HISTORICAL AND ARCHITECTURAL SURVEY
CHARLESTON COUNTY, SOUTH CAROLINA

PRESERVATION CONSULTANTS, INC.

AUGUST 1992

CHARLESTON COUNTY HISTORICAL AND ARCHITECTURAL SURVEY

SURVEY REPORT

Project Manager: Sarah Fick
Principal Field Surveyors: Sarah Fick, Suzanne S. Scott
Associate Surveyor, Phase One: Kathleen G. Howard
Historical Researcher: Robert P. Stockton
Evaluations: John Laurens, Robert P. Stockton
Project Assistant, Phase Two: Aaron R. Dias

Additional Research Assistance: Kathleen G. Howard
                                        Katherine Richardson, Heritage
                                        Preservation Associates

Preservation Society Interns: LoriAnn Leuci
                                        Summer Rutherford
                                        W. Kenneth Swing

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The Charleston County Historical Survey was carried out for the Charleston County Council and a public-private partnership created by the Council and the Charleston County Planning Department. Funding was provided through a matching grant by the State Historic Preservation Office (SHPO), combined with funding from Charleston County Council and the Historic Charleston Foundation as well as the City of Charleston, and the municipalities of Ravenel, Seabrook Island, and Kiawah Island. The Preservation Society of Charleston donated technical assistance through its student internship program.

Charleston County Council initiated this project in response to concerns voiced by citizens for the preservation of significant historic sites. Although Charleston County's rich historical legacy is widely acknowledged, the historical associations and importance of particular properties is not always easy to interpret. Identification and protection of historic resources is a common goal of citizens' land-use study committees, historic preservation organizations, and community groups, as increasing development puts undocumented historic sites and properties at risk. The survey is intended to be used by the general public as well as by professionals and volunteers involved in local land use planning, tourism and educational projects that promote public appreciation for Charleston County's irreplaceable cultural resources.

The project is part of the Statewide Survey of Historic Places, a program of the State Historic Preservation Office. The Statewide Survey identifies cultural resources that are eligible for the National Register of Historic Places, and provides information needed by the SHPO as it reviews the impact of federally-licensed or approved projects on properties that are eligible for or listed in the Register. The permitting process of such agencies as South Carolina Coastal Council and United States Department of Transportation relies upon this SHPO review, although protection through local planning and zoning is not provided by National Register status. There are also some federal and state matching grants available to sites listed on the National Register of Historic Places. Information about the National Register program is available from the SHPO.

Consolidation of previous surveys in the county was a project goal of both Charleston County Council and the SHPO. There are properties in the county that have been listed in the National Register since it was created by federal legislation in 1966. Systematic surveys of historic places have been carried out in parts of Charleston County for the SHPO since 1973, and individual buildings, sites, and districts have been included in earlier inventories. In 1973 the Berkeley-Charleston-Dorchester Council of Governments and the SHPO collaborated on a preliminary countywide survey, after which the Rockville Historic District and McClellanville Historic District were listed in the National Register of Historic Places. In 1983 the SHPO surveyed known sites for the Thematic Resources of Edisto Island National Register nomination. These earlier project areas were included in the present inventory in order to provide current information in the format of the Statewide Survey. The project also provides compiled information for portions of Christ Church Parish, where 1988 survey boundaries overlapped the boundaries of municipal Mount Pleasant and unincorporated Charleston County.

Because an archaeological inventory of Charleston County was being carried out simultaneously by the South Carolina Institute of Archaeology and Anthropology, archaeological resources are not included in this inventory. The historical narrative that is part of this report incorporates findings

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from the archaeological inventory project report. Also, Lori Ann Leuci, Preservation Society intern, wrote a separate report abstracted from two archaeological studies related to the VanderHorst family of Kiawah Island and Christ Church Parish.

METHOD OF SURVEY

The Charleston County Historical Survey is one component of a larger preservation process. Other components are the important public-private partnership established by Charleston County Council, and the archaeological inventory conducted by the South Carolina Institute of Archaeology and Anthropology.

The Historical and Architectural Survey was carried out in two phases. Phase One included field work on Edisto Island, Wadmalaw Island, and along the Highway 61 Corridor, as well as a preliminary historical overview and project report. Phase Two covered the remaining areas of the survey area and project completion. Phase Two was essentially completed between September 1991 and August 1992.

I. Project Scoping: The Public-Private Partnership

In addition to its immediate project goals of acquiring survey records and a typology of rural historic resources, Charleston County Council sought through this survey to increase public awareness of preservation issues and support for public preservation efforts. County officials had expressed an interest in achieving status as a Certified Local Government through the SHPO during the initiation of the grant for this survey project. The grant was received by the County in April 1990. The total project budget was funded over two years by the SHPO with matching funds from Charleston County Council, the Historic Charleston Foundation, the City of Charleston, and the municipalities of Ravenel, Seabrook Island and Kiawah Island; technical assistance by the Preservation Society of Charleston is part of the local match. The total project budget includes the archaeological inventory and interpretive report by the South Carolina Institute of Archaeology and Anthropology, University of South Carolina (SCIAA).

In order to raise public awareness and foster public support of preservation, project sponsors and state officials decided that a successful project would depend upon broad-based community participation throughout the process. Wide-ranging public involvement would insure that the fullest possible range of community historic preservation issues were discussed, and would gain the assistance of citizens in identifying local resources. Ultimately, it was hoped the project would help in reaching a local public consensus as to how best to protect historic resources.

The project Steering Committee was made up of preservationists and educators representing sponsor organizations and municipalities - Historic Charleston Foundation, Preservation Society of Charleston, City of Charleston, Ravenel, Kiawah Island and Seabrook Island; as well as representatives of the National Trust for Historic Preservation, Edisto Island Historical Society, The Lowcountry Open Land Trust, Avery Research Center of the College of Charleston, the Town of McClellanville, and the Awendaw and Wadmalaw Island citizens' Land Use Commissions.

Three major points of emphasis emerged as the Steering Committee and SHPO designed the project's scope. First was the need for the historical narrative to tie historic contexts to specific field observations. Second, it was deemed essential that the archaeological survey undertaken by the South

Carolina Institute of Archaeology and Anthropology (SCIAA) be coordinated with the historical survey. Finally, the importance of public meetings throughout the survey area was defined as an integral part of the survey project itself. The format for these meetings was outlined at this stage. Local speakers suitable to the constituency at each meeting would present the project, providing an appropriate introduction of the consultant and project sponsors to the various communities. Strong publicity efforts would aid in large turnout, to ensure the best opportunity to address local preservation issues, disseminate basic preservation information, and gauge support of County preservation efforts. Tangible benefits, including the protection of heritage and economic incentives, would be stressed to the public.

In its final role, the Steering Committee will assist in conducting final meetings across Charleston County. These meetings, to be scheduled after project completion, will provide the opportunity to discuss project findings, local historic resources, and recommendations for future preservation activities.

II. Archaeological Inventory

The Charleston County Historical Survey is one of the projects funded by the grant to Charleston County from the SHPO. The other component of the grant is an archaeological data base and interpretive report for the County Planning Department. The two consultant firms, SCIAA and Preservation Consultants, carried out sample fieldwork together in order to develop the cooperative procedures.

Linda France Stine and Steven D. Smith analyzed the files at the South Carolina Institute of Archaeology and Anthropology, University of South Carolina, developing a compiled inventory of recorded archaeological sites. Federal, state and local agencies are required to consider archaeological resources in their planning. As Dr. Stine pointed out in her report, there is hardly an area of Charleston County that has not been impacted by human use or occupation in the prehistoric or historic period. County planners are therefore faced with an enormous task in protecting archaeological resources in areas proposed for development. The interpretive report provided by SCIAA will be an aid toward consistent planning decisions.

Archaeological sites are valuable for the historical record they contain. Unfortunately, they are at risk of vandalism or looting by people who want to possess artifacts. Unauthorized digging is not only trespassing; it is also destruction of irreplaceable resources. For this reason, the locations of archaeological sites, and the themes for which they are significant, potential indicators of artifacts, are not publicly accessible documents.

III. Historical and Architectural Inventory: Products and Method of Survey

The products of Charleston County Historical Survey are Survey Site Cards, Photographs, Slides, and Maps annotated to show Survey Sites; and this Project Report, which summarizes the results of the project and includes Historical Narrative, Bibliography, and Evaluation of Survey Data with Typology Section. The evaluation includes a list of the properties that have been determined by the SHPO to be eligible for the National Register of Historic Places. Survey products are provided in duplicate to Charleston County Council through the Planning Department and to the SHPO.

A. During the intensive-level field survey, we used USGS Topographic maps and Charleston County road maps to drive every road in the survey area. Each

property that was eligible for survey (survey-eligible properties are defined as above-ground cultural resources that were constructed before 1942 and retain their integrity; those constructed after 1941 that are significant for design or historical associations; natural landscape features with cultural associations; and significant man-made landscape features) was assigned a site number and a Survey Site Card filled out. In both incorporated and unincorporated areas, the card includes street address and Tax Map parcel number. The site number was entered on USGS Topographic maps. For every accessible property, at least one black-and-white photograph was taken. General historical and thematic information was added to individual cards as appropriate. For many properties, a sketch site plan or map showing the general area was included, and the photograph affixed to the card.

Color slides were taken of properties that are listed in or eligible for the National Register, and of other properties that are significant or interesting for their historical associations and present appearance, or that are typical of the range of resources surveyed.

B.   The historical narrative provides an overview of the historical development of the survey area and interprets the circumstances under which Charleston County's built environment was developed. The history is organized chronologically and thematically, with each section including examples of related sites. The project began with a review of available written materials, or secondary sources: previous survey and National Register documents, archaeological reports, published books, and articles in journals and periodicals. Robert P. Stockton managed thematic and topical research into architectural history, government, and transportation. As additional information became available through the field survey, it was incorporated into the historic narrative.

The second phase of the historical research was site-directed. The project sponsors had identified topics such as freedmen's communities, transportation, agriculture and fishing that have not been consistently documented, or were poorly understood. As sites were located that relate to these themes, it was possible to do more intensive research, for example, study of religious history was undertaken after field work determined the denominational affiliations relevant to the survey area. For the rise of black land ownership, deeds and plats at the Charleston County Register of Mesne Conveyance were consulted. Kenn Swing, Preservation Society intern, provided research assistance with this phase.

Copies of unpublished local, church and family histories were provided by residents and property owners whom we met during field work and at public meetings. These documents are invaluable in areas that have been neglected by previous historians. Our policy with these papers, whether they are handwritten or typed, has been to ask permission to cite them, and to copy them for future use. In nearly every instance, permission has been granted, and copies have been deposited with the South Carolina Historical Society.

C.   Consolidation of previous surveys was handled according to the nature of each project. Sullivan's Island and the Mount Pleasant Historic District have both been documented fully for the Statewide Survey. The area included in each of those surveys is fully under the jurisdiction of the respective municipality. Findings from those projects were incorporated into the narrative history, but the inventories were not re-mapped or renumbered. Those reports and site cards are filed at the respective Town Planning Departments, and with the State Historic Preservation Office.

James Island and Johns Island have been inventoried for the Statewide Survey, with joint local sponsorship by the City of Charleston and Charleston County. As with Sullivan's Island and the Mount Pleasant Historic District, survey findings were incorporated into the historical overview as appropriate, but the inventories were not re-mapped or renumbered. The islands are geographically distinct entities, but municipal portions of each are under the jurisdiction of the City of Charleston, and unincorporated areas under the jurisdiction of Charleston County. For that reason, the survey report and site cards from the James Island and Johns Island Historic Survey are filed with both City and County, as well as the SHPO.

Most of the peninsular City of Charleston has been included in the Statewide Survey. Because of the integral connections between the City and County, the context of the historical overview contains many references to historical events and developments in the city. Survey reports and site cards for properties in the City of Charleston are filed with the Planning and Zoning Department's Preservation Office, and with the SHPO.

Portions of Christ Church Parish were included in the Statewide Survey in 1988, with local sponsorship by the Town of Mount Pleasant. Boundaries of that project overlap the boundaries of municipal Mount Pleasant and unincorporated Charleston County. As with the other projects cited above, findings from that project were incorporated into the historical overview. In addition, the USGS Topographic Maps submitted with the Charleston County Historical Survey indicate the boundaries of the 1988 project. Information about properties within those boundaries will be provided to Charleston County in the form of the "Town of Mount Pleasant Cultural Resource Survey, 1988" Final Survey Report, which includes copies of maps showing each site and copies of all the site cards, with Tax Map parcel number. The original site cards are filed with the Town of Mount Pleasant Planning Department and SHPO.

Finally, the Village of Rockville National Register Historic District and McClellanville National Register Historic District, and individual National Register-listed sites in the project area were resurveyed, numbered and mapped as part of this project, to provide information in a format consistent with the Statewide Survey. Site cards reference the previous National Register listings.

D.   The Reconnaissance Survey for the developed St. Andrews area was carried out as a research project using current Charleston County Tax Maps. Archival research is usually required for suburban survey projects, because the dates of residences that were built between about 1930 and 1950 can be difficult to determine visually. The Reconnaissance provides information about the location of properties that are likely to be eligible for the Statewide Survey; specifically, those that were constructed before 1942. This information is provided as a preliminary step to a more comprehensive inventory, which would involve field work and further research into property and community history. Twentieth century subdivisions emphasized streetscapes and public spaces, so a complete inventory in the developed areas West of the Ashley will also include a landscape component.

The earliest available plat of each subdivision was obtained at the Charleston County RMC Office. The property lines on these plats are generally consistent with current parcels. Each plat is annotated as to the date of survey, the period when most of the buildings were constructed, and the Charleston County Tax Map that includes the area.

E.   The Preservation Society of Charleston supported the Charleston County Historical Survey through its internship program.   Three separate intern projects were developed and carried out during the course of Phase One and Phase Two.   Kenn Swing worked primarily as a researcher, using the map files of the South Carolina Historical Society, Charleston Library Society, Charleston County Public Library, and the deeds and plats filed with the Charleston County Register of Mesne Conveyance.   Through comparisons of historic maps of the county, and the current USGS Topographic Maps, he provided information about transportation routes and land use.   Deed research focussed on individual property histories and ownership patterns, especially during the years between the Civil War and World War One.   His findings helped the field surveyors to understand important facets of land use, and were incorporated into the property histories on Phase One survey site cards.

LoriAnn Leuci concentrated on Kiawah Island.   Using information made available by Chicora Foundation and SouthArc, Inc., and with the assistance of the Town of Kiawah Island and Kiawah Resort Associates, she wrote a summary report "Kiawah Island: The First Three Hundred Years" for the Preservation Society. Her research was incorporated into the overview historical narrative that is included with this report.

Summer Rutherford worked with the Edisto Island Historical Society, the Edisto Island Community Association and the Land Use Study Committee to clarify the preservation values held by the Edisto Island community.   Her goal was to identify issues, define the planning process as it affects historic resources, and outline appropriate options for maintaining the historic character of Edisto Island.   This project took place after completion of Phase One, and used the survey products for Edisto Island as a basis for discussing preservation values in the community.   Ms. Rutherford's report, "Working on 'Edisto Time': Preservation and Community Values, a Study of Edisto Island, South Carolina" is an excellent model for students, preservation professionals, and citizens who are interested in using the Statewide Inventory of Historic Places as part of a community-based planning process.

III.   Public Meetings

Public meetings are important to the survey process.   Officially, they inform the residents of an area about the project and its sponsors.   The presentations are intended to help build public awareness and appreciation for the diversity of sites that are considered historically significant.   The fact of being included in a study of historic properties can enhance the value of a site in the eyes of its owners and neighbors, especially when they accept the criteria used for determining what is "historic."

Public meetings can help local groups begin discussions of how they can protect historic sites and educate themselves about their own history.   They introduce citizens to resource agencies and organizations, and explain the efforts those groups are making to build the preservation constituency. Finally, for the consultant, the public meeting is a way to meet the people in an area who are most interested in their local history.   On a "sign up sheet" attendees supply their names and telephone numbers and sometimes the sites or subjects about which they are well-informed.   These are the people who will help with inaccessible sites, with introductions to knowledgeable older residents, and with church histories.

The sponsoring organizations and Steering Committee of the Charleston County Survey took the public meetings component of the project very seriously. Their efforts resulted in a series of meetings that were some of the most

successful that we have been involved with. The interactive meeting format involved community leaders, County and State officials, and the consultant team. The project was introduced by a local citizen committed to historic preservation as part of the quality of life. County staff explained Council's intent in sponsoring the survey: to respond to the local groups whose concern for the loss of historic resources was expressed in a series of land use plans, adopted by Council, that called for an inventory of historic sites; and to respond to the fact that general knowledge of historic sites in Charleston County has been incomplete.

The consultant's role in these public meetings is to explain the manner in which the project is being carried out, and, using slides, to begin a discussion of the broad range of cultural resources that are significant to local history. Some explanation of various preservation programs is appropriate, but this was usually left to the question-and-answer session.

The geographically, socially and economically diverse communities in which we met proved to have a variety of concerns. It was in the general floor discussion that the value of local sponsorship and introductions were most apparent. The content of the questions, addressed to the consultant or State and County staff, related to local historic sites and local preservation issues. Discussion centered on topics relevant to the group in attendance, and laid the groundwork for a responsible field survey.

