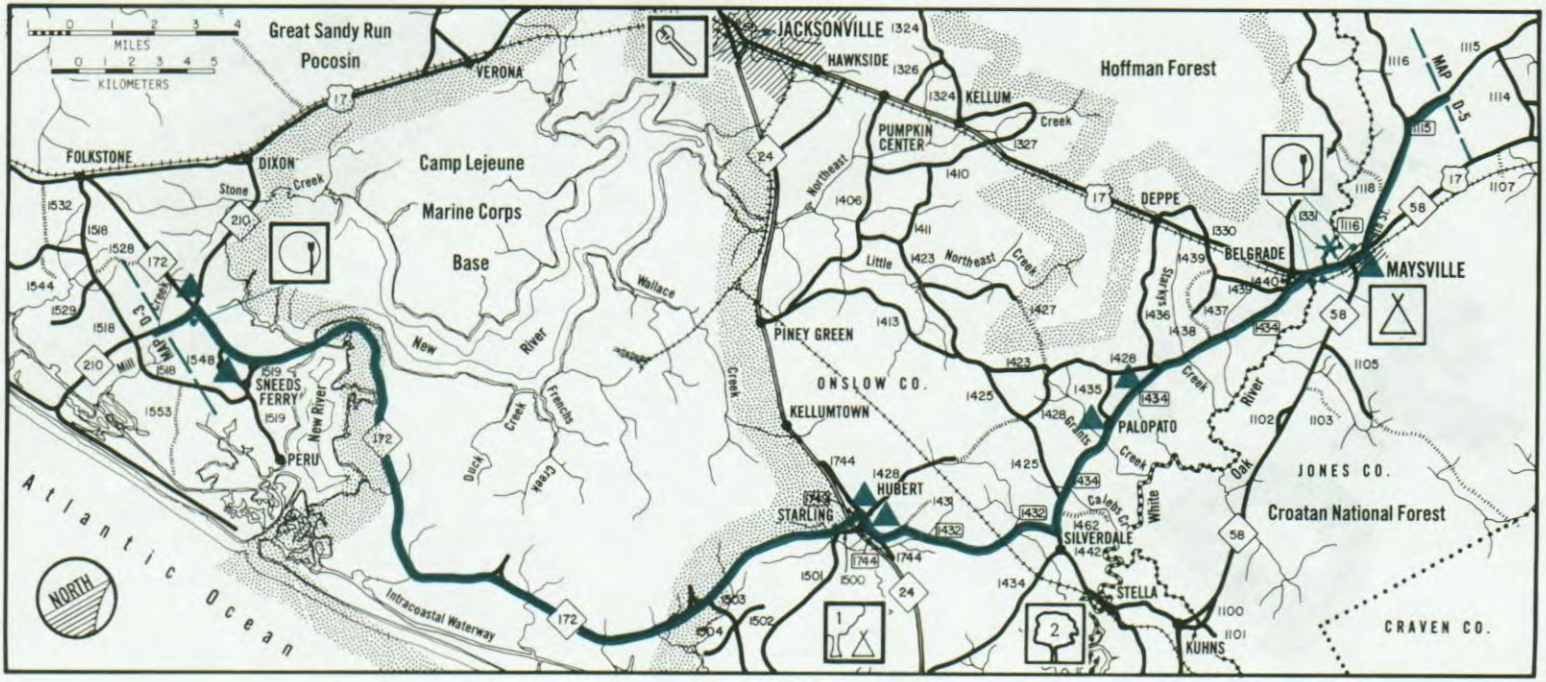
[1] Venus Flytrap

The Venus flytrap is the most dramatic of all carniverous plants. Spreading from its base are leaves three to six inches long, each of which broadens into a pair of kidneyshaped lobes. The leaf has six slender hairs, spaced so as to form a triangle on each lobe. Secretions inside the margin of the leaf act as a lure for insects. When an unfortunate bug touches two of the hairs, the trap springs shut. The plant screens its prey by not immediately pressing too tightly. Tiny insects can escape through the spaces between the long, stiff bristles at the outer edges of the lobes. These bristles form prison bars for prey large enough to constitute a worthwhile meal. After a few minutes, the lobes of the leaf slowly press more and more tightly together, killing the soft bodied-insect. Digestion takes 5 to 10 days, after which the leaf opens again, ready to trap the next victim.

The Venus flytrap is native to a very small area in the southeastern corner of North Carolina and the northeastern corner of South Carolina.

[2] Sloop Point

Probably built between 1726 and 1731 by John Baptista Ashe, this house is possibly the earliest surviving house in this part of the state. Of particular interest is the "West Indian" type porch, common to the Carolinas, Deep South and West Indies. One chimney of this house is so large that it contains a door and a porch. This property, which is privately owned, is listed on the National Register of Historic Places.



Bear Island D-4

General Description

The terrain continues to be flat as you leave the beaches and skirt the coastal area through Camp LeJeune Marine Base. There should be no problem in obtaining this permit. Leaving the Base, you will travel through farm and forest land for the rest of this segment. An interesting side trip which takes you about 7 miles off the route, is to Hammocks Beach State Park. See below for details.

Approximately 41 miles/66 kilometers.

Hazardous Areas

US 17 from SR 1434 to SR 1116 has a high volume of traffic, particularly during the summer months. 1.5 miles.

