



Figure 2. 1775 Mouzon Map depicting anchorage area within Bogue Inlet.

scale (Louis Berger Group 2002:8). Due to the lack of adequate roads, the principal arteries of trade for the area were Bogue and Bear Inlets; with New River Inlet playing a subordinate role (Angley 1984:1).

Early maps of North Carolina show that the position of Bogue Inlet remained relatively constant throughout the Colonial period. The Moseley Map of 1733 listed Bogue Inlet as one of several inlets suitable for navigation by small sloops but warned of shifting shoals. The Wimble map of 1738 showed a prominent anchorage point just outside Bogue Inlet, probably indicating that lighters were used to transport the goods from larger ships to shore. A similar anchorage appears on the Mouzon Map of 1775 (Figure 2; Angley 1984:2).

Swansboro, formerly known as Bogue, Week's Point, The Wharf and New Town, was officially designated on 6 May 1783, by the North Carolina General Assembly. The enactment stated that "the said village of New Town shall and is hereby into a town by the name of Swansborough" (Brown 1960:1, 346-347; Littleton 1983a:1; Sharpe 1954:2) In 1877, the village was incorporated with the present spelling, Swansboro.

During the American Revolution, a warehouse was established at the mouth of the White Oak River to supply Continental forces. Beef and pork were salted there. A British blockade of the coast greatly reduced the importation of salt, making that product critically important. Therefore, several salt works were established in the Swansboro area to produce salt from sea water. Jeremiah Hote operated a works on Deer Island during these years. Throughout the war, vessels from the port of Swansboro engaged in privateering and a military company from the town patrolled the neighboring coast.