Charleston County comprises about 945 square miles of land and water. Historic resources in several areas of the county have already been included in the Statewide Survey. James Island (31.5 square miles), Johns Island (74 square miles) and Sullivan's Island (2.7 square miles) have been surveyed in their entirety. A 13-square mile area of unincorporated Charleston County adjacent to the Town of Mount Pleasant, The Mount Pleasant Historic District, and much of the peninsular City of Charleston have been surveyed.

The square mileage of the area surveyed for the Charleston County Historical Survey, 1991-1992, is as follows:
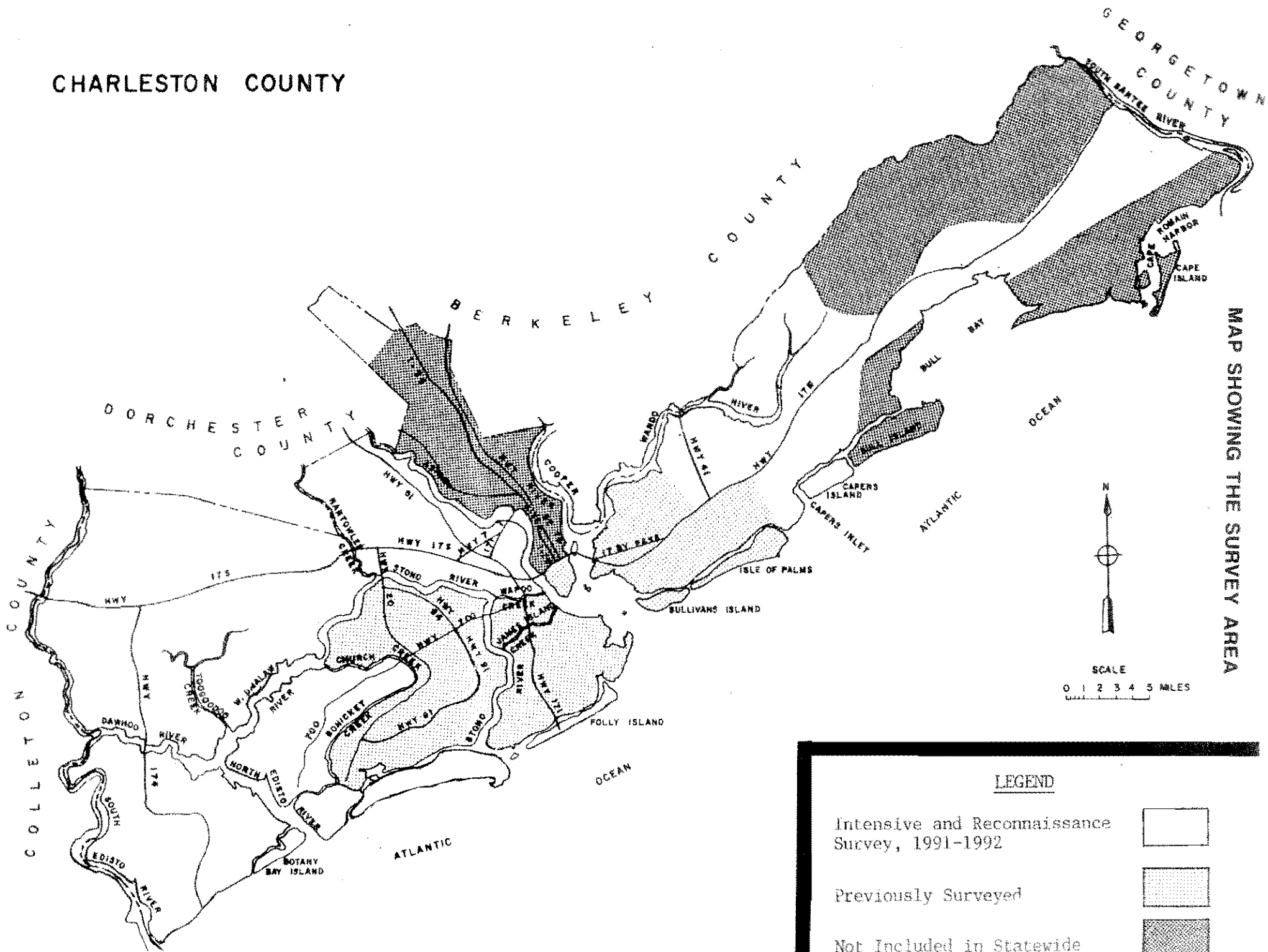
Edisto Island	72.6 square miles
Wadmalaw Island	43.0 square miles
Folly Island	7.5 square miles
Kiawah Island	4.6 square miles
Seabrook Island	4.9 square miles
Highway 61 Corridor	35.0 square miles
Town of Lincolnville	.8 square mile
Town of Hollywood	17.3 square miles
Town of Meggett	17.1 square miles
Town of Ravenel	19.5 square miles
Unincorporated areas in St. Pauls Parish	142.1 square miles
Town of Awendaw	1.0 square mile
Town of McClellanville	2.1 square miles
Unincorporated areas east of the Cooper River	121.7 square miles
Francis Marion National Forest	150.0 square miles
TOTAL AREA SURVEYED	639.2 SQUARE MILES

The Francis Marion National Forest is under the jurisdiction of the United States Department of Agriculture, Forest Service, a federal agency. Under the provisions of the National Historic Preservation Act, the USDA is charged with documenting cultural resources within the forest, and avoiding or mitigating adverse impact of Forest Service activities. There are a number of "out-parcels," privately-held property surrounded by the National Forest, which are accessible via Forest Service or county roads. These out-parcels were included in the above-ground historical survey; the separate archaeological component of the overall grant did not include the sites managed by the USDA Forest Service.

Because the patterns of historical development on Kiawah, Seabrook and Folly islands have resulted in mostly post-World War Two structures (with the notable exception of Kiawah's VanderHorst Mansion), the cultural resources, including military sites, on those islands are primarily archaeological in nature.

The cities of North Charleston and Isle of Palms were not included in the project.

CHARLESTON COUNTY

BERKELEY COUNTY

GEORGETOWN COUNTY

DORCHESTER COUNTY

COLLETON COUNTY

SOUTH SANTEE RIVER

CAPE ROMAIN HARBOR

CAPE ISLAND

BULL BAY

ATLANTIC OCEAN

BULL ISLAND

CAPERS ISLAND

CAPERS INLET

ISLE OF PALMS

SULLIVANS ISLAND

FOLLY ISLAND

ATLANTIC OCEAN

COOPER RIVER

WANDO RIVER

HWY 41

HWY 17

WAPPOO CREEK

STONO RIVER

JOHNS

CHURCH CREEK

BOHICKET CREEK

WADMALAW RIVER

TOOGOODOO CREEK

NORTH EDISTO RIVER

DAWHOO RIVER

SOUTH EDISTO RIVER

BOTANY BAY ISLAND

HWY 17S

HWY 61

HWY 7

HANAHAN CREEK

MAP SHOWING THE SURVEY AREA

N

SCALE
0 1 2 3 4 5 MILES

LEGEND

Intensive and Reconnaissance Survey, 1991-1992

Previously Surveyed

Not Included in Statewide inventory

592 survey site numbers were assigned during the project, representing a total of 693 survey site cards. For this evaluation, the 693 site cards are combined with the 79 site cards for National Register properties, for a total of 772 Survey Sites.

I.   Properties in the Survey Area that are Listed in the National Register of Historic Places.

The Compiled Index of Sites includes all properties in the survey area that have been listed in the National Register of Historic Places. They have been assigned Site Numbers #004 through #144. Seventy-nine site cards were prepared for the thirty-eight individual National Register listings in the survey area. Two Historic Districts have been listed on the National Register: McClellanville Historic District (Sites #401 through #475) and Rockville Historic District (Sites #145 through #175). Site numbers have also been assigned to the two historic districts: McClellanville Historic District, #75, and Rockville Historic District, #104.

II.   Potential National Register Listings in the Survey Area.

After evaluation of the survey sites and site card data, the State Historic Preservation Office determined a number of properties in the survey area that are Eligible for Listing on the National Register of Historic Places. These recommendations are based upon the present architectural integrity and available historical information for the properties included in the survey. Should changes occur or further information become available, other properties in Charleston County may be determined by the SHPO to be eligible for listing.

A.   INDIVIDUALLY ELIGIBLE PROPERTIES

Site#	Survey Property
184	Ambrose House, Wadmalaw Island
198	Allendale Plantation House, Wadmalaw Island
210	Wadmalaw Island Post Office
214	Rosebank Road, Wadmalaw Island
216	Grimball House, Wadmalaw Island
240	Atlantic Intracoastal Waterway, Cuts at Dawhoo River
262	Bugby Bridge Road/Causeway and Bridge Site, Wadmalaw Island
291	Whaley House, Edisto Island
296	Whaley House, Edisto Island
305	Crawford's Plantation House, Edisto Island
311	Pine Barren [Barony], Grimball House, Edisto Island
313	Brown House, Edisto Island
320	House, Indigo Hill Road, Edisto Island
328	Pope House, Edisto Island
330	Cypress Trees Plantation, Edisto Island
349	Botany Bay Road and Abandoned Causeway, Edisto Island
376	Pine Landing Road and Pine Landing, Edisto Island
378.1	Slave Cabin at Green Point Plantation, Edisto Island
378.2	Slave Cabin at Green Point Plantation, Edisto Island
381	Tabby Ruins, Edisto Island
382	Dawho River Drawbridge, Edisto Island
383	Edingsville Beach Road, Edisto Island
394.0	Oak Lawn, Gonzales House, near Parkers Ferry
394.1	Elliott Family Cemetery at Oak Lawn
445.0	U.S. Biological Survey Office, McClellanville
445.1	Fire Lookout Tower, McClellanville
446.0	Bethel AME Church, McClellanville
446.1	Bethel AME Church Cemetery, McClellanville
520	House, 8096 Highway 174, Adams Run

530	Fire Lookout Tower, Adams Run
537	Yonges Island Post Office, Meggett
601.0	Atlantic Coast Line Railroad Depot, Ravenel
643	Wilkinson-Boineau House, Adams Run
645	Adams Run School
709	Silver Hill House, McClellanville
717	House, East Meeting Street, Lincolnville
736	Santee Gun Club Lodge, Santee Coastal Reserve

B.   ELIGIBLE AS COMPLEXES

Site#	Survey Property
243	New Cut Plantation, Wadmalaw Island
260-264	Sosnowski Farm Complex, Wadmalaw Island
270	Point Farm, Wadmalaw Island
355	Millbrook Plantation, Highway 61 Corridor
577	Tibwin Plantation House, Stable and Oak Allee, McClellanville
664, 666	Towles-Golden House and Towles-Williams House, Meggett
509-510	Old Wiltown Road (Dixie Plantation Road) and Oak Allee, Dixe Plantation, St. Pauls Parish
682-684	Cox/ Harmony Hall Complex, near Meggett

C.   EXPANSIONS AND ADDENDA TO PREVIOUS NATIONAL REGISTER LISTINGS

Site#	Survey Property
144.1	Manse Road (adjacent to Presbyterian Manse, Edisto Island)
142.1	Cattle Trough (at Windsor Plantation, Edisto Island)
176	Townsend Pecan Orchard (to Rockville Historic District)
177	Bailey House (to Rockville Historic District)
309	Dr. Woodruff House, Edisto Island
310	House, Peters Point Road, Edisto Island
620	Parkers Ferry Road (to Barnwell House, Prospect Hill)

D.   POTENTIAL HISTORIC DISTRICTS

1)   Transportation Network at Southern End of Edisto Island

Site#	Survey Property
131	Tabby Oven Ruins (listed on National Register)
195	Framptons Inlet Landing
349	Botany Bay Road and Causeway

2)   Transportation Network at Northeast Side of Edisto Island

Site#	Survey Property
116	William Seabrook House (listed on National Register)
116.2	Steamboat Landing
334	Steamboat Landing Road

3)   Ashley River Historic District

As part of the Ashley River Special Area Management Plan, the State Historic Preservation Office concluded that there is an eligible National Register historic district encompassing areas in both Charleston and Dorchester counties. The boundaries are to include the historic properties and vistas along the Ashley River, bounded roughly by Site #364 (railroad bridge) to the south; Highway 165 (Bacons Bridge Road) to the north; Highway 61 (Ashley River Road) to the west; and visual buffers on the east (Dorchester Road) side of the river.

4) Meggett Historic District

Site#	Survey Property
585	Calvary Baptist Church
588	SC Produce Association; Exchange Bank
589	Meggett Post Office
590	House, 4775 Highway 165
	Open space associated with railroad line

5) Adams Run Historic District

Site#	Survey Property
520	House, 8096 Adams Run School Road
522	House, 8097 Adams Run School Road
523	House, 8109 Adams Run School Road
643	Wilkinson Summer House; Boineau House
644	House, 5151 Highway 174
645	Adams Run School
646	House, 5158 Highway 174
647	House, 5145 Highway 174
648.0	Christ Church
648.1	Christ Church Cemetery
649	House, 5126 Highway 174

6) McClellanville Historic District

Upon evaluation of the survey data in the Town of McClellanville, it is the SHPO's recommendation that the National Register nomination for the McClellanville Historic District be revised to reflect more accurately current conditions. Hurricane Hugo (September 21-22, 1989) either destroyed or heavily damaged numerous properties within the historic district. Some historic properties that sustained significant damage were subsequently rehabilitated, but have not retained their architectural integrity. A small enclave of historic commercial properties has been isolated from the core of the proposed historic district by non-historic intrusions. As a result, a district boundary reduction is proposed for the northern part of McClellanville along Pinckney Street. The proposed National Register Historic District will be enlarged over the current National Register Historic District by the inclusion of six properties to the south and west. The following is a list of contributing properties in the proposed National Register McClellanville Historic District.

Site#	Survey Property
401	House, 423 Pinckney Street
402	McClellan Summer House, Rutledge Court
403	McClellan House, 532 Pinckney Street
404	Graham House, 528 Pinckney Street
405	Murray House, 514 Pinckney Street
406	Taylor House, 506 Pinckney Street
407	Seabrook House, 205 Rutledge Court
408	Lucas House, 431 Pinckney Street
409	Leland House, 533 Pinckney Street
411	Lofton House, 546 Pinckney Street
412	King House, 554 Pinckney Street
414	House, 559 Pinckney Street
415	McClellanville Methodist Church, Pinckney Street
416	Skipper House, 606 Pinckney Street
417	Shokes House, 624 Pinckney Street
418	Waring House, 634 Pinckney Street
419	Lofton House, 226 Oak Street

420	Memorial Park
421	New Wappetaw Presbyterian Church, Pinckney Street
422	Lofton House, 226 Oak Street
423	St. James, Santee, Chapel, 205 Oak Street
424	Doar House, Charlotte Street
425	Doar House, 204 Charlotte Street
427.0	Whilden House, 125 Oak Street
427.1	Whilden Kitchen House
427.2	Whilden Office
428	Leland House, Oak Street
429	Morrison House, 102 Oak Street
430	McGillivray House, 608 Morrison Street
431	Leland House, 114 Oak Street
432	Leland House, 120 Oak Street
433	Leland House, 126 Oak Street
434	Graham House, 140 Oak Street
435	Morrison House, 144 Oak Street
436	Morrison House, 208 Oak Street
438	House, 218 Oak Street
441	New Wappetaw Presbyterian Manse, 632 Venning Street
442	Peacock House, 207 Scotia Street
443	Mackintosh House, 211 Scotia Street
444	Mackintosh House, 217 Scotia Street
445.0	US Biological Survey Office; McClellanville Town Hall
445.1	McClellanville Fire Tower
449	House, 617 Morrison Street
450	Mills House, 635 Morrison Street
451	Murray House, 703 Morrison Street
452	House, 104 Scotia Street
453	House, Scotia Street
454	Drayton House, 704 Pinckney Street
456	McClellanville Public School
460	House, 228 Baker Street
462	House, 710 Morrison Street
463	House, 721 Morrison Street
464	Morrison House, 12 Morrison Court
465	House, 735 Morrison Street
466	House, 32 Morrison Court

E.   SITES WORTHY OF FURTHER INVESTIGATION

Site#	Survey Property
246.0	Red House Plantation, Ruins
385.0	White Point Road, Slanns Island
385.1	Slann's Packing Shed
475	Taylor House, McClellanville
498.1	Oak Avenue along Old Georgetown Road
500	Live Oak Plantation House and Ricefields
501	Live Oak Plantation Cemetery
504	Sauldam Baptist Church
512	Smoak House, Meggett
513	Smoak-Westervelt House, Meggett
524	House, 8123 Adams Run School Road
537	Yonges Island Oyster Factory
538	Wave Crest, Millard House, Yonges Island
540	Geraty House, Windy Point, Yonges Island
565	Small House, 1928 Germantown Road
583	Jacksonboro Masonic Lodge #206, Meggett
600	Old Jacksonboro Road
605	Hospital Oaks, Ravenel
620	Parkers Ferry Road
626	Butler House, Ravenel

685	Towles House
701	Baptist Hill School, Hollywood
713.0	Thames House, South Santee
726	Cordray's Grocery

III. Geographic Distribution of Survey Sites

One site in Berkeley County, the Wando River Bridge (Highway 41), has previously been inventoried for the Statewide Survey. It was included in this project because of its location and historical associations.