Roadway Condition

The roads in this segment are in very good condition.

Services

Country stores north and south of Camp LeJeune Marine Base provide needed services. There are no services available along the 15-mile stretch through the Base. There are restaurants at Sneeds Ferry and Maysville. Overnight camping facilities are available at a private campground along the route. The closest bicycle shop is in Jacksonville, 13 miles west of the route.

Points of Interest

[1] Hammocks Beach State Park

Hammocks Beach State Park occupies 892 acres of Bear Island, which lies between Bogue and Bear Inlets. The island is 3.5 miles long and three-fourths of a mile at its widest point. The highest sand dune rises 60 feet above sea level.

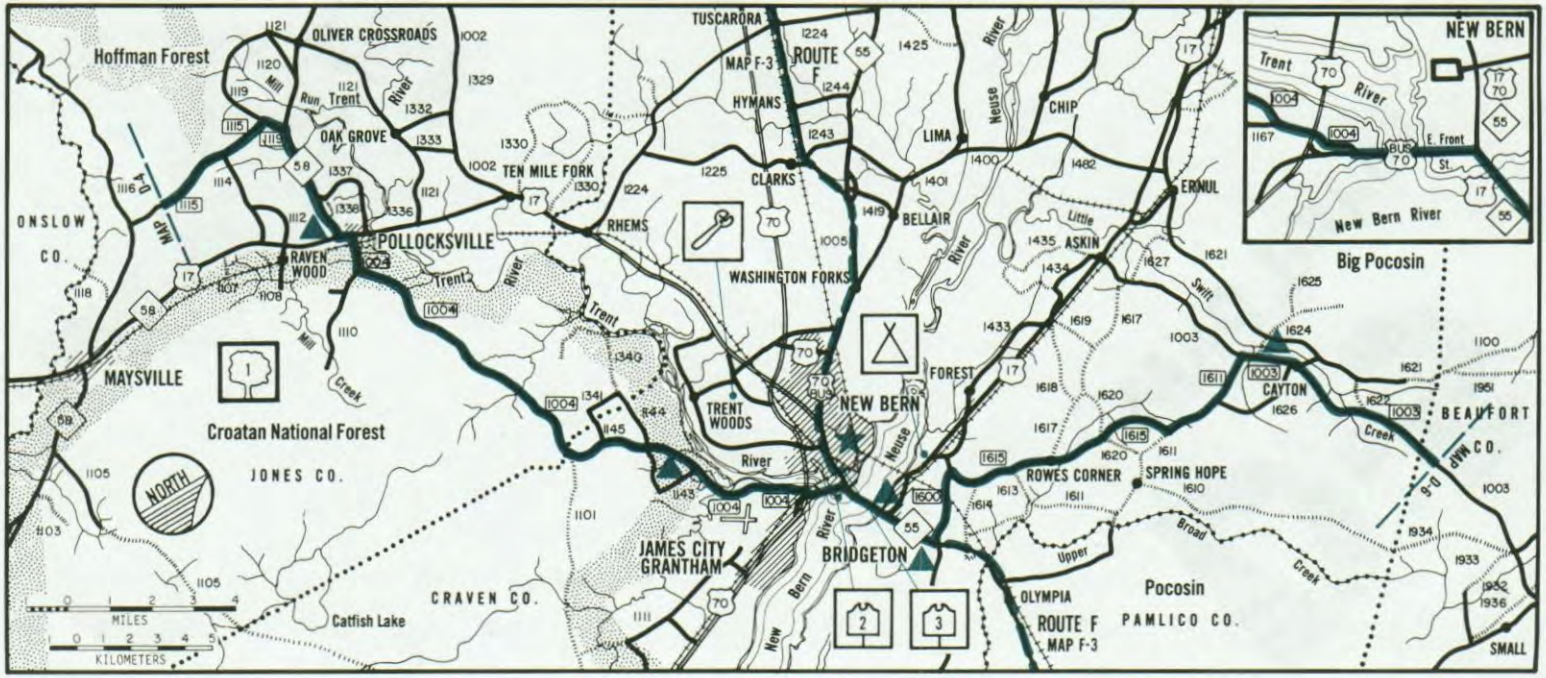
The Park, with its 3 miles of ocean frontage is said to be one of the most beautiful and unspoiled beaches on the Atlantic coast. Largely undeveloped. Hammocks Beach State Park presently offers only minimal recreational facilities for visitors. A bathhouse contains restrooms, showers and baskets for swimmers. There is also a refreshment stand and picnic tables are provided. Recreational opportunities include swimming, hiking, fishing, shell collecting and bird watching. Primitive camping is permitted on the beach.

Hammocks Beach State Park can be reached only by boat. Two free passenger ferries operate between the mainland and the Park. They run from Memorial Day to Labor Day, making one round trip per hour. The first trip starts from the mainland at 9:30 am; the last ferry departs the island at 6:00 pm. Travel time for the 2.5 mile trip across the channel is 25 minutes.

To reach the ferry landing, which is not shown on this map, follow NC 24 east, toward Swansboro, from the intersection with the bicycle route at SR 1434, for about 4.5 miles. Turn right onto SR 1511 and go to the end, about 2.3 miles to the ferry landing. No bicycles will be transported to the island, but they may be stored for the day or overnight in a locked maintenance shed at the ferry landing.

