



Shaw House Sketches

NEWS

Chicken and Waffles and Heritage Day Postponed

The Board has decided that it's best to postpone the ever-popular annual Chicken and Waffles Luncheon, again. The event wouldn't be the same if it was held outside, and the weather in March is very unpredictable. We've decided that it's best to wait a bit longer for the impact of the virus to balance out and settle down before attempting to reconnect in person, especially since our historical cabins are tight spaces. Thank you in advance for all your support through these couple of years regardless of having to cancel such events. We look forward to reconnecting with you all very soon.

In similar fashion, John Jackson informed the Board that Heritage Day in April, for the Bryant House, has also been canceled.

The Shaw House Roof Project

The cedar shingle roof over the kitchen area was in need of replacement. Two generous donations were received to help pay for the work. Thank you!

Clean up of the Old Scottish Burying Ground

Four groups were finally able to come together on Saturday, February 12th, after two postponements, for the Clean-Up Day at the Old Scottish Burying Ground. The weather was ideal for the Friends of the Bryant House, Moore County Historical Association Board members, the Moore County Scotch Riflemen, and the Bonnie Blue Chapter of the Order of the Confederate Rose to gather with blowers, chainsaws, rakes, nabber grabbers and bins to start the methodical work of cleaning up the cemetery. There is still more work to be done and plans are being set to schedule another work day to finish the job and fell some of the standing dead oaks. We want to complete the clean up before the heat/humidity and bugs get too bothersome. The crew ended the work day with some delicious hot dogs, cooked on site by the Scotch Riflemen. Thank you to all who helped and we look forward to the next work day.

Janet Fullenwider Cunningham

Janet F. Cunningham, a longtime member and supporter of



the Moore County Historical Association, passed away unexpectedly on January 20, 2022, at the age of 73. Janet, a lifelong native of Southern Pines, was born on January 18, 1949, to William and Edith Fullenwider. She graduated as salutatorian from Southern Pines High School in 1966, and Phi Beta Kappa from UNC Chapel Hill. During her busy lifetime, she also served as administrator of the Moore County Historical Association, and as an assistant with the Artists' League of the Sandhills.

Janet was an accomplished basket maker, equestrian and dog lover. She loved all things historic, and was the major contributor to the new Tobacco Barn Museum at the Shaw House property in Southern Pines. The museum opened in the spring of 2021, but has yet to be highlighted for the community due to the pandemic. It now will serve as a testament to her enthusiasm for history.



Docents in Training

A small contingent of docents have been at post at the Shaw House on Thursday and Friday afternoons from 1-4 p.m. for both scheduled and walk-in tours. Tours were started several weeks ago when Covid-19 restrictions were loosened by the state government.

It was decided at a recent Board meeting to extend the regular tour days to also include Saturdays from 1-4 p.m. All members of the Board who are not yet docents at the Shaw House property will be trained as docents. Beverly Offutt and Carley Sutton have taken on this task. The MCHA will then have a large enough pool of docents so that each Board member would be responsible for one Saturday in every three month period.

Junior History Club

Board member Carley Sutton proposed the formation of a Junior History Club at the February Board Meeting. Since there has been a dramatic increase in school-aged children in Moore County, the Board agreed that a club geared to the 6-14 year-old student was a great idea. An interest meeting was set up, and Carley now has eleven students who signed-up. The group plans to meet once a month at



Welcome New Member!

Ms. Crystal Cunningham

Mr. John Presley

Contributions Donations

Mrs. Janet Dickinson

Mr. and Mrs. Michael Fields

Mr. and Mrs. Nelson Ford

Mr. and Mrs. Stuart Fulghum

Mrs. Elizabeth Griffin

Mr. George Hoffman

Ms. Alison Ives

Mr. Bruce Morgan

Mr. Ray Owen

Ms. Sarah Ross

Mrs. Carolyn Vaughn

Mr. Alex Webb

Mr and Mrs. Ben Wheaton



Jim Jones giving a tour of the Tobacco Barn. Pictured is Ronda Bain who runs the Tobacco Museum in South Carolina.