Area	# of Sites	% of Total
Berkeley County	1	
McClellanville* and Vicinity	128	16.6%
Awendaw* and Vicinity	20	2.59%
Mt. Pleasant* and Vicinity	8	.01%
Lincolnville* and Vicinity	3	
Highway 61 Corridor*	43	5.57%
Ravenel* and Vicinity	51	6.6%
Charleston Area	5	.06%
Hollywood* and Vicinity	39	5.05%
Meggett* and Vicinity	78	10.1%
Adams Run/ Osborne and Vicinity	76	9.84%
Edisto Island	151	19.55%
Kiawah Island*	2	
Wadmalaw Island	167	21.63%
TOTAL	772	97.6%
Total in Incorporated Municipalities	188	24.35%
Total in Unincorporated Charleston County	584	75.65%

Sites Inside Municipal Boundaries	# of Sites	% of Total
*Incorporated McClellanville	87	11.27%
*Incorporated Awendaw	2	.002%
*Incorporated Mt. Pleasant	2	.002%
*Incorporated Lincolnville	2	.002%
*Incorporated Ravenel	29	3.76%
*Incorporated Hollywood	19	2.46%
*Incorporated Meggett	45	5.83%
*Incorporated Kiawah Island	2	.002%
*Total Number in Municipalities	188	23.33%

IV. Classification of Sites

Survey sites are classified as buildings (residence, church, school, store, post office); sites (cemeteries, roads, landings, gardens, agricultural plantings, locations of former buildings); structures (bridges, cisterns, wells, fortifications); and objects (small-scale or artistic constructions). Resources such as single trees, formal avenues and lines of trees and shrubs are classified as either sites or objects according to historic context and associations. The inventory includes properties whose level of significance is considered to be local as well as those that are nationally significant, and several properties that retain little integrity of site or setting. These are not unimportant sites, but their level of importance must be assessed with regard to local history.

Although individual gravestones are considered to be objects, cemeteries are surveyed as sites. Most churches (buildings) in rural areas include a churchyard cemetery (site), for which a separate card was prepared. Several church cemeteries were surveyed when the church building itself was a modern structure. Small private or community cemeteries were also surveyed.

The location and uses of buildings, farmlands, trees, transportation routes and commercial or public areas was historically an inter-related process. An important consideration of the survey has been to inventory the variety of sites that make up the historic built environment according to consistent criteria: historic significance, design significance, and integrity of site and setting. Agricultural and domestic dependencies were usually surveyed as outbuildings to principal sites. Those that are isolated or of unusual interest were surveyed separately, either as second cards to principal sites, or as individual sites. Most often landscape features were treated as part of a survey site's surroundings, but as with dependencies, those that are isolated or of unusual interest were surveyed on separate site cards.

Categorization of sites according to common characteristics involves, first, sorting them by type. They can then be further classified in order to evaluate common characteristics, most usefully by period of construction.

A.   Type Distribution of Survey Sites

Type	# of Sites	% of Total
Residences[a]	459	59.45%
Cemeteries	99	12.82%
Roads and Landings[b]	35	4.53%
Church Buildings	28	3.63%
Stores & Commercial[c]	27	3.49%
Barns, Stables and Agricultural Outbuildings	18	2.33%
Railroad Lines and Structures[d]	16	2.07%
Domestic Outbuildings	14	1.81%
Designed Landscapes[e]	13	1.68%
Ruins and Building Sites	13	1.68%
Schools[f]	11	1.42%
Bridges and Bridge Sites[g]	10	1.29%
Canals[h]	7	.9%
Pecan Orchards and Groves	7	.9%
Windmills	3	.38%
Oyster Factories	2	.26%
Cotton Gins	2	.26%
Firetowers	2	.26%
Other[i]	6	.7%
TOTAL	772	99.86%

[a]includes 5 slave cabins and about 20 tenant or employees cottages
[b]includes 8 sites that are separate sections of a single route: e.g., Maybank Highway was given 4 site numbers
[c]includes post offices and commissaries
[e]includes depot, ice houses, packing sheds, miscellaneous buildings, right-of-way, and bridge sites
[d]includes allées, gardens, and lines of trees along roadways
[f]includes one auditorium surveyed separately. One site (#456) includes a gymnasium as an outbuilding
[g]includes one railroad bridge that retains integrity
[h]3 separate canals. Atlantic Intracoastal Waterway represents 5 sites
[i]includes 1 lodge, 1 oak grove, 1 phosphate mine, 1 park, 2 clubhouses

B.   Date Distribution of Survey Sites

Resources that are eligible for the Statewide Survey of Historic Places are generally those that were constructed before January 1, 1942, and that retain integrity. To have integrity, the resource must have retained, essentially intact, the physical identity from its historic period. It will either have few alterations or will have been maintained with the use of construction materials that are consistent with the original. Because of the goal of this project to provide broad-based information about the variety of historic resources in Charleston County, many properties were included as survey sites that have lost integrity, but retain local historical associations. Buildings, sites, structures and objects that were constructed after 1941 but have architectural signficance or important historical associations are eligible for the Statewide Survey, and were included in the project.

The date of construction of a historic resource was provided on the survey cards as precisely as possible. For a very few properties both the beginning and completion dates, i.e. 1828-1830, are known; more commonly the date a property was first completed for use is given as the construction date. When the construction date is not known with certainty, or is unverified, a *circa* (ca.) date is given, considered to be accurate within plus or minus five years. [Survey site cards use the abbreviation *c*, e.g. 1900c.]

There is significant variation in date distribution among different types of sites. This is in part due to the loss of buildings over time, and also to the fact that historic houses, barns and churches that have replaced an original structure are dated according to the current structure, and other kinds of resources, such as cemeteries, are usually dated from their first construction.

The eight time periods used for classifying survey sites by date correspond to the Periods in South Carolina History in the State Historic Preservation Office Survey Manual. This chronological organization is also used in the Survey Narrative History that is included with this report. Survey sites that were first constructed Pre-1789 represent the period from the first permanent white settlement in Charleston County through the American Revolution. After 1790 the general depression in the county was marked by agricultural advances that led to the prosperous Antebellum Period from about 1820 until the beginning of the Civil War, in 1860. The disruption of the Civil War was followed by Reconstruction in South Carolina, which ended in 1877. Although the gradual process of agricultural and social modernization that lasted until World War One was not interrupted in any real fashion by the turn of the century, the forty-year era from 1877 to 1917 has been divided in this report into two periods (1877-1900 and 1901-1917) because of the large number and diversity of survey sites that were constructed during that forty year time period.   Between the two World Wars there was a general agricultural depression in South Carolina (avoided to a degree in Charleston County by the positive impact of truck farming); the Great Depression (which Charleston County did not escape); and the New Deal. The year 1941 begins the modern era, from about fifty years ago through the present.

a)   Date Distribution: All Sites

Period	# of Sites	% of Total
Pre-1789	37	4.79%
1790-1820	38	4.92%
1821-1860	68	8.81%
1861-1877	33	4.27%
1878-1900	127	16.45%
1901-1917	120	15.54%
1918-1940	328	42.49%
1941-present	9	1.17%
Unknown (cemeteries and trees)	12	1.55%
TOTAL	770	99.99%

b)   Date Distribution: 459 Residences (including slave and tenant cabins)

Period	# of Sites	% of Total
Pre-1789	7	1.53%
1790-1820	14	3.5%
1821-1860	34	7.41%
1861-1877	15	3.27%
1878-1900	64	13.94%
1901-1917	82	17.86%
1918-1940	238	51.85%
1941-present	5	1.08%
TOTAL	459	99.99%

c)   Date Distribution: 99 Cemeteries

Period	# of Sites	% of Total
Pre-1789	16	16.16%
1790-1820	16	16.16%
1821-1860	5	5.05%
1861-1877	6	6.06%
1878-1900	34	34.34%
1901-1917	6	6.06%
1918-1940	4	4.04%
Date Unknown	12	12.12%
TOTAL	99	99.99%

d)   Date Distribution: 28 Church Buildings

Period	# of Sites	% of Total
Pre-1789	2	7.14%
1790-1820	1	3.57%
1821-1860	4	14.28%
1861-1877	4	14.28%
1878-1900	10	35.71%
1901-1917	4	14.28%
1918-1940	1	3.57%
1941-present	2	7.14%
TOTAL	28	99.99%

e)   Date Distribution: 35 Roads and Landings

Period	# of Sites	% of Total
Pre-1789	23	65.71%
1790-1820	3	8.57%
1821-1860	6	17.14%
1861-1877	0	0.00%
1878-1900	3	8.57%
1901-1917	0	0.00%
TOTAL	35	99.99%

BUILDING TYPOLOGIES

A.   RESIDENTIAL

Very few remaining structures of any kind were built before 1800. Those that remain are typically substantial buildings, of brick or wood frame, that in general rest upon brick or tabby foundations. Brick was made on the Wando and Cooper rivers, where clay was present in the soil; tabby was made on the Sea Islands where oyster shell, but not clay, was available. A few dwelling houses were built of tabby, but it was more commonly used for service buildings. Brick seems to have been preferred by those who could obtain it, even on the islands.

Between 1800 and 1860, because the economy was primarily slave-based staple crop plantation agriculture, most of the residences within the survey area were built in rural areas. Descriptive names such as Oak Lawn, Live Oak, The Grove, Fairfield, and Green Point were given to plantations throughout the Lowcountry. At least four Laurel Hills were identified during the survey, on Edisto Island, near Awendaw, near Rantowles, and at Meggett; two Prospect Hills, one on Edisto Island and one on the South Edisto River; and two Oak Groves, both on Wadmalaw Island.

I.   PLANTATIONS AND MANOR HOUSES, 1725-1800

Samuel G. Stoney's Plantations of the Carolina Low Country provides an introduction to the plantation houses from this period. "In general there are several seemingly notable things about the Low Country plantation houses, among them their planning. Before the Revolution... and from the opening years of the eighteenth century almost to its ending, one plan was used over and over again with only slight variation."

The plan referred to includes an unequal division of the front of the house, and a central stair hall (as seen in the plan of the upper story of the Charleston Double Houses). The form is English in tradition. Examples of this plan are at Brick House on Edisto Island (1725), at Fenwick Hall on John's Island (1730) and at Fairfield on the South Santee River (1730). The Georgian syle of the plan of Drayton Hall (1738-42) brought the English Palladian tradition to its height. The two story brick structure on an elevated basement with a double-hipped roof was derived from Palladio's Villa Pisani which has a similar two-tiered portico. Palladian influence was also seen in the placement of its flankers, a planning element which was repeated at both Middleton Place (1740) and Fenwick Hall.

The house built about 1740 at Oakland Plantation is significant in several respects, one being its modest scale. Oakland, though convenient to the

brickyards on the Wando and Cooper rivers, was constructed with a tabby foundation. Its gambrel or "Dutch" roof and the angled chimney in its principal room are also interesting variations from the Georgian norm.

After the American Revolution there were attempts to localize the typical Georgian plan toward climatic concerns through the use of more windows and cross ventilation. This is exemplified by Harrietta, with its elaborate wings and rear stair. The Federal or Neoclassical taste made popular by the designs of the Adam brothers also resulted in characteristic variations. The polygonal plan seen at Mount Hope, the Grove, and a wing with octagonal ends added to Fenwick Hall, are good examples of the style.

In addition to the grand house plan there were Georgian designs in the typical Lowcountry tradition. The VanderHorst House on Kiawah Island and Tibwin (built 1790), both incorporated high style Adamesque design elements into a localized version of the "I" house form, one with chimneys not at the ends, but in the interior.

II.   PLANTATIONS AND MANOR HOUSES, 1800-1860

The builders and architects of the South Carolina Lowcountry were unusually skillful in adapting the Neoclassical and Greek Revival styles to the good basic plans that had already been developed. The plantation manor houses built between 1800 and 1860 show a similarity of plan, with variations being in ornamentation and interior detailing. Two stories, of wood frame with weatherboard siding, two rooms deep and two rooms wide, divided by a central stair hall, rest upon a high brick or tabby foundation, sometimes enclosed at the ground floor where there are frequently fireplaces. Some gain a third level half-story by the use of two or three gable dormers piercing the lateral gable roofline at both long sides, or at the facade only. Two chimneys are set at the rear slope of the roof. The principal entry elevation may face water or land; or there may be two principal facades, as at the William Seabrook House, probably the most ornate on Edisto Island. The central entry may have transom or fanlight and sidelights. Houses with two-tier porches, especially where the second level is roofed, generally repeat the detailing of the first level entry, sometimes in a slightly simpler fashion. As with Seabrook's House the porch is often at the central bays, rather than extending across the entire front. Columns are typical throughout Charleston County, ranging from the attenuated plain columns at William Seabrook's House to more massive and fluted Greek Revival columns.

The general plan is carried out consistently in Charleston County planters' houses, such as The Wedge, built about 1826. The house features awell-proportioned Greek Revival design and porch across the entire main facade five bays wide, with center entry and a central hall plan. Somewhat later, Cassina Point, built about 1847; Windsor Plantation House, about 1857; and McLeod Plantation, ca. 1858, retained the residential plan essentially unchanged. Red House (lost to fire ca. 1944) is said to have been built to the standard plan; only two tall brick chimneys remain. Impressive in appearance even when simply detailed, as with Summit Plantation House (1819), and Frogmore (about 1820), these houses were built for comfort in warm months and with substantial fireplaces for cold weather, but make little concession to functional household activities. Although a room may have been set aside as the planter's office, more often the office, as were the kitchen, laundry, icehouse, and dairy room, was housed in an outbuilding.

There were two variations on the typical regional plan that continued to the end of the antebellum period. One was the "Double Parlor" effect, achieved

through building two front rooms of equal size, each having a main entry from the front of the house (one parlor was often used as the dining room). Though quite common in other Lowcountry counties, this plan seems to remain in Charleston County only at Harrietta.

The other variation was created by dividing the two front rooms symmetrically, with a large central hall that continued on axis into a larger rear stair hall. The prototype of this style was William Seabrook's House on Edisto Island (1810). Representing this plan are Oak Island (1830), Peter's Point (1840), and the Crawford House, all on Edisto Island. Crawford's, built about 1835, has a large pedimented gable projection, and pedimented gable extensions at its rear bays. Like the larger rear stair halls at the William Seabrook House and Oak Island, Crawford's features a segmented stair along its rear wall, lit by small windows between first and second levels.

The 1830 house built on Edisto Island for Oliver and Susan Trail Middleton also deviates from the typical plan in several respects, although it has the common treatment of frame construction, fanlight and sidelights, and arcaded brick basement. The house is one room wide, with a hipped roof and end chimneys; there are one-story wings at both side elevations.

III. STRUCTURES AND LANDSCAPE FEATURES ASSOCIATED WITH MANOR HOUSES

The available descriptions of overseers' residences are very incomplete. Three overseer's or manager's houses were identified during the survey that may have been built before the Civil War. These have in common two-story frame construction, and substantial alterations. Overseers' houses, although well-built, were not built for maximum comfort or style, and have been enlarged or altered over time to provide greater comfort.

Slave cabins were also part of the plantation layout. The standard configuration was a slave "street," often extending along the land entry to the principal house, sheltered by the oak allée. At some plantations, such as Jehossee Island, cabins were laid out along several streets; an early description of Rockland Plantation, which notes that the slave cabins were "not in a row," seems to indicate that this was unusual. In Charleston County, slave rows remain at Boone Hall and McLeod plantations. Otherwise, slave cabins are rare survivors, and during the project were only identified on Edisto Island. Unlike the more substantial houses of white overseers, slave cabins that remain have not commonly been altered for later generations; most are unused today. Except at Boone Hall, where the plantation brickyard provided for brick slave cabins, slaves lived in wood frame one-story structures, each with a single gable end exterior chimney, a door at one long side, probably facing the slave street, and weatherboard siding. Many had no porch; on Edisto Island a typical variation seems to have been the extension of the front roofline to provide a simple shed porch. Slave cabin windows were unglazed; some retain simple wood shutters. Although the cabins were built as one-story dwellings, the space under the eaves was often used as loft-level sleeping quarters.

Most other plantation outbuildings have been lost over time. The ornate dependencies constructed at Bleak Hall in about 1840 are the only antebellum Gothic structures known to have survived in the survey area. The cotton gin remains at William Seabrook's Plantation, converted into guest quarters above an automobile garage.

Trees and other plantings were important element to the layout of plantations. Oaks were often in avenues of two rows, along a straight main entry drive.

Notable avenues remain at such sites as Oakland, McLeod, Windsor, Tibwin, Ashley Hall, Brick House, and Selkirk. At Encampment and Oak Lawn, later houses were built at the head of existing avenues. Avenues were planted into the twentieth century, as at Yellow House and the William Seabrook House, and are still being planted today.

Canals and ricefields survive throughout the survey area. Morrison's Canal, behind the original location of Laurel Hill Plantation, was begun to connect land in Wambaw Swamp to tidal currents. Ricefields are often difficult to see, because of their inaccessibility and the flat landscape of the Lowcountry. A portion of the fields at Hampton Plantation can be seen from Hampton Plantation State Park. The South Edisto River bluff affords a good view of the fields near Willtown, and paths along former dikes are accessible at the Grove Plantation. Remnants of cotton field drainage systems have been found at Yellow House and Selkirk plantations on Wadmalaw Island.