[2] Swansboro Bicentennial Bicycle Trail

The Swansboro Bicentennial Bicycle Trail was established in 1983 to help commemorate the founding of the town 200 years earlier. The twenty-five mile signed trail is routed along the lightly-traveled back roads of Onslow and Carteret Counties. Beginning in Swansboro at the Bicentennial Park on the waterfront, the trail crosses the river to Cape Carteret then winds through the Croatan National Forest and loops back across the river to Swansboro. A brochure showing a map of the route and highlighting the more significant points of interest in the area is available, free of charge, at the Swansboro Town Hall, or from the NC Bicycle Program.



Wild Turkey D-5

General Description

The terrain continues to be flat. A ten mile stretch through the Croatan National Forest gives you a chance to escape from civilization and ride through an unspoiled area full of unusual plants and animals. The route then heads across the Trent River to New Bern, a quaint Colonial port with many years of history to explore. Here you might choose to turn southeast on Route F, the Ocracoke Option, and head for Cedar Island and the ferry to the Outer Banks, or you can turn northwest toward Kinston, Wilson and a connection to several other routes of the Bicycling Highways system. Continuing along segment D-5, you will cross the Neuse River and ride through forest and farm areas for the rest of the segment.

Approximately 40 miles/64 kilometers.

Hazardous Areas

There are no unusual hazards along this segment. Both bridges in the New Bern area have wide travel lanes and sidewalks.

Roadway Condition

The roads in this segment are generally in good condition.

Services

Periodic country stores provide needed services. There are no stores along the 10 mile portion through the Croatan National Forest. Full services are available in New Bern. There is a campground and bicycle shop in New Bern.

Points of Interest

[1] Croatan National Forest

Lying between the Neuse River on the east and Bogue Sound on the south, this coastal forest covers 155,000 acres of land, providing abundant recreational opportunities. The US Forest Service maintains two campgrounds in the Forest, Flanner Beach on the River and Cedar Point, near Swansboro. Neither of these campgrounds is shown on this map, but information on use of these areas can be obtained from the District Ranger, Croatan National Forest, 435 Thurman Road, New Bern, NC 28560.

Wildlife abounds in the Croatan. Animal life includes deer, black bear, wild turkey, muskrat, mink, otter, and many species of birds including the rare bald eagle and peregrine falcon. Reptiles, both friendly and not-so-friendly, are also part of these forest and coastal environments. The largest and probably most awesome is the alligator, a rather retiring resident of the deep swamps and waterways. More troublesome would be the poisonous snakes: cottonmouth moccasin, canebrake rattler, eastern diamondback rattler, pygmy rattler and copperhead.

Several unusual plant species thrive in the wet upland bogs. These include the exotic Venus fly trap, sundew, and pitcher plant, all carniverous plants.

[2] Tryon Palace

Built by Royal Governor William Tryon, this residence also served as the capitol of the royal colony from its completion in 1770 until the outbreak of the American Revolution. During the war years, it served as capitol of the independent state of North Carolina.

The main building burned in 1798 and the remainder was lost as the city of New Bern built up over the site. During the 1950's, restoration of the Palace, called the most beautiful building in colonial America, was begun. The Tryon Palace Commission meticulously reconstructed and furnished the Palace according to architect John Hawk's original plans and the inventory of Governor Tryon.

Guided tours of the Palace and gardens are conducted Tuesdays through Saturdays from 9:30 am to 4:00 pm and on Sunday afternoons from 1:30 pm to 4:00 pm. A fee is charged.