What happens when there is no heat or cooling in the Shaw House second floor? Well, one opens up the attic to find squirrels have eaten through the ductwork. Special thanks to Wayne Almas who created entrances for the HVAC folks to help fix the problem.



Carley Sutton filming for the QR Codes.



Scan one of the QR codes with your Smartphone or iPad.

various historical places. This is a wonderful way to instill a sense of history into our children. Please pass the word onto your family and friends.

Mapping Moore County's Key Historical Locations with QR Codes

We have a new project that has hit the ground running. Simply put, we are cataloging Moore County's key locations of historical significance with technological accessibility using "quick response" codes, QR codes. These are barcodes that when viewed through your Smartphone's camera application (app), directs you to a link on the web. In our case, they are connected to videos that we've produced and housed on our website. The videos highlight the history of each key place. We're starting with the most obvious: The Shaw House, Garner Cabin, Sanders Cabin, and the Bryant House, but the possibilities are endless.

The objective of the project is to create an outreach-model to engage more citizens and visitors in the historical context of our county. High traffic areas in Southern Pines, Aberdeen, and Pinehurst are the priority. Each building or spot will have the QR code visible and scan-able at that location, where people can immediately satiate their curiosity and learn about the history. You must use your phone's data to access the internet away from your home Wi-Fi, of course. That's the one caveat for accessibility, it is available to those have a Smartphone and have reliable connection to their cellular networks.

The core team on the project is Steady Meares, Dorothy Shankle, Carley Sutton, Sue Pockmire, and Dale Moegling. The work has many steps as they compose the script for the info-films, the setting which arranges the lighting and actors, and the editing. Generating the QR code is the easiest step. Our goal is to have twenty-five videos up and running for twenty-five different locations by the end of the year! We have solicited support from each town and other organizations, and this work is ongoing. Town Managers are very positive about the

idea and it is bringing a lot of people together, all for the preservation of our areas' historical significance. When folks are out and about, scanning the codes enables them to have an independent tour of the historical sites of our county, skipping the need for paper maps, or the locations to actually be opened.

If you'd like to give this QR code a try – open your phone's camera app, hold the phone over one of the codes on the previous page and let the camera self-focus. You do not have to take a photo of it – let the phone do all the work. Your camera will recognize the QR code and offer up the link on which to click (your phone must have internet access before scanning the code). You will be redirected to the video.

Our premiere videos for the Historical Association's properties feature Carley Sutton, directed and edited by our very own "Steven Spielberg" - Dale Moegling.

2021 – 2022

Directors

Carla Butler

Trent Carter

Kate Curtin

Matt Farina

Robert Ferro

Jan Fowler

Angela Gaskell

John Jackson

Grace Jones

Dorothy Kicklighter

Steady Meares

Dale Moegling

Scott Samuel

Gene Schoenfelder

Dorothy Shankle

Hugh Shepard

Carley Sutton

NON PROFIT ORG.
U.S. Postage
PAID
Permit No. 56
So. Pines, NC 28388

MOORE COUNTY
HISTORICAL
ASSOCIATION
PO Box 324
Southern Pines, NC 28388

THE STORY OF HORSESHOES IN THE U.S.



A Slice of History

For want of a nail, the shoe was lost; For want of the shoe, the horse was lost; For want of the horse, the rider was lost; For want of the rider, the message was lost; For want of the message, the battle was lost; For want of the battle, the kingdom was lost, And all for the want of a horseshoe nail.

Most of us are familiar with that little rhyme. It points out the importance of the small, insignificant things we usually take for granted. Today, we worry about tires and the price of gas for our cars. Horseshoes and horseshoe nails never cross our minds - unless we happen to own a horse. In the first half of the 19th century, however, as more and more horses and mules were used for farming and transportation, horseshoes (and horseshoe nails) were on a lot of people's minds.