The cemetery is the principal historic site remaining for some plantations. There are also cemeteries associated with extant plantation houses. Some plantation or family cemeteries have been burial grounds for both black and white communities, as were some churchyards. These cemeteries and burial grounds reflect the interrelatedness of the black and white populations of the plantations.

IV. SMALLER RESIDENCES AND SUMMER HOUSES, 1800-1860

In the forested areas of St. Pauls, St. Andrews, Christ Church, and St. James, Santee, parishes, farmers managed livestock and small cropfields while they produced timber and naval stores; there were also a few independent fishermen and oystermen. No antebellum houses of yeoman farmers or small producers have been identified in the survey area. It is assumed that they were replaced over time by the families who prospered, or lost to neglect, fire or demolition when abandoned.

Small farmers' houses may have been similar to the simplest planters' residences. Typically cottages of one or one-and-one-half stories, on a raised foundation, these had a single-story porch across the facade; two ridgeline or rear chimneys in the lateral gable roof; and sometimes dormers. As with the grander houses, there was a symmetrical facade with central door and windows at outer bays. This is the plan of Laurel Hill (lost to Hurricane Hugo, 1989) and also of Edisto's Old House, which, although given a large portico at the central section of the facade in the early nineteenth century, retains its simple story-and-a-half plan with lateral roofline and dormers.

The only extant towns in the survey area that were fully established before the Civil War were the summer villages of Rockville and Adams Run. Rockville, at the southern end of Wadmalaw Island, was laid out during the second quarter of the nineteenth century. The houses were separated from Bohicket Creek by a road along the waterfront. The town's plan was a fairly regular grid, with houses facing southeast toward the water. The earliest summer village houses probably resembled the 1797 description of a well-to-do Charlestonian's cottage at Sullivan's Island: an unpretentious one-story frame structure on a seven foot basement, with a piazza along two sides, "weatherboarded and shingled, in a plain, substantial workmanlike manner." The Micah Jenkins House, said to be the oldest house at Rockville, although it has been altered, retains its historic core, a simple one-story frame cottage on a high tabby foundation. The majority of the houses in Rockville reflect a trend toward grander dwellings and more sophisticated taste, but the general elements remained unchanged: high foundation of brick or tabby, frame construction,

wide front elevation with one or two-story porch, and a lateral gable roof. Few of these houses have dormers, because summer occupancy precluded the use of attic rooms, and few have the substantial chimneys typical of plantation houses.

Adams Run was established not on water, but on a ridge of land convenient to the rice plantations of the South Edisto River. Its site was selected by William Wilkinson, who subdivided this section of his plantation holdings for rental to his fellow planters. His own house, built about 1830, is the earliest remaining in the village. Known as the Wilkinson-Boineau House, it is a full two-story house on a raised brick basement with a one-story porch across the south facade. The other houses in Adams Run that have not been substantially altered date from the late 19th to early 20th century.

A painting from memory of Edingsville before the 1893 hurricane shows two-story houses, facing the water, with gable roofs, four-bay side elevations, interior end chimneys, and one-story porches. It is likely that the houses were in fact more like Bailey's Store (moved from Edingsville to the interior of Edisto Island after the Civil War). One room deep, this house was obviously intended to maximize sea breezes.

V.   RESIDENTIAL PATTERNS, 1865-1900

Between the Civil War and 1900, several trends are apparent in residential patterns. First, large numbers of black residents, no longer slaves, were permitted to own and farm property, operate commercial enterprises, establish churches, and build houses. They settled in isolated areas, but more frequently in communities or "freedmen's villages" where contiguous small parcels of land were sold to individuals or groups. These communities include the area near Awendaw known as Buck Hall; Freedmen's Village and Berwick on Edisto Island; Katy Hill on Wadmalaw Island; Adams Run; South Santee; and perhaps most notably Lincolnville. At Linconville today, most of the early houses have been replaced over time, but the layout of the streets retains integrity to the initial settlement.

Second, the loss of slave labor led many whites to settle in areas where they could engage in commercial enterprises other than agriculture. The Village of McClellanville developed as a fishing and commercial center. Other communities, such as Ravenel, Adams Run and, most significantly, Yonges Island, developed around important transportation routes and intersections.

Finally, the white small farmers and laborers built houses in scattered rural areas near farms or other places of employment, several of which survive today. Some of the pre-Civil War elites re-established themselves as large-scale single crop planters, and they built or rebuilt grand residences as well as farm and commercial outbuildings.

VI.   FARM AND VILLAGE HOUSES

The prevailing vernacular forms, especially the central-hall farmhouse, predominated before 1900, although the influence of such styles as Greek Revival, Folk Victorian, Queen Anne and Italianate can also be seen in several of the residences. The central hall plan was used throughout rural Charleston County, usually with full-facade porches, and transon and sidelights at the principal entry.

Improving economics and the availability of locally-sawn and milled trim resulted in the ornamentation added at several houses, including an

interesting example at Lincolnville, with its spindlework porch detailing. The McClellan House at Silver Hill and the Wilson-Barkley House on Wadmalaw Island are good examples of the persistence of local vernacular style combined with decorative trim work. Queen Anne design elements are seen at the Skidmore House on Edisto Island, and the Skipper House at McClellanville. A good example of Folk Victorian architecture was noted at Adams Run.

Many central-hall plan houses were built with four principal rooms, and "shed rooms" at the rear. The kitchen and eating room were located in these simple shed rooms, connected by a breezeway, most of which today have been enclosed within the house. Several houses from this period, and as late as 1913 (Smoak-Westervelt House), have fireplaces set at angles in the principal rooms, a treatment that had been rare since Oakland Plantation House was built in 1740.

Detached kitchen houses were frequently gable roof, one-by-two bay structures, attached to the rear of substantial farms or village houses; examples were noted at Rockville and Adams Run. The modest Burbage House at Warren Crossroads has a smaller dwelling or kitchen house attached at the rear. Common in other rural areas of South Carolina, where the smaller house was often an earlier dwelling converted for kitchen use when a more substantial house could be built, this house is a unique example of the type in the survey area.

VII. FREEDMEN'S HOUSES, 1865-1900; 1900-1945

The typical freedmen's house in Charleston County is a simple cottage of wood frame construction on low brick or wood piers, with a lateral gable roof that is often punctuated by one or two gable dormers, less frequently by side windows at the upper level, and small brick chimney or flue. The entry is usually centered at the facade, with single windows at the outer bays. A common alteration is the addition of a rear gable wing, often with a shed or hipped roof side porch.

More elaborately detailed houses were built on Edisto Island's Berwick tract, by Henry Hutchinson, Glascow Whaley, and Cooper Whaley; and by John Thorn near Freedmen's Village. The Hutchinson and Thorn houses have dormers and gingerbread trim; the Whaley houses have peaked gable projections at facade and side elevations.

Although few of the typical freedmen's cottages were documented with certainty as having been built before 1900, the style was persistent and examples of the type were built as late as 1945. In 1941 writers for the Works Progress Administration noticed these small houses, their loft levels punctuated with "typical Lowcountry dormers". Representative examples of the type are the Grimball House on Wadmalaw Island; the Fraser House, ca. 1915; and houses on Seewee Road and Chandler Road. The Harrell-Mosely House, built in 1939, in the familar side-gable, two dormer layout, was built with a rear L-wing, also with dormers. Other simple houses, such as those found at Seaside Plantation on James Island, and Sunny Point on Wadmalaw Island, have gable end windows providing upstairs living space, but no dormers.

Many twentieth century freedmen's houses have the same style and plan as had been used since the 1860s. As a later generation of working class blacks began to build houses for themselves, the influence of mainstream American architectural taste also became apparent. Such properties as the Lawrence House at Buck Hall, and a house on Mauss Hill Road, both built about 1925, have a low hipped roof and hipped dormers.

An interesting trend became apparent near McClellanville at about the same time. In the community adjacent to the Village of McClellanville are houses dating from the 1920s to the 1950s, all with dormers in one of two standard styles: either a small hipped dormer, or an oversized shed dormer. Many of these dormers are later additions to earlier houses. McClellanville was the site of a number of oyster and vegetable canneries, sawmills, and turpentine stills. With wage labor available in the area, residents remained in their houses, remodeling them from time to time. The loss of historic integrity reflects continuing economic vitality.

VIII. FARM HOUSES, 1900-1915

Some interesting and slightly grander residences from the early twentieth century remain in St. Pauls Parish, an area where truck farming reached its height of prosperity between about 1895 and 1945. Central hall farmhouses remained popular; notable examples were built for the Carr and Smoak families. The Allston House, moved and rebuilt about 1880, retains at its ground floor the earlier hall-and-parlor configuration. But beginning with the Towles-Golden House (about 1901) and lasting through about 1920, the Prairie influence in American architecture is apparent in several large foursquare houses near Meggett. These frame houses feature hipped roofs, several with slightly bellcast or flared eaves; hipped dormers; central doorways with transom and sidelights; and occasionally smaller hipped wings at sides and rear. There are several examples at McClellanville as well, notably the Graham House. Simpler foursquare houses, without dormers, were built near Hollywood and at Adams Run.

Rare examples of Italian Renaissance-influenced houses are the Gonzales House at Oak Lawn, near Adams Run, and the Towles-Williams House near Meggett. Stuccoed, with clay tile hipped roof, flat brackets, and (at the Gonzales House) hipped dormers, these represent a style that is unusual in Charleston County.

Also somewhat unusual in rural Charleston County is the Colonial Revival style that was popular in much of America into the 1950s. This style is seen at the Cox-Tazewell House and Harmony Hall, both built about 1910 near Meggett: two-story frame structures with side-gable roof and, at Tazewell, a full-height pedimented gable portico. The somewhat later (1922) Morrison House at McClellanville has a hipped roof and full, two-tiered porch.

IX. RESIDENCES OF THE MODERN ERA, 1918-1941

By about 1915 the Bungalow-Craftsman influence was becoming as important in Charleston County as it was throughout the nation. Smaller houses especially show its influence in their low-pitched front gable, or less commonly hipped, roofs; porches, frequently engaged with the front roofline, supported by brick piers; and low dormers. Carved or shaped rafter ends, brackets, and multi-light windows were less often used than in the pure Craftsman bungalows built in many South Carolina towns; in Charleston County the influence is more apparent in plan and in a restrained use of characteristic elements. Most common are tapered porch piers on brick supports, seen also at vernacular central-hall farmhouses such as the Cox House; three-over-one windows; and hipped dormers. Two-over-two windows were common, and continued to be used in Charleston County as late as 1942. Several houses have porte-cocheres engaged with the porch roofline. Houses are typically clad in weatherboard or shiplap siding; quite a few have asbestos shingle siding, which is sometimes original. The use of wood shingles was uncommon, but can be seen at the Walker House in

Ravenel and the Taylor House in McClellanville. Two-story houses showing Craftsman influence are also uncommon: the Thames House at South Santee is a rare example. This style also had an impact on later "freedmen's cottages," as noted above. A number of residences near McClellanville were altered with the addition of hipped dormers during this period.

B.   CHURCHES AND CEMETERIES

I.   CHURCHES, 1700-1800

Three early Anglican Parish churches survive in Charleston County. They can be described typically as one story, rectangular, brick buildings with round-headed windows, and a hipped or jerkinhead roof without a tower. In plan the chancel is at the east with a cross-aisle in the middle. Pews were placed to face the center of the church. St. Andrews Parish Church, built in 1706, Christ Church, built about 1726. and St. James, Santee, Parish Church, built about 1768, all feature this standard plan. St. James, Santee, has a portico but the others do not. The rectangular shape of St. Andrews was altered in 1723 by the addition of transept wings, giving it a cruciform layout under a cross-gable roof. Christ Church, gutted during the Revolutionary War and again during the Civil War, has been essentially rebuilt twice. The hipped roof and cupola are nineteenth century additions. Roofing materials of these early churches have been replaced over time.

II.   CHURCHES, 1800-1900

There is in the survey area one good example of the Greek Revival temple form. Although altered, the Presbyterian Church at Rockville (ca. 1850) uses the vocabulary of the Greek Revival style to create a monumental appearance for what is actually a small rural chapel.

In the early nineteenth century, wooden "basilica" style churches were built throughout Charleston County. These are rectangular and symmetrical in plan, with entry along the main axis, and pews in the nave facing the altar at the far end. In larger examples vestibules and stairs for access to a rear or side gallery. There is almost always a steeple and some form of portico or entry porch. As with residences of the period, the addition of Federal, Greek Revival or Gothic Revival stylistic features at portico, windows, door panels, and decorative trim do not introduce significantly different types of plans.

Edisto Presbyterian Church (ca. 1830) is an elaborate example of the essential basilica plan, with the addition of side doors and a gallery. Its transitional style combines a monumental Greek Revival entry portico with classical stylistic details: the Palladian chancel window and Neoclassical arched windows and tower details. The flemish parapet abutting the steeple at the gable end recalls those used on well-known urban churches in Charleston. The Edisto Island Baptist Church (ca. 1818) combines Neoclassical and Greek Revival elements with the basilica form. The twentieth century Zion Reformed Episcopal Church, also on Edisto, was built on the site of an earlier church. Persistent local tradition holds that Zion was originally built as an Episcopal Chapel at Edingsville Beach, and moved to this site about 1870. The church as rebuilt is certainly in a style appropriate to a summer chapel of the early nineteenth century.

Ravenel Methodist Church (ca. 1885), Wesley Methodist Church (ca. 1887) at Lincolnville, Saint Andrew's Church at Red Top, and Wesley Methodist Chuch (ca. 1895), near Hollywood are good examples of the nineteenth century rural church form. With their simple rectangular form, plain weatherboard siding,

centered entry, full-width portico, and steeple, these are pure examples of the basilica form.

At McClellanville are two interesting examples of the combination of Gothic Revival decorative elements with the rural basilica form. Bethel AME Curch (1872) combines German cross lancet dormers in the steeple, Queen Anne-influenced fish-scale shingles and transom designs, and Gothic windows. Saint James, Santee, Chapel, with its carved vergeboards, lancet windows, and carved porch brackets, was built in 1890 in the vocabulary of the earlier Gothic Revival.

III. CHURCHES, 1900-1945

Built in 1921, Calvary Baptist Church at Meggett is typical of the asymmetric massing found in late nineteenth and twentieth century church structures throughout the nation. It uses common red brick with stylized Gothic elements of cast stone at the tower, shaped parapet, and window and doorway openings.

Through the eighteenth, nineteenth and twentieth centuries, churches were built in Charleston County that make architectural reference to the vernacular New England meeting house. The symmetrical box-like form derives its character from a simple wood weatherboard exterior and absence of architectural decoration (no steeple, tower, portico, porch, or stylized ornamentation). Examples in rural Charleston County include Johns Island Presbyterian Church and Mt. Hebron Presbyterian Church, Stono Baptist Church (ca. 1855), and Old Sauldam Baptist Church (ca. 1890). All retain a similarity to the simple and functional meeting house form.

IV.   CEMETERIES

Rural churches almost all have churchyard cemeteries. The cemetery is usually to the rear of the building, and often extends to one or both sides. The earliest seem to be laid out in a random manner, but there is a consistency to orientation: stones nearly always face east, regardless of their location with respect to the church. Individual family plots are frequently enclosed with brick or iron fences. Over time, the trees shading early churchyards, typically magnolia or live oak and sometimes cedar, have attained enormous size. Later historic landscaping elements include azalea and camellia bushes, also grown to massive scale.

Grave markers and tombstones of the wealthy elite are themselves important historic objects. The earliest were of wood; none were found in the survey area, except some later wood markers at Stono Church. Slate markers were used during the eighteenth century, and were supplanted by marble in the early nineteenth century. There were a number of marble carvers working in Charleston, whose signatures can be read on these early stones; notable examples of funerary art remain throughout Charleston County.

The early churches of poor congregations were often small or cheaply built. They have routinely been replaced over time, leaving the cemetery as the site feature with historic integrity. (Many churches change the name of their building each time it is replaced or enlarged, i.e., Greater New Bethlehem.) The earliest markers, even at antebellum churches, usually date from about 1915. After this date, mass-produced granite markers, which needed only the name and date carved, brought affordable funerary art for the first time. Some of the parcels are quite small, and not all the historically black churches have churchyard cemeteries. Those that do have several common characteristics: the stones face east, usually in rows, but are not bounded

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into family plots. The cemeteries are often untended and overgrown. Stones are frequently set almost outside the churchyard, at the edge of surrounding woods. Church cemeteries that are not adjacent to the building, and community or family cemeteries, conform to this description in general. They are very often at the edge of marsh or water; it is said that a desire for one's ancestors to rest in peace beside cool water is the reason for the overgrown aspect of many such sites.

The late nineteenth century movement toward suburban or "garden" cemeteries resulted in such landscaped spaces as Magnolia Cemetery, originally built outside the City of Charleston. In the survey area of rural Charleston County, only one example of the type was noted, the New Wappetaw Presbyterian Cemetery at the bank of Jeremy's Creek, the cemetery was laid out across from the Village of McClellanville.

DATA GAPS

I.   Fieldwork

Known historic sites on the Federally-owned lands that make up the Francis Marion National Forest and Cape Romain National Wildlife Refuge include the Awendaw CCC Equipment Barn; Buck Hall Plantation House and Axson-Vanderhorst Cemetery; Lucas-Doar Cemetery at Walnut Grove Plantation; and Cape Romain Lighthouses were not surveyed.