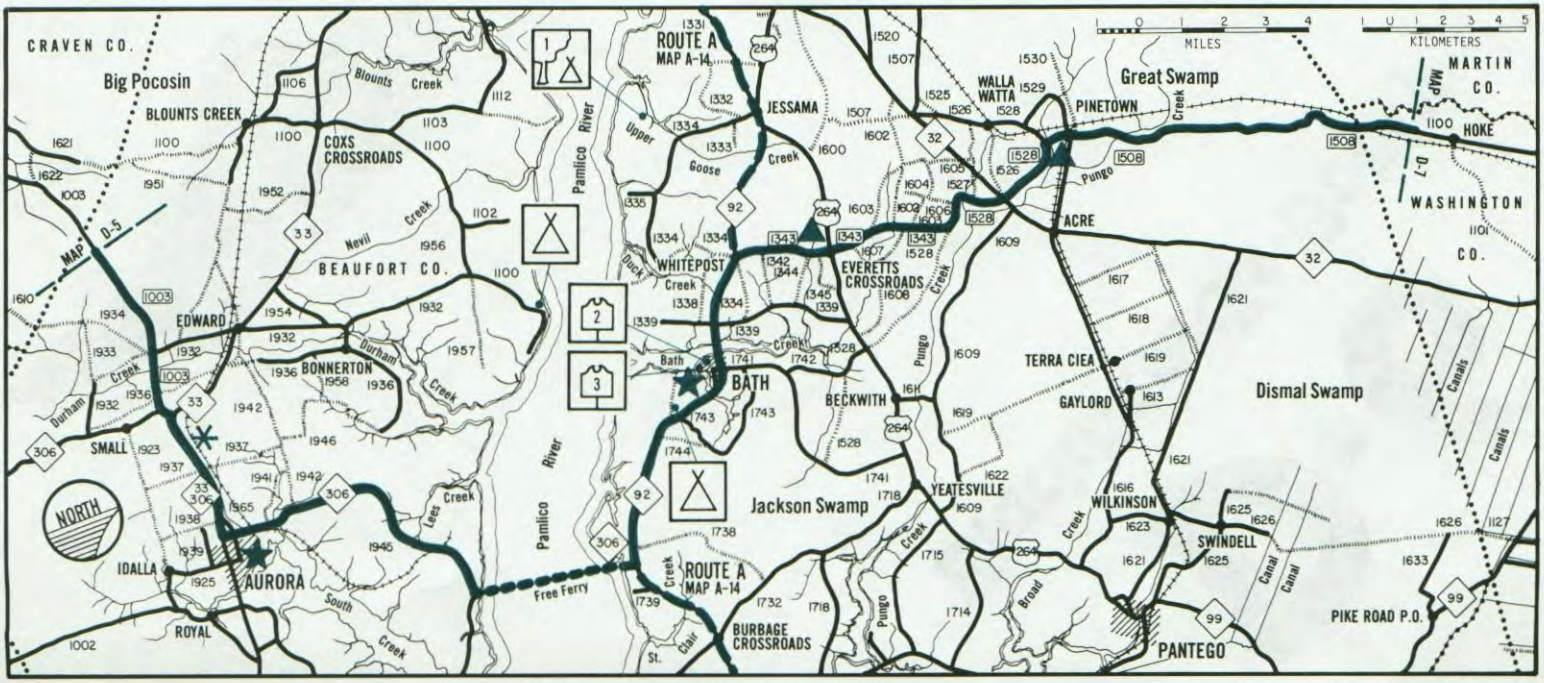
[3] New Bern History

New Bern, the second oldest town in North Carolina, was settled in 1710 by German Palatine and Swiss colonists led by Baron Christoph von Graffenried. Named for the city of Berne, Switzerland, the town was situated on the triangle of land at the confluence of the Neuse and Trent Rivers. Shipping rapidly became a major commercial endeavor. Tar, pitch and turpentine were the "gold" of New Bern. Ships laden with these and other native products sailed for New England, England and the West Indies, returning with rum, molasses, sugar and manufactured goods.

By the mid-eighteenth century, the river port had grown greatly in size and importance. The colony's first printing press was established in New Bern in 1749, and two years later, publication of the colony's first newpaper began. With the completion of Tryon Palace in 1770, New Bern became the official seat of government for the colony of North Carolina. After the Revolutionary War, the first state government under a new constitution was inaugurated under Governor Richard Caswell in New Bern.

Early in the Civil War, Union forces captured the port, and Confederate efforts to retake the town proved futile. The occupation lasted through the remainder of the war, and New Bern survived with little physical damage.

Many important historic landmarks survive to this day. Old homes, many listed on the National Register of Historic Places, line the picturesque streets, and along the now quiet waterfront, it is easy to imagine the sailing vessels and maritime bustle of long ago.



Blackbeard's Booty D-6

General Description

Flat terrain characterizes this segment as you continue to ride through farm and forest areas to the town of Aurora. As you approach the Pamlico River you will pass a huge phosphate mining operation. At the river you will catch a free ferry (see schedule below) from Huddles Cut to Gaylord's Bay, a trip of approximately 25 minutes. There this route intersects with Route A, the 700 mile Mountains to Sea route. If you head east on Route A, you can catch the Swan Quarter ferry to Ocracoke and the Outer Banks or continue to the terminus of that route at Manteo. Continuing on segment D-6, you follow the Pamlico River to Bath, the oldest town in North Carolina. From there you will follow the river for about three miles, then head northwest through a swampy and rather remote area for the remainder of the segment.

Approximately 40 miles/64 kilometers.

Hazardous Areas

NC 33 & 306 has more truck traffic than is desirable. 2.7 miles.

Roadway Condition

The roads in this segment are generally well-paved and well-maintained, although of a rough surface treatment.

Services

Periodic country stores provide needed services. Aurora and Bath offer full services. Camping facilities are available at Goose Creek State Park and at several private campgrounds near the route. The closest bicycle shop is located in Washington, 16 miles west of Bath.

Points of Interest

[1] Goose Creek State Park

This large 1300-acre park on the Pamlico River offers camping facilities and excellent opportunties for canoeing, day hiking, bird watching and fishing. Natural sand beaches and stately live oaks draped with Spanish moss are outstanding features of this park.

[2] Historic Bath

For hundreds of years before the frontier settlement of Bath was established, that spot had been inhabited by Indians who roamed the shores of the Pamlico River. The Pamlico region, its rich bottom lands perfect for agriculture, began to attract settlers during the 1690's. Soon farms and plantations dotted the banks of the river and its tributaries. The planters of the area began to realize the need for a center of commercial and political activity. The Bath site, with its natural harbor and close proximity to Ocracoke Inlet was selected as the logical place. In 1705, Bath became the first incorporated town in the state.