Prior to the 1830s, horseshoes were handmade by the local blacksmith. He heated a bar of iron and hammered it, bending it around the horn of his anvil. He hammered out the calks, then grooved and punched the nail holes - all by hand. He could make four horseshoes in about an hour. This slow and laborious process presented a challenge to an inventive Scottish immigrant in Troy, NY.

Henry Burden was born April 22, 1791, on a small farm near Dunblane on the River Forth in Scotland. The boy was a natural mechanic who tinkered with and repaired his father's and the neighbor's farm machinery. He studied in the evenings under a local scholar and then went to Edinburgh where he continued his studies in math, drawing and engineering. Hearing glowing stories of the opportunities in the colonies, Henry sailed for America in 1819 and soon found himself working at a machine shop in Albany, NY. Three years later, the Troy Iron & Nail Factory across the Hudson River from Albany hired Henry as superintendent.

Henry accepted a contract which encouraged him to put his active mind to work for the benefit of both the company and himself. "If you create anything of value," the owner told Henry, "We'll pay to manufacture but all profits go to the company. However, if the product has legs in the market...we'll start giving you shares of these profits to buy shares of the company. If...successful you'll eventually be able to buy us all out and run the company yourself.

He invented a machine to mass produce spikes. When the fledgling B&O Railroad began to lay flat iron rails westward from Baltimore in 1830, he designed and patented in 1834 a machine to make countersunk rail spikes for the rails. When visiting England in 1835, he learned that flat rails would likely be replaced by H-shaped rails. Henry then modified his machine to make the hook-headed railroad spikes necessary for the new rails. In 1840 he was granted a patent for the machine that made them.

Henry apparently had long thought about a machine to make horseshoes. In 1835, he patented such a device. He continued to improve the machine, which took a red-hot iron bar and cut off a correct length before a series of dies pressed the bar into shape, thinning the inner edge and pinching and thickening the heels, while forming the grooves and punching the nail holes. Burden bought the Troy Iron & Nail Factory in 1848, and began to manufacture horseshoes at his shop, which was capable of turning out 60 finished horseshoes every minute.



Burden built an immense overshot water wheel in 1851 to power his factory, which had previously been run by five smaller wheels that proved inadequate. The overshot wheel was 60 feet in diameter, 22 feet wide, and contained 36 buckets, each over six feet in depth. Constructed of iron, except for the wooden outer rim and buckets, the wheel had a total of 264 2-inch-thick iron spokes in tension, similar to a bicycle wheel. The wheel produced 1,200 horse-power. The wheel turned counterclockwise at two revolutions per minute and transmitted its power through a series of gears to increase speed. It drove a shaft one foot in diameter that ran on the ground through the mill. Power to individual machines, such as rollers, rotary presses, furnace blowers, and horseshoe-, rivet- and punching- machines, was provided by leather belting.

It was left upright and intact after the dismantling of the water-powered plant in 1899 as a memorial to Burden's ingenuity, and remained standing until 1914, when it collapsed onto its side. It was blown up for scrap value in 1932.

George Washington Ferris was a student at the Rensselaer Polytechnic Institute in Troy and reportedly visited the Burden factory. Some believe Ferris got his idea for the Ferris wheel, which he invented in 1893, from Henry's water wheel.