In the state-owned Santee Coastal Reserve and Cape Romain National Wildlife Refuge are the ruins of several rice mills, and remnants of brick towers built after the hurricane of 1822. They were intended to provide shelter from floods that would accompany future storms. These mills and towers should be visited, by boat, by the SHPO National Register staff and a knowledgeable guide.

Ladson Elementary School, on Ladson Road outside the survey area, is an impressive example of a 1920s consolidated school, still in use. It should be added to the Statewide Survey.

In St. Andrews Parish, Coburg Dairy and the USDA/Clemson complex are both outside the survey boundaries, and are at present within the incorporated City of Charleston. A discussion of each is included in the narrative history, but they should also be added to the Statewide Survey.

We did not visit Jehossee Island during the field survey. An archaeological assessment of the island was previously made for SCIAA and we provided a copy of that report to SHPO. There appears to be one building on the island with integrity, and several chimney falls and cisterns.

The site of the first St. Paul's Parish Church, at the Stono River on what is today Dixie Plantation, was not accessible. We did not visit the ruins at Peachtree Plantation or El Dorado Plantation on the South Santee River. All these sites are well-known, but additional public information regarding them should be kept to a minimum. They should be assessed for Charleston County and SHPO by a qualified archaeologist.

The staff at Drayton Hall Plantation is engaged in ongoing research and interpretation at the property. Recent work has focussed on the tenant houses, slave cabins, and offices that existed on the property into the twentieth century, as well as on the eighteenth century orangerie. Exploration of these archaeological resources will add to the understanding of Drayton Hall

Plantation as a working landscape. We had hoped, but were not able, to revisit Drayton Hall and these archaeological sites.

In 1859 a church was built "on the Wiltown Road between the Club House [approximate location of Stono Baptist Church] and Slann's" was dedicated as a branch of Stono Baptist Church. The location of this church was not determined; it seems likely that it was at or near "Baptist Hill," and may be associated with Annivesta Baptist Church.

Some sites were identified during the activities of the Awendaw Land Use Committee that were not located during the project. These include the Rutledge tomb at Philips; Vanderhorst Cemetery in Whitehall Subdivision; and community cemeteries on Laurel Hill Plantation.

Small cemeteries on Edisto Island that were not located include a cemetery on Mary Seabrook Road; one on Bleak Hall Plantation; and one on Rabbit Point Plantation. Two cemeteries in the Lincolnville area, one inside the municipality and one on Dunmyer Hill Road, were not located. Citizens have pointed out many small cemeteries throughout the survey area that are marked on neither topographic nor Tax Maps. These were assigned site numbers, mapped, and photographed whenever possible. Site cards are provided for each such known site that was not visited or photographed, so that when they become accessible the information may be filled in.

II.   Research

Genealogists have always used the information on grave markers to determine relationships and ancestry; today increasing attention is being paid to grave markers as examples of craftsmanship. Little information is available about prolific nineteenth century stonecarvers in Charleston County. From McClellanville to Edisto Island, stones by W. T. White, John White, Rowe and White, D. Walker, C. Gannon, and others, were noted. Carver information was included on site cards whenever possible. This interesting Charleston industry is worthy of more research.

Charleston County shows a diversity of water supplies, from flowing wells, shallow wells, handpumps and windmills. Cisterns are ubiquitous on Sullivans Island, common on Edisto Island and along the South Edisto River, and rare in other places. There are a number of windmills on Wadmalaw Island; none were noted elsewhere in the county. Several flowing wells and underground springs were identified in the Ravenel area. In her interpretive report, archaeologist Linda Stine remarks on the lack of information about water supplies and early settlement decisions; research into regional variations and remnants of water supply systems might shed more light on that subject, and on later settlement and transportation decisions as well.

RECOMMENDATIONS

The Data Gaps outlined above are suggestions for further preservation and
research projects. Additional recommendations follow.

I.   Local Government Activities

Information about the survey should be provided to owners of sites determined
eligible for National Register listing or significant by the SHPO and sponsor
agency review. County planning maps should be updated to include all the
cemeteries identified during the project (not all of which are considered
historically significant).   The USDA Forest Service should be provided
information about out-parcels in the Francis Marion National Forest and sites
adjacent to the forest, in case they are considered for federal acquisition in
the future.

Charleston County should encourage review of the Survey Products by
researchers, students, interested residents, and others. Publications and
archival resources generally provide indexed information about sites and
families throughout the Lowcountry.   Often what is not included is the
material the Statewide Survey provides: exact location of the historic site, a
photograph and description of present condition. The narrative history, site
cards and photographs will therefore be of value to researchers.

Efforts to promote public use of survey data should take security and respect
for privacy into consideration. The site cards that indicate by "R" in the
control number the owner's expressed wish for confidentiality should perhaps
be housed separately.

We recommend inviting a limited amount of correction or additions by the users
of the survey files.   Site-specific information written on the cards (in
pencil, dated, and with source attribution), may guide future researchers and
planners in resolving questions about historic properties.   The open-file
policy also has a potential advantage in keeping the survey up to date.

Photographic slides are provided to Charleston County and the SHPO.   The
County should use slides as well as site cards in making planning and zoning
decisions. Slides are also of potential value to other local governments and
preservation organizations.   The County should determine how best to make
slides available to these other users.   (Some quality is always lost when
slides are reproduced photographically.)   It may be worthwhile as a separate
project to photograph selected properties for slide programs, and make several
sets available to other organizational users.   Professional-quality
photography would not be required; this task could potentially be undertaken
by an intern.

Mapping has been difficult with this project, because of the size of
Charleston County and the number of Topo Maps involved. The municipalities of
McClellanville, Awendaw, Meggett, Ravenel and Hollywood, or the community of
Adams Run, do not have planning maps on which to locate survey sites. The
County's Planning Department provided an excellent compiled Tax Parcel Map of
Edisto Island for this project. We recommend that such a map be prepared for
Wadmalaw Island, and for each incorporated town.

The local government in each incorporated area should be given photocopies of
the survey site cards and photos within its jurisdiction, along with survey
Topo maps for that general area and a copy of the Final Survey Report.   Site
cards and general information should also be provided for areas that come

under consideration during future annexation activities by any of the munipalities in Charleston County, so that areas of conflict between county and municipal zoning may be resolved. The success of any proposed Charleston County preservation commission in developing design guidelines, reviewing alterations to historic properties, and making decisions about new construction, will depend on a successful working relationship between the County, the various municipalities, and the citizens of each.

It is easily said, and obviously true, that zoning and preservation ordinances should be responsive to the needs of residents and to preservation goals. As preservationists or government officials, we must recognize how much philosophical disagreement and economic conflict is concealed within the phrase "protect historic resources." Threats to resources come from a lack of awareness and insensitivity to architecture and setting. They also result from changing patterns of residential and land use, and simple economics. Preservation planning for Charleston County's rural areas thus requires a flexible approach. The goal must be to allow for the reuse of the historic landscape in ways that are compatible with today's aesthetics as well as the record contained in individual historic resources.

The best preservation policy is appropriate use. Dwellings should be lived in, stores kept as businesses, and cropfields plowed. When historic properties lose their integrity, the reason can generally be traced to their owners' inability to define a sustainable and compatible use. One stewardship solution, appropriate for only a very few properties, is public ownership and heritage tourism. Snee Farm, McLeod Plantation, Hampton Plantation, and Drayton Hall are all being used in this way. At Live Oak Plantation, near the Tea Farm County Park, is the grave of Colonel William Washington, as well as rice fields, dikes and trunks, and an interesting nineteenth century house. If Live Oak could be added to the Tea Farm property, its rich heritage as a ferry site, rice plantation, and residence could expand the park's potential as a center for heritage education.

Recreational use and site interpretation are closely tied to the issue of stewardship of historic properties. Besides regulating the activities of private property owners, government at every level must manage the property it owns. With governmental projects, questions often arise about the added expense of preservation, and which entity should administer what kinds of oversight. The line item cost for preservation requirements is not compared in a comprehensible fashion with the alternatives, but may be presented as an "extra" cost to be borne by the taxpayer. Only when the taxpayers begin clearly to favor preservation will government agencies begin routinely to consider demolition or insensitive alterations to public properties as more expensive than good preservation.

II.   Public Awareness

Charleston County is a large territory geographically, with several communities, islands and parishes that have a strong sense of themselves as distinct areas. We recommend that the Survey Report along with appropriate cards and maps should be made available to local historical societies for their own programs. These are the groups who should work with the SHPO and tourism organizations to make survey information more readily accessible to their own communities and visitors. This can be carried out in several ways. Publications, displays, and regional tours are among the most manageable, and can benefit from the photographs, summary history, and informal maps included with the survey. These projects should provide general information that pertains to the entire county, illustrated by local properties.

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Valuable information is contained within studies done in conjunction with archaeological projects. The reports that are generated by compliance projects are usually filed with the property owner, and with the relevant permitting agency. Some reports are available through the firms themselves; some are filed with SCIAA; some with SHPO; and some are only on file with other state and federal agencies. This is a tremendous loss to interested local historians, researchers, and preservation organizations. We recommend that as part of local permitting, an additional copy of these reports should be required by the local government for its own files or for a research repository such as the South Carolina Historical Society. The archaeologist in charge should have the option of providing an historical document that deletes descriptions and locations of archaeological sites.

III. General Preservation Issues

Continuing economic vitality has included changing the basis of the economy in some areas of Charleston County, especially farmlands in waterfront areas. Increased population in rural areas tends to result in widened roads, new commercial zones, and ostentatious architecture, and the principal threat to historic resources is usually defined as "development." More than single buildings, however, the resource that is lost is recognized as being the rural landscape itself, the narrow tree-lined roads, working cropfields, small homesteads with functional outbuildings, and the occasional grand structure.

A loss of visual integrity in the rural landscape results from the cumulative effect of major infrastructure projects - water, electricity and road projects made more intrusive by flood elevation, minimum road width, wind resistance, and sign visibility requirements - as much as it does from subdivisions and new construction. Much of the negative impact may not be necessary, and each stage of infrastructure construction should be questioned.

Taken to an extreme, protecting historic sites from development can result in moving a simple building out of the path of a highway, and out of context. There are no easy solutions to the loss of isolated mansions too large to keep up, or farm cottages too small to live in. However, these buildings should have more potential uses, not less, as the population increases. An increasing population base, combined with a more general appreciation of historic structures, could result in privately-funded preservation, site by site.

A separate challenge is to assist owners who find it inconvenient or financially infeasible to maintain historic properties in a state of good repair. There is little money available in the form of grants, technical assistance, or otherwise, to help with the expenses of good preservation. If it is true that Americans find a way to buy the things they really want, as preservationists we can do most to solve the problems of deferred maintenance and incompatible alterations through education, positive advocacy, and mutual efforts with owners of historic resources to identify ways to make economically sensible and appropriate use of the properties.

IV.   Program Recommendations

The Edisto Island Historic Preservation Society has begun a program to identify, clean and protect the early cemeteries on the island, particularly those with notable gravestone craftsmanship or where important people are buried. Survey data will be helpful to this project. We recommend that the group be provided copies of site cards for all the cemeteries and burial sites on Edisto Island, with the request that they add information to the cards as their stabilization project makes it available. The information should be provided to the County Planning Office, SHPO, and other historical organizations. This kind of project demonstrates private-sector responsibility, and is the kind that local groups can do best: it is manageable in scope, flexible according to financial and human resources, likely to provide new information, and directed toward greater public awareness and appreciation for historic sites.

The area adjacent to McClellanville holds the potential for a very interesting local history project. This is a neighborhood historically settled by blacks, where local men, many with other jobs in the community, have built and improved houses since before 1900. Most of the houses have been radically altered over time; those that have not are typically vacant and now deteriorating. Alterations and original construction include two styles of dormer: the hipped, or "umbrella" dormer, and the shed, or "bungalow" or "flat top" dormer. The shed dormer extends across three to five bays of the facade; the hipped dormer, at facade and side elevations, generally has one or two windows. These types are repeated over and over; no examples of small shed dormers, oversized hipped dormers, or gable dormers, all very typical elsewhere, were noted. A community-based study of these houses, their owners, and the carpenters who worked on them would shed light on decisions about building styles that were made well into the mid-twentieth century.

The Reconnaissance Survey for the developed St. Andrews area is the basis for an historic sites survey, which should be carried out. The subdivisions that were developed after 1925 in Charleston County began a process that is still underway. A valuable component would be to use the historic information in a consideration of the variations in land planning over time.

to Charleston County several times to review field findings and attend meetings, day and evening. Their moral support was invaluable.

Steve Smith and Linda Stine of the South Carolina Institute of Archaeology and Anthropology helped coordinate the two phases of the overall grant project, while carrying out an enormous research task themselves. Their report and inventory will be a significant addition to the abilities of Charleston County to protect historic resources.

The Planning Department of Charleston County, William E. Miller, Director, managed administrative and technical support. Without the efforts of Steve Dykes, Joe Heard, and Cathy Franks, who handled public relations, content review, mapping, and countless details, the project would not have been possible.

Several people met with us to discuss preservation programs and goals for using survey results in their ongoing organizational programs: Susan Kidd, John Hildreth and Daniel Carey of the National Trust for Historic Preservation; John Meffert, Katherine Wimpy and Mary Moore Jacoby of the Preservation Society of Charleston; Jon Poston and Louis Nelson of Historic Charleston Foundation; Amy Connor, Carl Williams and Claire Williams of the Edisto Island Historic Preservation Society; Freda Raley and Danny Shelton of the Lowcountry Open Land Trust; John Wilson of the Awendaw Land Use Commission; Charles De Antonio and Susan Williams in McClellanville; Bruce Humbert in Meggett; Don Embry, Joel Ford and Kent Prause, of the Town of Mt. Pleasant Planning Department; and Elizabeth Prioleau, Intern in the Charleston County Planning Department.

The Preservation Society Interns, LoriAnn Leuci, Summer Rutherford, and Kenn Swing, helped us expand the project's scope and goals. We extend our thanks to each of them and to the Society for their work.

Bobby Frye, with Kiawah Resort Associates, and Michael Trinkley and Debi Hacker of the Chicora Foundation, supplied resource materials and photographs of sites on Kiawah Island. Mark Madden, Interpretive Specialist with the Charleston County Parks and Recreation Commission, shared information about Tea Farm County Park. Dan Bell, Historic Resource Coordinator with Charles Towne Landing, and George Neil, Assistant Director of Drayton Hall, helped us develop ways to incorporate archaeological and other research findings into the historic overview. Debbi Rhoad, Preservation Technician with the City of Charleston, reviewed the narrative draft content.

Fred Phillips and Tom Hansen of the Berkeley-Charleston-Dorchester Council of Governments, and Robert Morgan and Bob Wise, archaeologists with the USDA Forest Service, provided access to their files and assistance in using them. The professional staffs at the Charleston County Register of Mesne Conveyance Office, Charleston County Public Library, Charleston Library Society and South Carolina Historical Society have regularly gone out of their way to help us use their research files.

During the field work, we met the residents of Charleston County who own and care about the properties we were studying. With no advance warning, these people spent time with us, discussing their land, occupations, families, churches and homes. They showed us photographs and plats, barns and smokehouses, cemeteries, waterways and fields, describing the history of the landscape from a personal perspective. While our understanding of history can never be complete, and there are as many interpretations as there are interpreters, our own interpretation of the sites in the inventory rests in

large part on the knowledge of those who are most familiar with them. The survey site cards include the names of these "informants," and our personal thanks go to all of them for their generosity and hospitality.

We are particularly grateful to the people who came to the public meetings, and those who scheduled additional interviews with us. They explained communities, historic themes and sites, opened gates to inaccessible properties, and provided written materials we would not have unearthed on our own. Alicia S. Anderson, Jack Boineau, Julie Ann Carr, Amy Connor, Charles Davis, Harold T., Buck and Rosie Lee Dukes, Sara Epps, Bill Fleming and Sarah Fleming, Andy Golden, Tommy Graham, Ross Hanahan, Richard Hanckel, Lewis Hay, Amanda Griffith Herbert, Buddy Hill, Demi Howard, Claudette Humbert, Tom Kapp, T. Allen Legare, Audrey Mack, Grady Martin, Jane McCollum, Aberdeen Meggett, Linda Murray, Marion Murray, Tommy Nease, Dan Pope, Dale Rosengarten, Rita Sanders, Mary Silcox, Dorothy Smith, Billy Storen, Virginia Tavel, Mrs. Charles Thompson, The Reverend George J. Tomkins, III, Julie Ann Trouche, Parker Tuten, Teddy Walpole, and Gertrude Woods are cited as "informants" on Survey Site Cards and in the Historical Overview. Far more than simply being informants, they are part of our project team.

Nine public meetings were held during the Charleston County Survey. At the
Edisto Island and Kiawah-Seabrook islands meetings there was a joint
presentation by Preservation Consultants and SCIAA.