As the town grew, lively trade developed. Merchants operated small stores from their homes; Indians exchanged furs for cloth, guns, powder, rum, lead and trinkets; ships and schooners from Great Britain and the Colonies plied the creek in front of the town. The great north-south post road which connected Bath to New Bern brought a steady stream of settlers, farmers, tinkers, pedlars, strolling players, ministers and colonial officials to enliven the atmosphere.

The present town of Bath is located almost entirely within the boundaries of the original town. Within the historic district, which is designated as a State Historic Site, several significant structures have been preserved and restored with selected period furnishings and artifacts. They are open to the public.

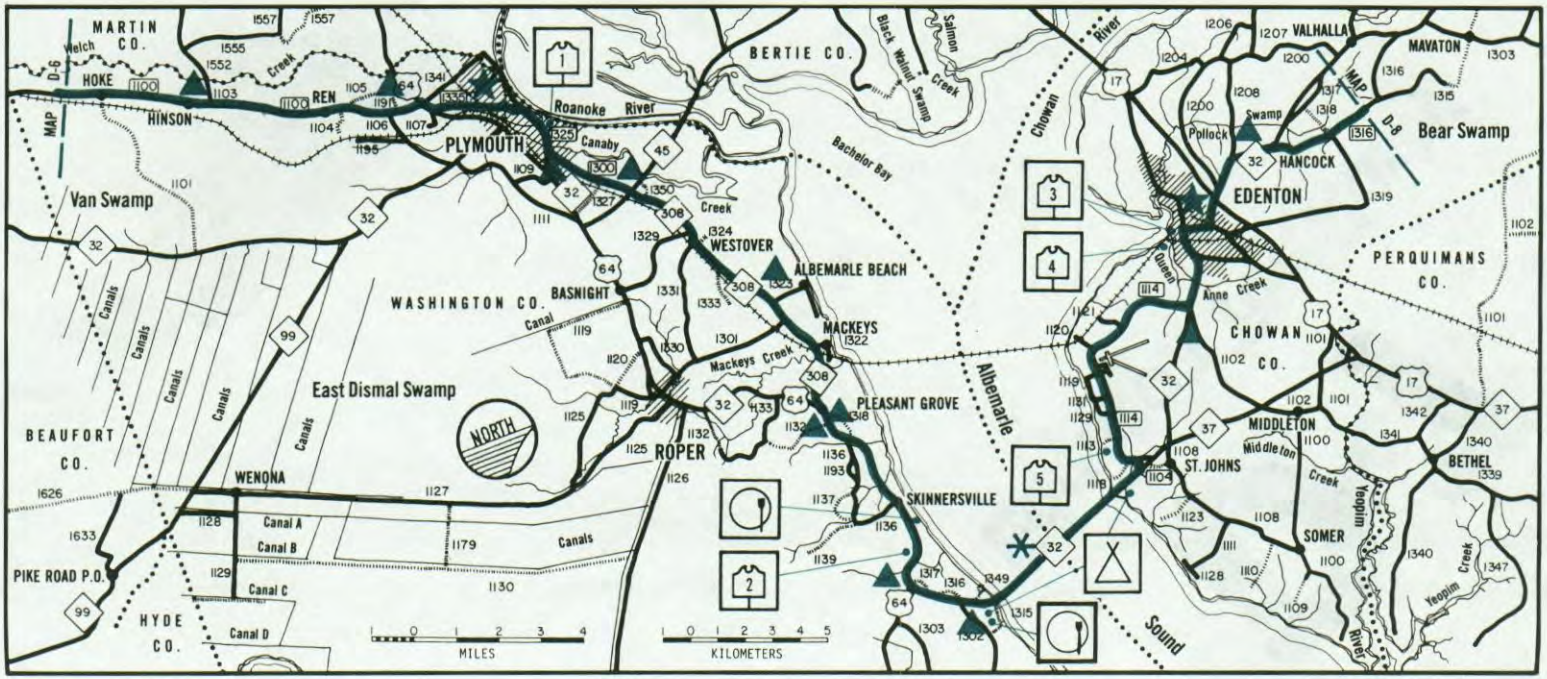
[3] Blackbeard; Knight of the Black Flag

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 a 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.

Pamlico River Ferry Schedule
Year-Round

Leave South Shore	Leave North Shore
12:30 am	5:30 am
6:15 am	7:00 am
8:30 am	9:15 am
10:00 am	11:00 am
12:00 noon	1:00 pm
2:00 pm	3:00 pm
4:45 pm	5:30 pm
6:15 pm	7:00 pm
8:00 pm	9:00 pm
10:00 pm	11:00 pm



Edenton Tea Party D-7

General Description

The terrain in this segment is very flat, as you travel through a low-lying, swampy area to the towm of Plymouth. From there you will travel through the farm and forest areas along the south side of the Albemarle Sound, then cross the sound via a long, narrow two-lane bridge. Once on the other side, you will travel through a lush farm area, once the site of great plantations, to Edenton, a colonial port of note. Leaving Edenton, you will ride through low-lying farmland for the remainder of the segment.

Approximately 47 miles/75 kilometers.

Hazardous Areas

The bridge over Albemarle Sound is a long, narrow, two-lane bridge with no shoulder or sidewalk, sometimes subject to cross-winds. Exercise extreme caution when using this bridge. 3.5 miles.