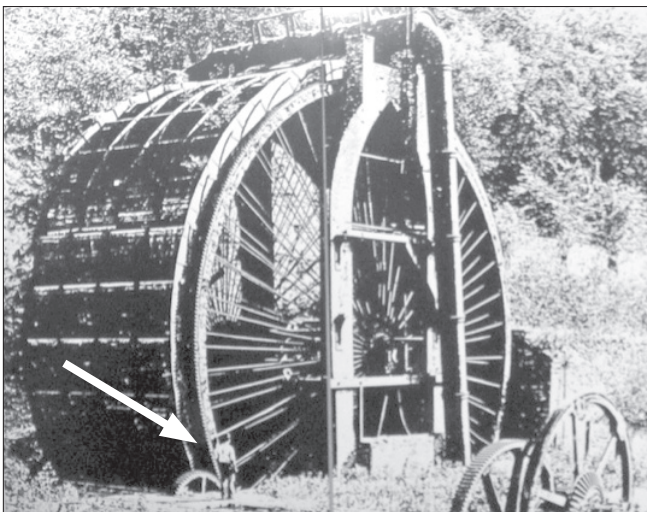
At the start of the Civil War, Henry Burden & Sons was in a position to supply Union Armies with millions of horseshoes. It has been written that, without Henry Burden & Sons, the Northern Armies would have been unable to mount the several large-scale invasions of the South that eventually resulted in a Union victory.

Nineteenth century armies were highly mobile. Although the infantry still mostly traveled on their own legs, thousands and thousands of horses and mules were required by armies of both sides. These animals carried the vital cavalry and scouts as well as most of the field grade and general officers. The essential field guns of the artillery were moved by horse power. Then there were the thousands of wagons that carried the food, tents, forage, ammunition and all other supplies needed by a military force in the field. Likewise, the medical corps was equipped with ambulances and medical wagons pulled by horses.

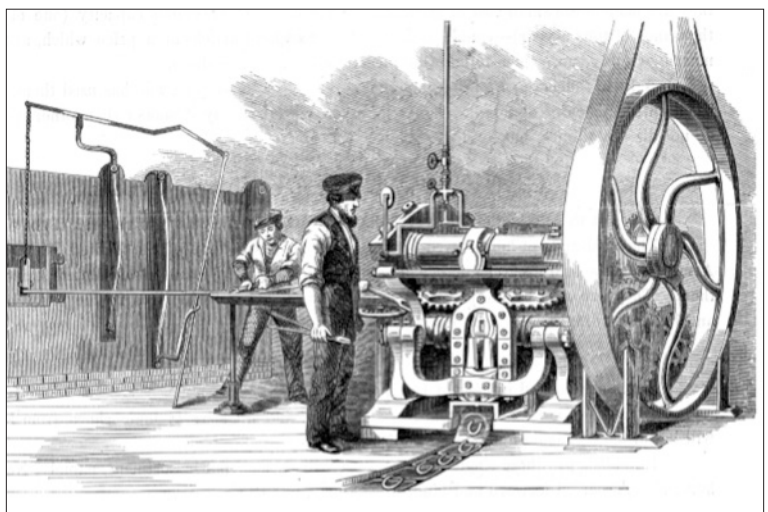
More than 90 percent of the horseshoes used by Union forces in the Civil War were made within a half mile of the current Burden Iron Works Museum in Troy, the former headquarters of the multi-million dollar local industry. The two Burden factories in Troy produced 51 million horseshoes per year. The horseshoe business employed 1,400 people since, despite the use of machines, it was still a labor intensive process. Iron came down the Champlain Canal from the Adirondack Mountain deposits and coal came in from Pennsylvania along the Delaware and Hudson canal to the riverside and trackside business in Troy's south end.

Wartime demand for the Burden shoe peaked in 1864, with revenues from the sale of horseshoes and nails alone reaching nearly \$1.5 million or \$23 million today. Over the next twenty years, company revenues from the sale of horseshoes waxed and waned, peaking in 1872 and again in 1882.

Henry Burden passed away at his home in Troy on January 19, 1871. After his death, his descendants ran the firm until 1940, when it was sold to Republic Steel. The plant was shut down in 1968, but the fancy office building is still in use as headquarters of the Hudson-Mohawk Industrial Gateway.



The Burden water-wheel. Note the size of the man at the bottom of the picture. Water to turn the wheel was brought via an underground man-made aqueduct from a series of lakes. The buckets on the wheel were filled from the pipe above the wheel.



Note the large fly-wheel driven by a belt which is powered by the Burden water-wheel.