Wadmalaw Island, May 7, 1991 at Wadmalaw Community Center
Edisto Island, May 16, 1991, at Edisto Island Community Center
Highway 61 Area, May 30, 1991, at Middleton High School
Kiawah-Seabrook, June 4, 1991, at Kiawah Town Hall
McClellanville, October 16, 1991, at New Wappetaw Presbyterian Church
Adams Run, November 21, 1991 at Adams Run Civic Center (Adams Run School)
St. James, Santee, March 3, 1992 at St. James-Santee Elementary School
Ravenel, March 10, 1992 at Ravenel Town Hall (Ravenel Depot)
Meggett, April 20, 1992 at Meggett Town Hall (Meggett Post Office)

Attendance varied, but there were usually between twenty-five and thirty
interested citizens and property owners. Meetings were opened and moderated
by Community Leaders. After the consultant's presentation, representatives
from the State Historic Preservation Office, Charleston County Planning
Department, and Sponsor Organizations answered questions from the floor.
After the official meetings closed, the consultants and members of the
audience had the opportunty to discuss a variety of matters informally.

APPENDIX C: SAMPLE FORMS

C-1:   Letter from Charleston County Planning Director William W. Miller

C-2:   South Carolina Statewide Survey Site Form

C-3:   Statewide Survey Site Form, Continuation and Photographs

The two-part Survey Site Form provides for a consistent method of describing and evaluating historic properties throughout South Carolina.   It is designed for computer entry of essential information, but also allows for the narrative information that is required for a full assessment of a historic resource.

The second page has space for continuation of narrative data, sketch maps or site plans, and a black-and-white photograph of each property.
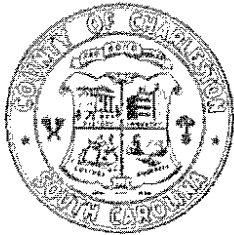
PLANNING DEPARTMENT
COUNTY OFFICE BUILDING
2 COURT HOUSE SQUARE
CHARLESTON, S.C. 29401-2206

County of Charleston
Charleston, South Carolina

JERRY MOORE, CHAIRMAN
ISAAC RYBA, VICE-CHAIRMAN
DANA BEACH
RINEHARDT BROWN
PENELOPE C. DAVIS
BOB MILLER
JOHN F. SEIGNIOUS
RONNIE TYLER
HENRY WILLIAMS

WILLIAM W. MILLER, DIRECTOR

PHONE (803) 723-6739
IN REPLY REFER TO:

Dear Charleston County Resident:

Charleston County is conducting an inventory of historic buildings and sites throughout the county. Co-sponsored by the Preservation Society of Charleston, the Historic Charleston Foundation, and the South Carolina Department of Archives and History, this project is intended to document structures, sites and landscape features that were constructed before 1941. Preservation Consultants of Charleston is our contractor for the inventory.

Preservation Consultants will be carrying out field work for the project through the summer of 1992. They will identify and document sites of historical value, and photograph specific properties. Part of the Statewide Survey of Historic Places, permanent files will be housed at the County Office Building and the S.C. Department of Archives and History in Columbia. The information will be used to educate planners, property owners, residents and the general public about the rich heritage of Charleston County and the importance of our historic sites.

The Charleston County Planning Department hopes that local residents will be able to supply historical information about communities, farms, buildings and other historic sites. If you have questions about the project, please contact Steve Dykes or Joe Heard of the Planning Department at 723-6739 or Sarah Fick at 723-1746 (Preservation Consultants).

We appreciate your help and interest.

Sincerely,

William W. Miller
Director of Planning

WWM/JHH/smn

C-1

South Carolina Statewide Survey Site Form
State Historic Preservation Office
P.O. Box 11669 • Columbia • SC • 29211 • (803) 734-8609
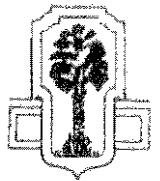
IDENTIFICATION
1. Control Number U / 19 / _____ / _____ . 2. NR Microfiche index # _____
   county   census designated place   site #

3. Historic name(s): _____

4. Common name: _____

5. Address/location: _____

City: _____ Vicinity of: _____ County: Charleston TMS: _____

6. Ownership: private (1) city (2) county (3) state (4) federal (5)
7. Category: building (1) site (2) structure (3) object (4)
8. Historic use(s): single dwelling (1) multi dwelling (2) commercial (3) other (0)
9. Current use(s): single dwelling (1) multi dwelling (2) commercial (3) other (0)
10. Potential: NR(1) NR historic district (2) archaeological (3)

11. Status/date: listed individually in National Register __/__/__ name _____

___listed as part of NR historic district __/__/__ Name of district _____
___contributing ___non-contributing
___listed individually National Historic Landmark __/__/__
___determined eligible—owner objection __/__/__
___determined NOT eligible __/__/__
___deferred by review board __/__/__
___rejected by Washington __/__/__
___pending federal nomination __/__/__
___completed Preliminary Information Sheet (PIS) __/__/__

___part of NHL district __/__/__
___DOE process __/__/__
___rejected by review board __/__/__
___removed from NR __/__/__
___removed from survey __/__/__
___demolished __/__/__
___nomination on file/never processed __/__/__

12. Number of contributing properties: _____

PROPERTY DESCRIPTION: *When other (0) is chosen, enter data on reverse side under category 20 or 21.*

13. Construction Date _____ 14. Alteration Date _____ 15. Architectural style or influence _____

16. Commercial Form — circle appropriate response(s)

A) 2-part commercial block
B) 1-part commercial block
C) enframed window wall
D) stacked vertical block
E) 2-part vertical block
F) 3-part vertical block
G) temple front
H) vault
I) enframed block
J) Central block w/wings
K) arcaded block
0) other

17. DESCRIPTION: *Select as many responses as appropriate.*

A) HISTORIC CORE SHAPE
rectangular (1)
square (2)
L (3)
T (4)
U (5)
H (6)
octagonal (7)
irregular (8)
other (0)

B) STORIES
1 story (1)
1 1/2 stories (2)
2 stories (3)
2 1/2 stories (4)
3 stories (5)
other (0)

C) PORCH HEIGHT
1 story (1)
1 story w/deck (2)
2 or more stories (3)
2 or more with tiers (4)
roofed balcony over 1 story
  hip/shed (5)
other (0)

D) ROOF SHAPE
gable (end to front) (1)
gable (lateral) (2)
hip (3)
cross gable (4)
pyramidal (5)
flat (6)
truncated hip (7)
gambrel (8)
mansard (9)
salt box (10)
jerkinhead (11)
gable-on-hip (12)
mono-pitch (14)
not visible (15)
other (0)

E) PORCH WIDTH
entrance bay only (1)
over 1 bay, less than full
facade (2)
full facade (3)
facade & left elevation (4)
facade & right elevation (5)
facade & both elevations (6)
other (0)

F) PORCH ROOF SHAPE
shed (1)
hip (2)
gable (3)
pedimented gable (4)
flat (5)
engaged (6)
partially engaged (7)
gable-on-hip or shed (8)
engaged porte cochere (9)
other (0)

G) NUMBER OF CHIMNEYS
___exterior (1)
___interior end (2)
___interior (3)
___central (4)
___flue (5)
___double shouldered (6)
___not visible (7)
___other (0)

H) WINDOWS
single (1)
double (2)
tripartite (3)
grouped (4)
decorative (5)
display (6)
other (0)

I) PANE CONFIGURATION
traceried (1)
Queen Anne block-glass (2)
Prairie/bungalow/craftsman
  geometric (3)
not visible (4)
other (0)
__/__ . __/__

J) DOORS
___single (1)
___double (2)
transom (3)
fanlight (4)
sidelights (5)
other (0)

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9/89

K) CONSTRUCTION METHOD
masonry (1)
frame (2)
log (3)
steel (4)
other (0)

L) EXTERIOR WALLS
weatherboard (1)
beaded weatherboard (2)
shiplap (3)
flushboard (4)
wood shingle (5)
stucco (6)
tabby (7)
brick (8)
brick veneer (9)
stone veneer (10)
cast-stone (11)
marble (12)
asphalt roll (13)
synthetic siding (14)
asbestos shingle (15)
pigmented structural
   glass (16)
other (0)

M) PORCH DETAILS
chamfered posts (1)
turned posts (2)
supports on pedestals (3)
columns (4)
posts (5)
piers (6)
pillars (7)
freestanding posts (8)
balustrade (9)
apron wall (10)
turned balusters (11)
decorative sawn balusters (12)
slat balusters (13)
other sawn/turned work (14)
insect screening (15)
porte cochere (16)
other (0)

N) CHIMNEY MATERIAL
brick (1)
stuccoed brick (2)
stone (3)
brick & stone (4)
other (0)

O) ROOF MATERIAL
composition shingle (1)
pressed metal shingle (2)
wood shingle (3)
slate (4)
raised seam metal (5)
other metal (6)
rolled roofing (7)
not visible (8)
tile (9)
other (0)

P) FOUNDATION
not visible (1)
brick pier (2)
brick pier with fill (3)
brick (4)
stuccoed masonry (5)
stone pier (6)
stone (7)
concrete block (8)
slab construction (9)
basement (10)
raised basement (11)
other (0)

Q) DECORATIVE ELEMENT MATERIAL
cast iron (1)
pressed metal (2)
terra cotta (3)
granite (4)
marble (5)
cast stone (6)
brick (7)
wood (8)
pigmented glass (9)
stone (10)
stucco (11)
other (0)

R) INTERIOR FEATURES (list)
_____
_____
_____
_____

18. HISTORIC OUTBUILDINGS AND STRUCTURES:

none (1)
none visible (2)
garage (3)
garage w/living area (4)
shed (5)
kitchen (6)

tenant house (7)
other house (8)
office (9)
barn (10)
tobacco barn (11)
dairy (12)

crib (13)
smokehouse (14)
slave house (15)
privy (16)
well (17)
springhouse (18)

store (19)
windmill (20)
chicken coop (21)
silo (22)
washhouse (23)
root cellar (24)
other (0)

19. SURROUNDINGS: residential (1) residential/commercial (2) commercial (3) rural (4) rural community (5) industrial (6) other (0)

20. ADDITIONAL DESCRIPTIVE COMMENTS: _____
_____
_____

21. ALTERATIONS _____
_____

HISTORICAL INFORMATION

22. Theme(s): _____ 23. Period(s): _____ 24. Important persons: _____

25. Architect(s): _____ Source: _____

26. Builder(s) _____ Source: _____

27. Historical data _____
_____
_____

28. Informant/Bibliography _____

PROGRAM MANAGEMENT
29. Quadrangle name: _____ 30. Photographs: prints (1) slides (2) negatives (3)

31. Other documentation: survey back-up files (1) National Register files (2) tax act files (3) grant files (4) state historical marker files (5) environmental review files (6) HABS/HAER (7) SCIAA (8) other (0)_____ # _____

32. Recorder name/firm _____ 33. Date recorded _____

Control Number __U_/__19_____/_____/_____

　　　　　　　　　　　　　　　　county　　　　　　　census designated place　　　　　　　　site #

Continuation:

(Attach photos here)

Photo #	Photo Index #	View of	N, S, E, W

Date Taken/Recorded by: _____ _____

12/88

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APPENDIX D: HISTORICAL BACKGROUND OF SURVEY AREA

and

APPENDIX E: BIBLIOGRAPHY

The Charleston County Architectural and Historical Survey Historical Overview
and Bibliography are incorporated into this report as appendices. Because the
intent of Charleston County was to provide a research tool that could also be
used by students, researchers and the general public, the documents are
formatted so that they can be photocopied separately from each other and from
the rest of this report.

CHARLESTON COUNTY ARCHITECTURAL AND HISTORICAL SURVEY
HISTORICAL OVERVIEW

TABLE OF CONTENTS

Encompassing approximately nine hundred forty-five square miles at the heart of South Carolina's Lowcountry, Charleston County is separated from Georgetown County to the northeast by the South Santee River and from Colleton County in the southwest by the South Edisto River. To the east the county fronts on the Atlantic Ocean. Inland, the western boundary with Dorchester County is demarcated by County Line Road and Rantowles Creek, and continues as an irregular line to the Ashley River. The Wando River and South Carolina Highway 98 form the boundary with Berkeley County. The county's boundary extends north along Charleston Neck between the Ashley and Cooper rivers. Location, topography and climate have influenced the development of transportation, agricultural, settlement and commercial patterns and the nature of the historic resources that exist in the Charleston County today.

The Sea Islands are part of a chain extending from Florida north to the Santee River delta, separated from the mainland and one another by networks of rivers, tidal creeks and inlets, marshes and coastal lagoons. Bull, Capers, Dewees, Isle of Palms, Sullivan's, Morris, Folly, Kiawah, Seabrook and Edisto islands all front on the ocean. The large inland islands, Wadmalaw, Johns and James, are sheltered from the sea by these barrier islands.[1]

Elevation in Charleston County is fairly uniform, ranging to seventy feet above Mean Sea Level (MSL) with most land being from five to fifteen feet above MSL. The major rivers are the South Santee, Wando, Cooper, Ashley, Stono, Wadmalaw, North Edisto and South Edisto. Principal creeks include Dawho, Toogoodoo, Bohicket, Church, and Awendaw. Other deep creeks cut into the larger islands of the county.[2]

In 1682 three counties - Craven, Berkeley, and Colleton - were laid out as in today's South Carolina. Craven County extended northward from Seewee River (Awendaw Creek) to the Roanoke River in present-day North Carolina; Berkeley County from Awendaw Creek south to the Stono River; and Colleton County from the Stono River south to the Combahee River.[3]

In 1706 ten parishes were established as church and civil administrative units: St. James, Santee, in Craven County; St. Philip's, Christ Church, St. Thomas, St. Denis, St. Andrews, St. John's, Berkeley, and St. James, Goose Creek, in Berkeley County; and St. Paul's and St. Bartholomew's in Colleton County. (Except St. Bartholomew's, all or portions of these parishes are part of present-day Charleston County.)[4] As the population grew, parishes were subdivided. In 1717 the upper portion of St. Andrew's Parish was separated to form St. George, Dorchester (in today's Dorchester County). In 1734, John's, Wadmalaw, Edisto and "other islands to seaward" were removed from St. Paul's Parish and designated as St. John's, Colleton, Parish. St. Philip's Parish was divided in 1751 with the creation of St. Michael's Parish. In 1754 the "English Santee" portion of St. James, Santee, Parish was made a separate parish, St. Stephen's (today in Berkeley County).[5]

Used as census units through the nineteenth century, Lowcountry parishes are convenient geographical sectors for the researcher. Because of changing political boundaries into the twentieth century, parishes provide more accurate statistics than do county-level census data. Parish names - St. Pauls, St. Andrews, Christ Church, and St. James, Santee - still refer to large unincorporated areas of Charleston County.