Roadway Condition

The roads are generally in good condition throughout this segment.

Services

Numerous country stores provide basic services. Full services are available in Plymouth and Edenton. Camping facilities are available at a privately owned campground on the north side of the Albemarle Sound Bridge. There are no bicycle shop in the area.

Points of Interest

[1] Latham House

This Greek Revival house was built about 1850 for Charles Latham, a locally prominent political figure. Listed on the National Register of Historic Places, this property is being restored by a local preseervation group for use by the community.

[2] Rehoboth Methodist Church

Rehoboth Church was built between 1850 and 1853. This Greek Revival temple-form building, which is listed on the National Register of Historic Places, continues to serve the Methodists of the area.

[3] Edenton History

As early as 1658, colonists began settling among the Algonkian tribes who lived along the Chowan River. The constant wave of immigration spurred the North Carolina General Assembly to enact legislation creating a town in the area in 1712. In 1722, the town was incorporated as the colonial capital of the state. "Ye town on Queen Anne's Creek" became known as Edenton, named in honor of Governor Charles Eden.

The town was a designated port of entry for cargo vessels entering and leaving the Roanoke and Chowan Rivers. Like most coastal villages, it was a sailor's town, with crews for a dozen ships always waiting to set sail, or just landed.

In the mid 1700's, the port prospered and many vessels laden with tar, turpentine and barrel staves cleared Edenton Bay for passage to New England, Great Britain and the West Indies.

During the Revolutionary period, Edenton served as a supply depot, and many local leaders became spokesmen for the patriot cause. In 1774, the women of the area, organized by Penelope Barker met and drew up a declaration that they would have no more tea from India until England revoked the tax. This event came to be known as the Edenton Tea Party and may have been the first time that women in the colonies had organized themselves for poltical action.

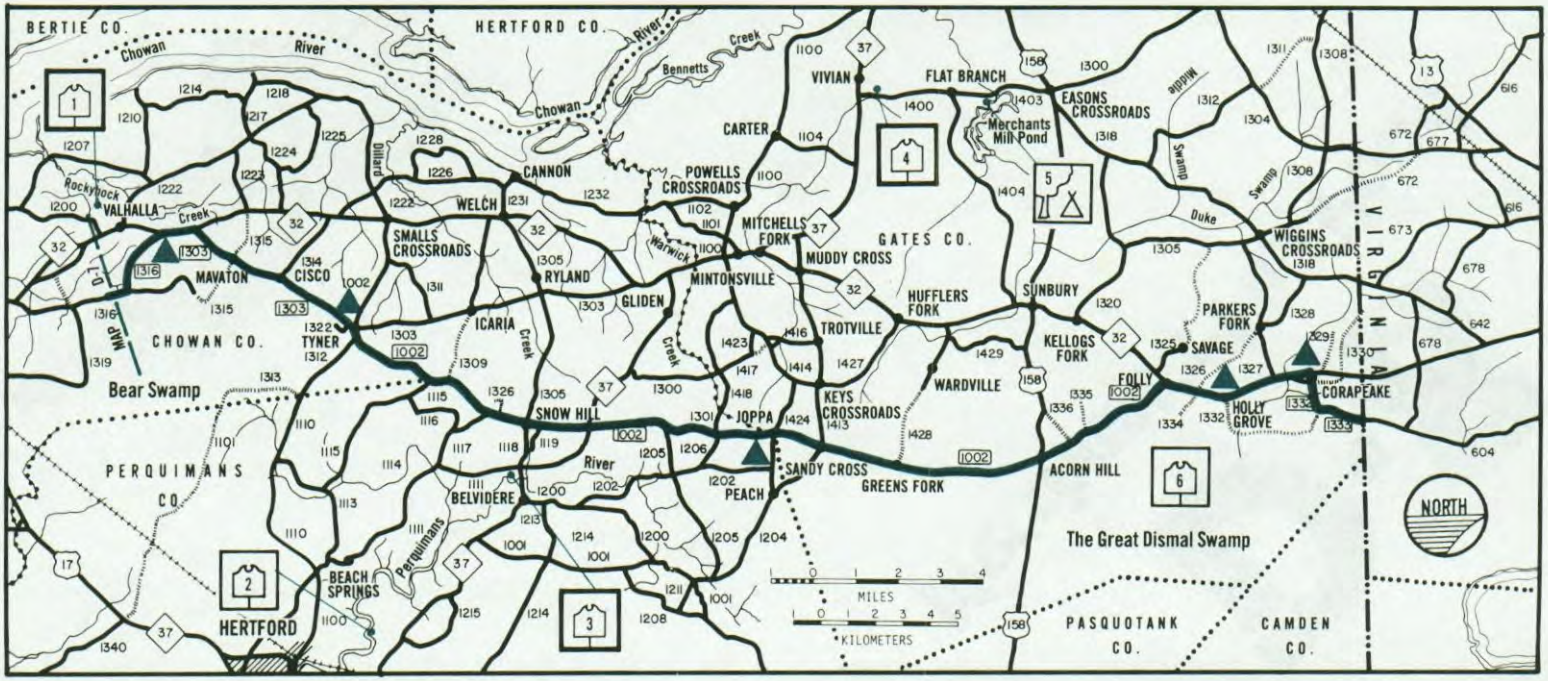
Today Edenton reflects much of the colonial charm of the past. Many well-preserved antebellum houses dot the waterfront and line the narrow lanes of the town. Most are listed on the National Register of Historic Places, and two, the Cupola House and the Chowan County Courthouse are National Historic Landmarks. The Barker House, which was constructed in 1782, serves as a visitor center and museum which is open to the public free of charge. It also serves as a point of orientation for tours of Edenton which are conducted Tuesday through Saturday between 10:00 am and 4:30 pm and on Sundays between 2:00 pm and 5:00 pm. A fee is charged.