PARISHES OF THE
BERKELEY-CHARLESTON-DORCHESTER
REGIONS

ST. JOHN'S PARISH
BERKELEY
MOULTRIE

ST. STEPHEN'S
PARISH

ST. JAMES PARISH
GOOSE CREEK

ST. GEORGE'S
PARISH

ST. JAMES SANTEE
PARISH

ST. THOMAS AND
ST. DENIS PARISH

ST. PAUL'S PARISH

ST. ANDREWS

CHRIST CHURCH PARISH

ST. JOHN'S PARISH COLLETON
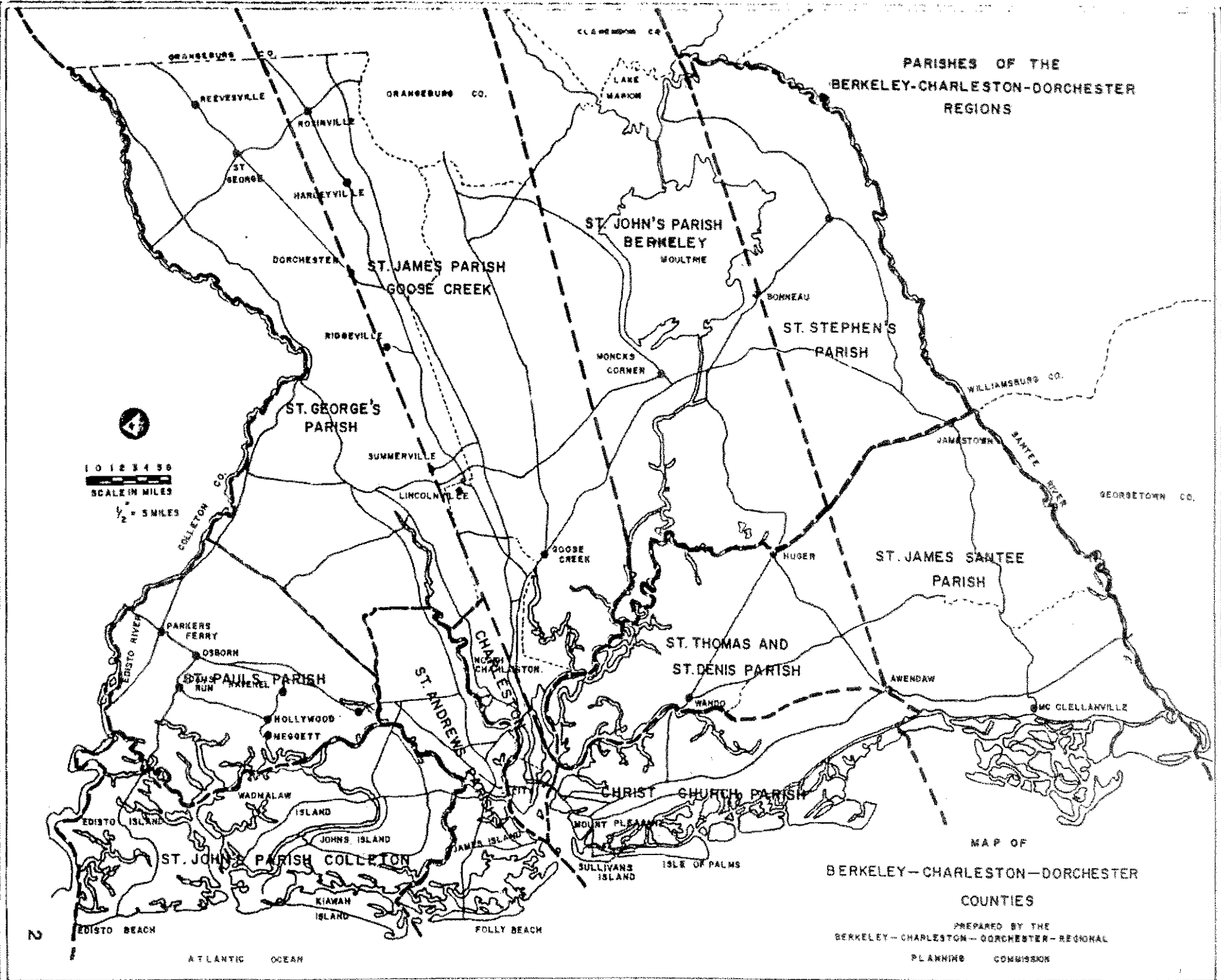
MAP OF

BERKELEY—CHARLESTON—DORCHESTER

COUNTIES

PREPARED BY THE
BERKELEY — CHARLESTON — DORCHESTER — REGIONAL
PLANNING COMMISSION

ATLANTIC OCEAN

SCALE IN MILES
½ = 5 MILES

CHARLESTON COUNTY IN 1882
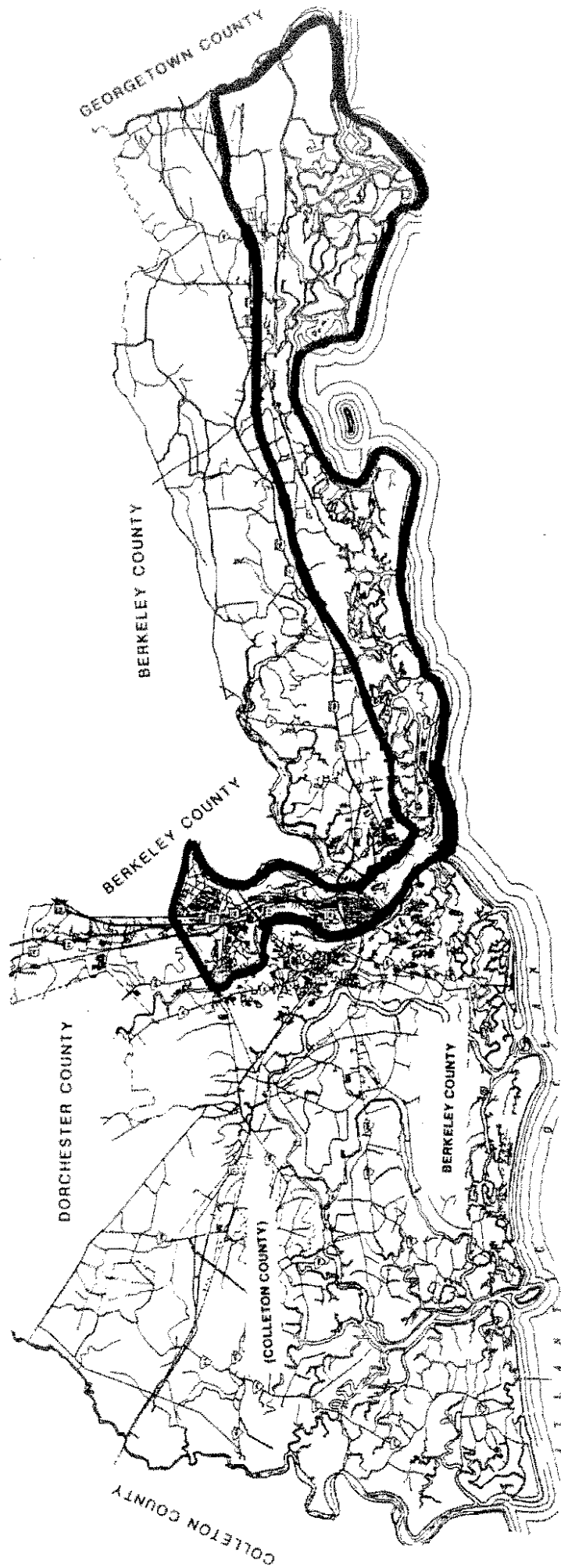
Areas north of the strip along the eastern coast had become part of the new Berkeley County, with Mount Pleasant its county seat.

3
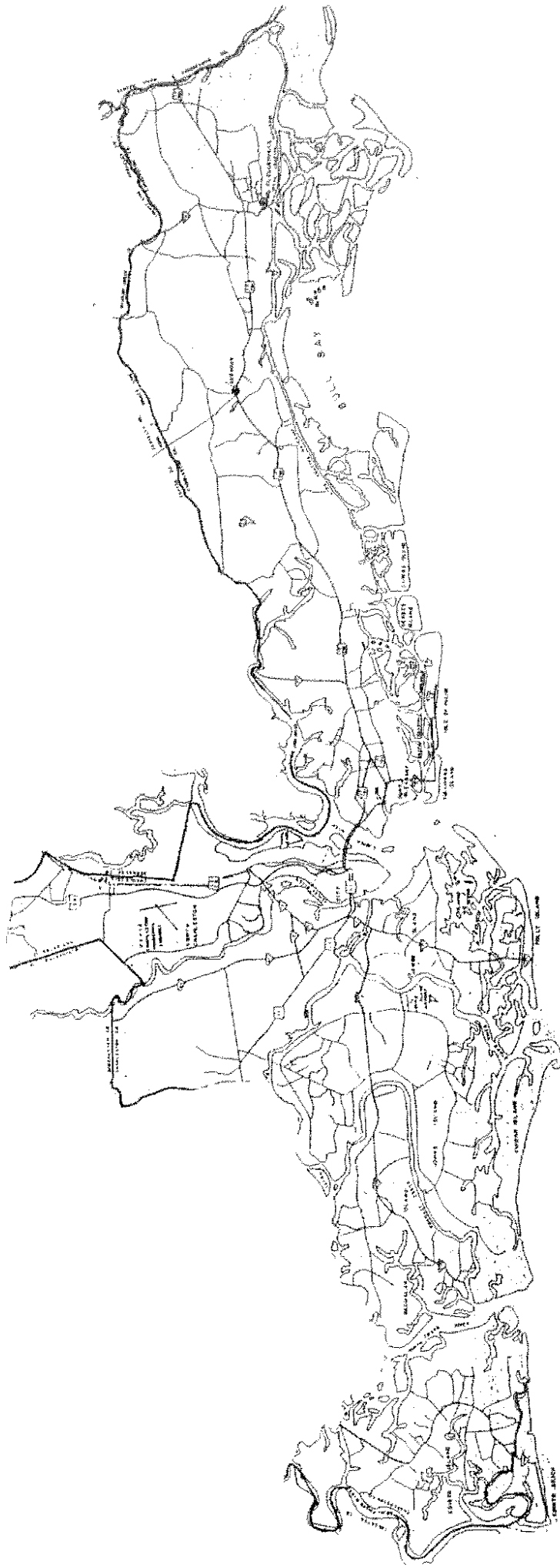
CHARLESTON COUNTY IN 1893

Much of the Berkeley County area has been returned to Charleston County.
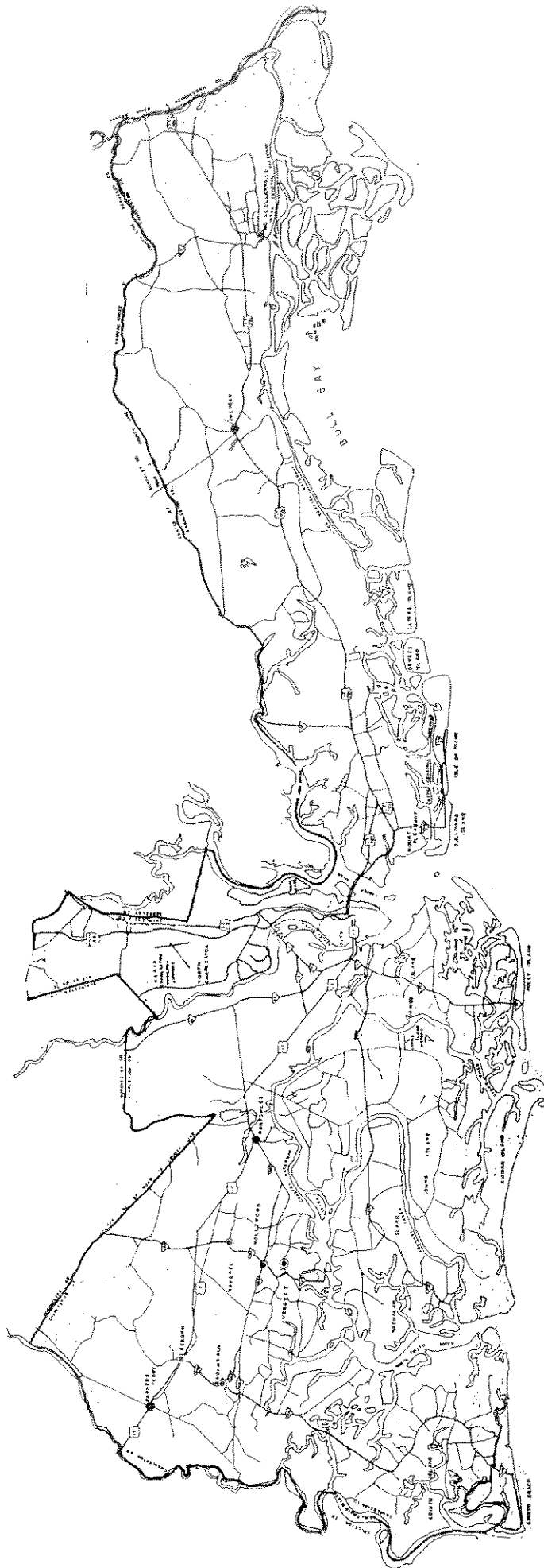
CHARLESTON COUNTY IN 1911

After annexation of St. Pauls Parish.
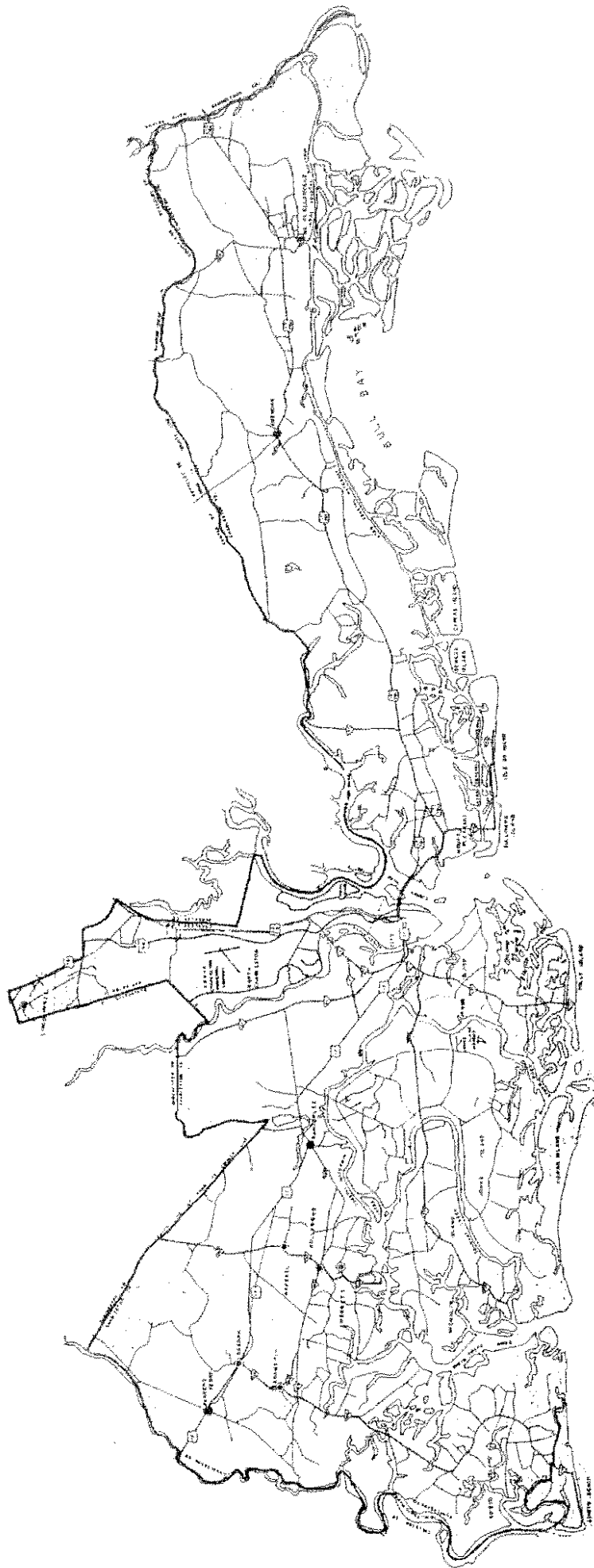
CHARLESTON COUNTY, 1920 - 1974

After annexation of 35-square mile area including Goose Creek Reservoir and the Town of Lincolnville.

CHARLESTON COUNTY IN 1992
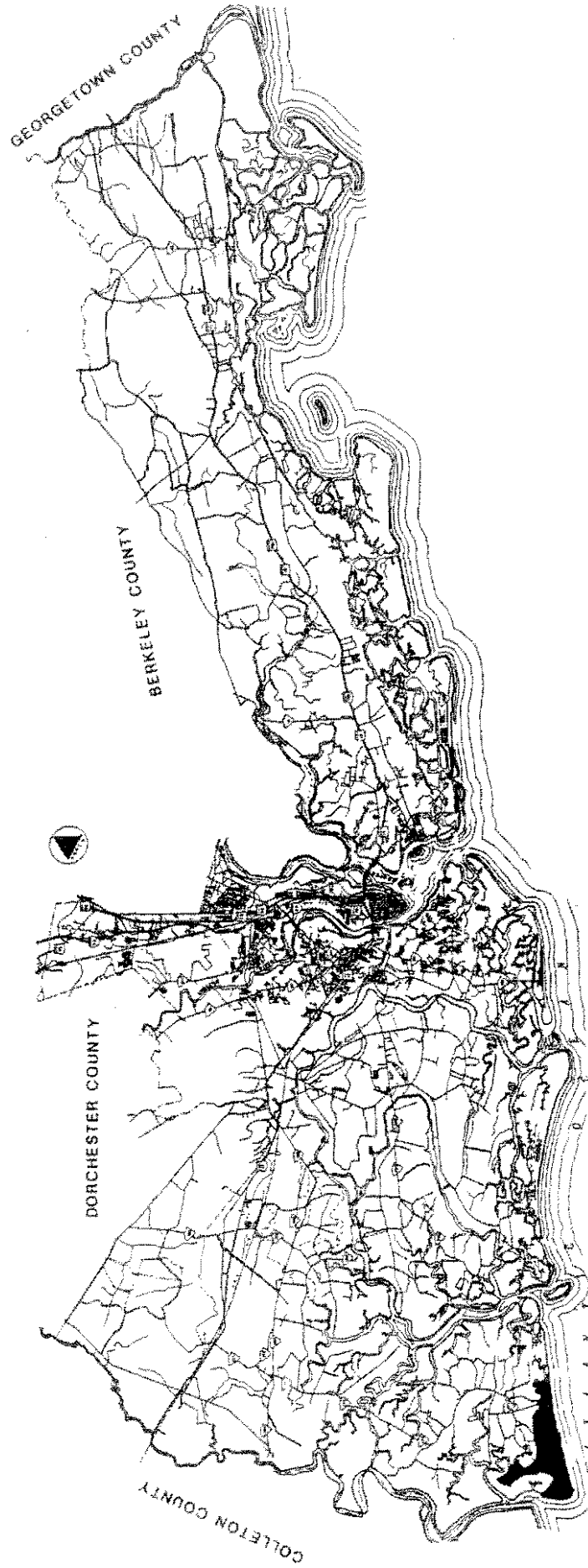
The southwest portion of Edisto Island was annexed into Colleton County between 1976 - 1987.