[4] Hayes Plantation

Built about 1817 for James Johnston, son of Governor Samuel Johnston, this sophisticated plantation house combines the Federal and Greek Revival styles of architecture. A privately owned National Historic Landmark and listed on the National Register of Historic Places, this house is thought of by some to be the most beautiful example of domestic architecture in the state.

[5] Mulberry Hill

Mulberry Hill is a very early plantation, granted in 1684 to Colonel James Blount, in whose family it remained for four more generations. After Blount's death, the estate was divided among his three children. The handsome Federal style side-hall brick house overlooking Albemarle Sound was evidently built early in the nineteenth century for Clement Hall Blount, but the date is uncertain. This property is listed on the National Register of Historic Places.



Merchant's Mill Pond D-8

General Description

The terrain continues to be flat as you ride through a lightly populated area of lush farm and forest land. As you approach the Virginia border, you will begin to skirt the Great Dismal Swamp.

Approximately 31 miles/50 kilometers.

Hazardous Areas

There are no unusual hazards along this segment.

Roadway Condition

The roads are generally good, well-paved and well-maintained, although of a rough surface treatment.

Services

Well-spaced country stores provide needed services. Overnight camping facilities are available at Merchants Mill Pond State Park.

Points of Interest

[1] Shelton Plantation House

Shelton Plantation is a significant and well-preserved example of the Federal period temple-form dwelling. This privately-owned house is listed on the National Register of Historic Places.

[2] Samuel Nixon House

This house, built about 1790, is an important example of an eighteenth century gambrel roof dwelling. Its significance is enhanced by its connection with Samuel Nixon, a prominent merchant who operated a toll float bridge near his house. This property is listed on the National Register of Historic Places.

[3] Belvidere

Belvidere is a well-preserved Georgian style plantation house built around 1767. It was built for Thomas or Exum Newby, both prominent planters active in the local Friends (Quaker) Meeting, a denomination vital in the early development of the Albemarle. This house is listed on the National Register of Historic Places.

[4] Elmwood Plantation

Built about 1822, Elmwood is an excellent and well-preserved rural example of the Federal style of architecture. The picturesque gambrel roof kitchen is perhaps unique in the state. This property is listed on the National Register of Historic Places.

[5] Merchants Mill Pond State Park

Merchants Mill Pond was constructed in 1811 by a Gates County resident to serve as a source of water power for a grist mill to grind corn. A year later, that grist mill, along with a wheat mill and a sawmill, went into operation.

By 1900, the mill was the largest trade center in Gates County. A newly established country store enabled the local farmers to shop while their grains were ground into meal and flour. In 1908, the millhouse was in full operation with two gristmills. There was a sawmill in operation as well as a still which produced apple brandy. A bar in the rear of the store served the brandy.

The mill pond changed hands a number of times during the ensuing years until it was donated to the Division of Parks and Recreation in 1973. Although facilities at this site are linited, this swamp forest offers excellent opportunties for fishing, canoeing, backpacking and nature study. Rental canoes are available and overnight canoe trips for organized groups can be arranged by advance notice to the park superintendent.

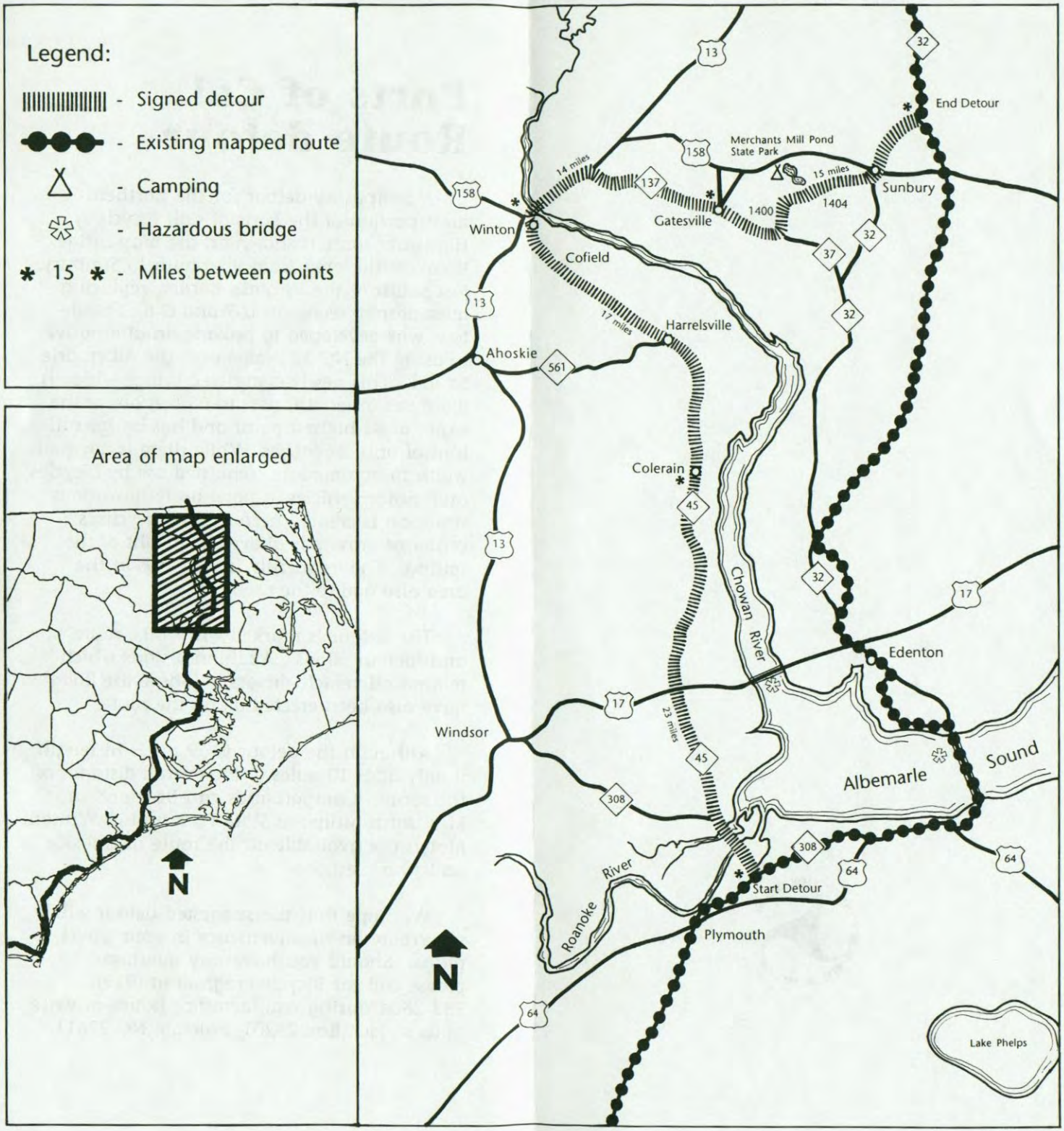
The pond itself covers approximately 900 acres and the park includes 1000 acres of woodland. Abundant wildlife includes deer, bobcat, beaver, otter, mink and many types of birds. Many waterfowl use the mill pond as a wintering area. The plants being the virgin cypress trees, some of which are more than 1000 years old.

[6] Great Dismal Swamp

Covering much of northeastern North Carolina and southeastern Virginia, the Dismal ¾Swamp is a vast wilderness of strange and beautiful sights. It is believed to have been formed more than 14,000 years ago during the last ice age.

In the late 1700's, various projects to drain the swamp were undertaken. One such project involved George Washington and his company, which was called "Adventurers for draining the great Dismal Swamp". One of the many channels dug by the company still bears the name "Washington's Ditch". After several setbacks, Washington divested himself of his interest in the company.

Digging of a navigable canal, funded by the governments of North Carolina and Virginia, was finally begun in 1793. It took three years to complete ten miles of the twentytwo mile canal and it was 1814 before anything but a flat barge could get through. One history of the swamp describes the great jubilation in Norfolk when a 20-ton ship with a cargo of bacon, brandy and other goods arrived from North Carolina.


Legend:
- Signed detour
- Existing mapped route
- Camping
- Hazardous bridge
* 15 * - Miles between points
Area of map enlarged
N
N
Start Detour
End Detour
Merchants Mill Pond State Park
Winton
Cofield
Harrelsville
Ahoskie
Colerain
Gatesville
Sunbury
Edenton
Windsor
Albemarle Sound
Chowan River
Roanoke River
Plymouth
Lake Phelps
14 miles
17 miles
23 miles
15 miles
1400
1404
13
158
137
561
45
32
37
17
308
64

Ports of Call Route detour

A temporary detour for the northernmost portion of the Ports of Call Bicycling Highways route is shown on the map inside. It covers the area from Plymouth to Sunbury, just south of the Virginia Border, replacing most of map segments D-7 and D-8. This detour was developed to provide an alternative to using the NC 32 bridge over the Albemarle Sound. This newly-completed bridge which is 3.5 miles in length, rises to 65 feet above the water at its highest point and has bridge railings of only 27 inches. While there is adequate width to accomodate combined use by bicycles and motor vehicles, a potentially hazardous situation is created because the bicyclist's center of gravity is above the height of the railing. The frequently high winds in the area also add to the problem.

The detour is marked with "bike route" and "detour" signs. Additional signs which remind all vehicle drivers to "Share the Road" have also been erected along the route.

Although the detour is 69 miles in length, it only adds 10 miles to the overall distance of the route. Campgrounds can be found at Merchants Millpond State Park and in Winton. Motels are available off the route in Ahoskie and Murfreesboro.

We hope that the suggested detour will not create an inconvenience in your travel plans. Should you have any questions, please call the Bicycle Program at (919) 733-2804 during regular office hours, or write to us at P.O. Box 25201, Raleigh, NC 27611.