GEORGETOWN COUNTY

BERKELEY COUNTY

DORCHESTER COUNTY

COLLETON COUNTY

Charleston County's political boundaries were changed at least twice during the 1880s. In 1882 a 2000 square mile area was removed to form Berkeley County, with Mount Pleasant its county seat. The City of Charleston and a narrow strip along the coast to its north remained as Charleston County; its principal towns were Moultrieville, on Sullivan's Island, and McClellanville. In 1893 about 800 square miles of Berkeley County was annexed back into Charleston County, including the islands southwest of the Ashley River, Mount Pleasant, and much of the area between the Wando and South Santee rivers.[6]

The 1911 annexation of St. Pauls Parish included the mainland area southwest of Charleston from Rantowles Creek to the Edisto River. In 1920 Charleston County achieved its modern boundaries, annexing from Berkeley County a thirty-five square mile area along the Southern Railway line above Charleston Neck.[7]

Charleston County's area was reduced slightly between 1975 and 1987. The portion of Edisto Island that includes Edisto Beach was annexed into Colleton County in March 1975, and is today incorporated as the Town of Edisto Beach. In July 1987 a tract north of Edisto Beach, including land to the east and west of Highway 174, was also annexed into Colleton County.[8]

Native Americans

Native American settlement in South Carolina is thought to have been continuous for more than twelve thousand years. During the Paleoindian Period (10,500-8,500 BC) the ocean's shoreline may have been up to fifty miles west of the present coast, which would have put most of Charleston County under water. During the Archaic Period (8,500-1000 BC) the natural landscape became the humid, pine-dominated environment of today. Small bands of Native Americans spent spring along coastal regions, went to inland camps for the summer, and gathered in the upper coastal plain during the winter. Gradually, today's Charleston County became more heavily occupied than the Piedmont, apparently because of its richer and more diverse habitats. Shell rings indicate habitation sites from the later Archaic period.[9]

During the Woodland Period (1000 BC-1000 AD), Native Americans became more sedentary and skilled at using diverse resources, eating deer, bear, rabbit, turkey, fish and turtles. Some groups began to develop agriculture during the the Mississippian Period (1000-1500 AD). The indigenous people of the Lowcountry apparently lived in settlements, with few isolated farmsteads. Their trading paths extended throughout the southeast and beyond.[10]

During the Contact Period, beginning in roughly 1526, people from Europe, Africa, the Caribbean, and North America began to interact. The Spanish, French and English encountered Native Americans in the Lowcountry for at least one hundred years before establishing permanent settlements.[11]

Native Americans initially tried to cooperate with the European settlers. The Kiawah are said to have convinced the early colonists to settle at the Charles Towne Landing site, a strategic trading location. The Sewee allied with the English, supporting them against Spanish raids and supplying them with food. Some tribes quickly grew unhappy with the white settlers, and by 1674 the Stono and Kussoe rebelled. They were defeated and many captives shipped to the West Indies. In 1686, Native Americans took part in a raid by Spanish Floridians that burned English settlements as far as the east side of Edisto Island.[12]

In 1715 the Yamassee (Yemassee) Indians, centered at Pocataligo, rampaged through the province. They crossed the Edisto River and raided through St. Pauls Parish as far as the Stono River. Prevented from crossing the Stono, they burned Pon Pon Bridge over the South Edisto River in their retreat. Their final defeat in 1717 effectively ended any Indian threat to the area.[13]

The indigenous population declined as contact with Europeans increased. Besides military defeats, diseases the Europeans brought with them devastated the native population. In general, the danger of Indian attack receded with the frontier as white settlement expanded north and west into South Carolina, but skirmishes along the southern border continued for some years.[14]

EARLY SETTLEMENT, 1670-1730

In 1663, King Charles II granted a charter to the province of Carolina to eight Lords Proprietors. In 1669 one of them, Anthony, Lord Ashley Cooper, organized a fleet of immigrants who settled at Albemarle Point (Charles Towne Landing) in 1670. South Carolina was established largely as a business enterprise, its settlers trading with Native Americans for such goods as deerskins while they experimented with staple crop agriculture.[15] In 1672 the settlement was moved to the more defensible Oyster Point, between the Ashley and Cooper rivers, and named Charles Towne. The harbor could be guarded by defenses on Sullivan's and James islands while it provided for passenger and cargo shipping.[16]

The Lords Proprietors encouraged their colonists to establish towns. They believed that a neatly laid out town was more conducive to settlers and investors than sprawling farmsteads, and townspeople were easier to defend, tax, and call to arms. Because Charleston so effectively established its position as the colony's commercial center, there was little development of other towns. There was a short-lived town on James Island, but Willtown was the first settlement after Charleston that can be considered a town. Located on a twenty-five foot high bluff overlooking the South Edisto River, Willtown may have been planned as early as 1682. Devastated by the Yamassee raid of 1715, Willtown declined completely after about 1750, due to the difficulty of defending it, the problem of malaria, and trade competition from nearby Charleston.[17]

Research into early land grants and settlement patterns in Charleston County has shown a fairly consistent pattern in the selection of early settlement sites. Both on the islands and in mainland areas, rural colonists developed scattered farms along navigable rivers (for transportation of goods), building their houses on high ground when possible. Fresh water springs may also have been a factor in choosing settlement sites. Farmers especially valued "Old Indian Fields," land that was already cleared for crops.[18] Rural dwellings in 1711 were dotted along both banks of the South Edisto River and the west bank of the North Edisto, scattered on Wadmalaw and Johns islands (mostly along the Wadmalaw and Stono rivers), and at both banks of the Stono on Johns and James islands.[19]

The first colonists in South Carolina were almost equally divided between Anglicans and Dissenters. Settlers organized churches and constructed buildings for them as soon as they were able. Although the Church of England was the established sect, religious freedom was guaranteed to others, and by about 1680 Dissenters (Presbyterians, Baptists, Congregationalists and Quakers) were in the majority. After 1685 significant numbers of French Huguenots began to arrive.[20]

Carolina's population grew rapidly. By 1708 there were "1360 freemen, 900 free women, sixty white servant men, sixty white servant women, 1700 free white children; 1800 Negro men slaves, 1100 Negro women slaves, 500 Indian men slaves, 600 Indian women slaves, 1200 Negro children slaves, and 300 Indian children slaves."[21]

Before 1695 about one-quarter of the colony's population was made up of black slaves; by 1708 they had become the majority, as more Africans came through the port of Charleston than anywhere else on the continent. By 1719 slaves accounted for almost two-thirds of Carolina's population.[22]

SURVEY DATA: Hurricanes have been recorded in Charleston County at least since 1686, and have had a continuous, if sporadic, impact in the loss of buildings, bridges and other structures, as well as natural landscape features.[23] While no above-ground resources are known to remain from the first settlement period, early plantation sites have been identified at Point of Pines, #056; Point Farm, #270; Beckett's, #303; Ash Point, #387; Little Britton, #390; Toogoodoo/ Laurel Hill, #517; Tibwin, #577; and others.

Export Commerce and Agriculture

South Carolina was established largely as a business enterprise, the colonists trading with Native Americans while they experimented with staple crop agriculture. Soft white deerskins, dressed by the Indians, were an important export product. From 1674 through the 1680s, Lord Ashley's plantation on the upper Ashley River was the headquarters for Indian trade west of Charleston. In 1716 an Act provided for Indians to trade deer skins and furs at various plantations.[24]

The earliest successful exports included forest products as well as trade goods. The naval stores industry (tar, pitch, resin, and turpentine used in ship construction and maintenance) expanded after Parliamentary incentives were established in 1704. In 1712 South Carolina was the major producer in the colonies; exports increased through the 1720s. During the 1740s profits from improving agriculture, and loss of British bounties, led to a decline in the industry. Tar and turpentine production continued longer in areas that were unfavorable for crops.[25]

Board lumber products were also important. Long leaf pine and cypress were prized for wooden planks, shingles and barrel staves. Mills first shipped lumber to the shipyards of Maine and Massachusetts, then expanded trade to the West Indies and South America, and Europe. By the late 1670s South Carolina's colonists began building ships for local and English investors, in Charleston and along waterways in other areas. According to historian Theodore Rosengarten, shipbuilding was the "chief industrial activity of the Sea Islands." Some shipbuilding sites, such as that on Hobcaw Point in Christ Church Parish or the James Island Shipyard (1742-1772), were used fairly continuously. Others were used for only a short period of time, as builders camped near their source of wood and moved on when work was completed.[26]

The early settlers tried a variety of crops for export, most of which proved unsuccessful. Tobacco showed potential, but after 1700 Virginia and Maryland dominated the British market and little tobacco was grown in Charleston County. Oranges failed commercially, as did olives, grapes and silkworms. Farmers did produce food for themselves and for townspeople, growing Indian corn, rice, wheat, barley, kidney beans, "American potato," garden vegetables and fruit trees. Typically, livestock animals were allowed free range, pigs in swamps and forests, cattle or sheep in drier pine forests and savannahs. A report of 1686 indicates the crops being grown on a Sea Island plantation: "70

acres of Indian corn, a crop of English peas, 200 traces of choice onions, tobacco, and 100 great hogs."[27]

Defense and Transportation

In the generally flat terrain of Charleston County, islands, high riverbanks and peninsulas were particularly important for defense. In 1674 Captain Florence O'Sullivan was appointed to manage a signal cannon on today's Sullivan's Island, firing to warn Charleston when ships approached. In 1706 the colonists were alerted by the Sullivan's Island watch and held off a French squadron loaded with Spanish soldiers and Indians. Fort Johnson on James Island was constructed by 1709 to further protect the harbor's entrance.[28]

Lumber producers, farmers and traders delivered most of their goods by river to Charleston Harbor for export. Settlers also adopted land trails and trading paths already in use by Native Americans, adding routes between their own settlements, trading centers, and ferry landings. One of the earliest was today's Ashley River Road, established in 1690. In 1703, the General Assembly directed that a road be built from "the southwest side of Ashley River to Willtown." The southernmost section of today's Parker's Ferry Road lies along this route. An Act of June 1714 called for "continuing the road to Edisto Island" and making bridges over Dawhoo Creek and the South Edisto River. A statute was passed in 1721 that prohibited cutting shade trees when roads were laid out.[29]

Some of the early roads in Charleston County, such as the Ashley River Road and Parkers Ferry Road, remain largely on the original routes. Over time, most roads have been rerouted to a greater or lesser degree. Curves and detours were straightened out when bridges could be constructed at wider waterways, leaving sections of roadways, ferry and bridge sites to be abandoned or reduced to serving local traffic.

Government

Under their Fundamental Constitutions, the Lords Proprietors appointed the provincial governors and controlled the court system. Initially all political functions were vested in the government of the Province of Carolina: the Governor, the Parliament (later known as the Commons House of Assembly), and the Grand Council. The Council acted as the upper house of the legislature, as well as the court of equity, civil, criminal and admiralty law. Justices of the peace were the only local officials.[30]

In 1682 three counties, Craven, Berkeley, and Colleton, were laid out as election districts and militia and judicial units. Craven County extended north from Awendaw Creek to the Roanoke River in present-day North Carolina; Berkeley County from Awendaw Creek south to the Stono River; and Colleton County from the Stono River south to the Combahee River. The counties extended inland for thirty-five miles from the coast. A general court was

established at Charleston, with jurisdiction over all three counties. Election precincts were established at Charleston and Willtown.[31]

There was a close link between government and church in colonial South Carolina, and in rural areas churches were often the only buildings available for public purposes. The Church Act of 1704 established the Church of England in South Carolina and prohibited non-Anglicans from serving in public office. The act was repealed by the Church Act of 1706, which established the Church of England as the state religion, but permitted Dissenters to hold office.[32]

Providing for more localized government, the Church Act of 1706 divided the province into ten parishes that were designated as both civil and church administration units. The parishes established in 1706 were St. James, Santee, in Craven County; St. Philip's, Christ Church, St. Thomas, St. Denis, St. Andrews, St. John's, Berkeley, and St. James, Goose Creek, in Berkeley County; and St. Paul's and St. Bartholomew's in Colleton County. In 1716 Anglican parishes were designated as election districts, with elections held at each church.[33]

SURVEY DATA: St. Andrew's Parish Church, #110; Christ Church, #031; St. Paul's Church, #509; Wappetaw Independent Congregational Church, #559; Johns Island Presbyterian Church, #067; Edisto Island Presbyterian Church, #041; Willtown, #141.0.

GROWTH OF THE COLONY, 1720-1780

In 1721 South Carolina's settlers succeeded in their petitions to be removed from proprietary rule and established as a Royal Colony. They claimed among other things that the Proprietors had failed to provide adequate defense for against Native Americans and pirates. The transfer to royal government was complete in 1729, and the Royal Navy could now be expected to provide defense.[34]

Government administration began to shift away from the Anglican Church as members of other denominations grew more powerful. By 1740 the majority of South Carolina's population was divided among several Protestant religions: 45% Anglican, 42% Presbyterian, French and other Protestants, 10% Baptist, and 3% Quaker.[35]

The period of royal government was prosperous for Charleston County. British mercantile laws favored goods from the Atlantic colonies, and the colonists were learning to farm effectively. Encouraged by the government, settlers from frontier areas of the northern colonies migrated to the "back country" of southern colonies during the 1750s and 1760s. As they moved South Carolina's frontier westward, inland settlers raised goods for their own consumption as well as for export. Their trade moved over land and water to Charleston.[36]

Transportation Improvements

As agricultural production expanded, inland waterways remained the chief avenues to market. The advantage of shortening these routes was obvious, so canals were cut to improve waterways for shipping.[37] One of the earliest appears to have been Elliott's Cut, between the Stono and Ashley rivers at the north side of James Island. By 1751 South Carolina's colonists had "cleared many creeks, and cut some canals betwixt rivers... made useful public roads all over the country, and a multitude of private paths ... from particular plantations to those roads, or to convenient landings... built many bridges over rivers, and laid causeways across marshes."[38]

Roads zigzagged between the narrowest sections of creeks and rivers. The early bridges of coastal South Carolina were generally short span, timber bridges supported by timber trestles. Short spans could be joined in long bridges extending across broad expanses of flat, swampy terrain. As engineering improvements made longer bridges possible, new bridges were built and roads straightened. Because coastal rivers were so important to transportation, drawbridges were used fairly early.[39]

Stores and taverns in rural areas were located near bridges or ferry landings. Church locations were also determined by transportation routes. In 1768 a church for St. James, Santee, Parish was built near the bridge over Wambaw Creek. Between Edisto and Wadmalaw islands, the North Edisto River was much too wide to bridge. For Edisto Island's Anglicans, who traveled by water to the parish church on Johns Island, the solution was to erect a church for themselves in 1774.[40]

Survey Data: Early canals in the survey area include New Cut, #244, and Watts Cut, #375. No surviving timber bridges from this period have been identified. Modern bridges are found at sites that may have been in continuous use. See St. James, Santee, Church, #110, and Trinity Episcopal Church, #132.

Agriculture and the Plantation Economy

In contrast to a "farm," which produces goods for family or local consumption, a "plantation" is defined as producing crops for cash sale. Both systems flourished in Charleston County, with the city providing a market for domestic goods, and its harbor providing for an import-export plantation economy. Professionals, merchants and factors in Charleston complemented their business interests through rural agricultural production. From St. Andrews and Christ Church parishes, farms owned by city businessmen or independent farmers supplied produce, livestock, brick and firewood to the urban market as well as to single-crop plantations. Settlers further from the city, without access to market for the sale of food crops, concentrated on forest products, livestock, or staple goods.[41]

The success of indigo and rice stimulated the agricultural export economy. Some of the earliest settlers had brought indigo seed to South Carolina. In 1739 Eliza Lucas planted West Indian indigo seed at Wappoo Plantation. By 1744 she had a good crop, and shared her improved seed with other planters. Profits increased after a Parliamentary bounty, intended to aid the English textile industry, was instituted in 1749. South Carolina became the British Empire's major producer of dye as indigo planting spread through its inland swamps.[42]

In much of Charleston County, indigo became a supplemental crop to rice, which was also favored by British mercantile laws. Planters experimented with different cultivation methods, aided by the knowledge of West African slaves experienced in subtropical agriculture. Rice was irrigated with fresh water through dams, dikes, trunks and ponds. After about 1750, the tidal culture method, which used the power of tides to move fresh water for irrigation, was developed. The quality and quantity of rice was dramatically increased along rivers where tides were strong above the highest level of salt water - the South Santee, Cooper, and South Edisto rivers, and Toogoodoo and Awendaw creeks. Tidal culture was infeasible along the Wando River, in swampy inland areas, and, except the north and western edges of Edisto Island, on the Sea Islands of Charleston County.[43]

Slaves were imported into Charleston County in increasing numbers, especially in areas that favored the labor-intensive crops of indigo and rice. As early as 1720 the trend toward varying proportions of slaves in the population of various parishes was apparent: that year in St. James, Santee, Parish, there were 42 taxpayers with 584 slaves (1:14); in St. Andrews Parish 210 taxpayers with 2493 slaves (1:12); in St. Pauls Parish, which then included Johns, Wadmalaw and Edisto islands, 201 taxpayers and 1634 slaves (1:8); and in Christ Church Parish there were 107 taxpayers and 637 slaves (1:6).

As the proportion of black slaves in Charleston County rose, the threat of slave rebellion rose accordingly. The Stono Rebellion of 1739 was an attempt by a group of slaves to escape to Spanish Florida, which had promised freedom to runaways from the English colonies. About twenty slaves gathered on Johns Island, crossed the Stono River, and traveled south, killing whites, raiding plantations and gathering recruits. The whites caught up with the slaves at the plantation later known as Battlefield Plantation. They executed all the captives except those slaves who could convince them that they had been forced to join the march.[44]

Survey Data: Publicly-owned ricefields, reserves and dikes can be visited today at the Santee Coastal Reserve, #736; the Wedge Plantation, #139; The Grove, #057; and Hampton Plantation State Park, #058. Other plantations that retain large-scale landscape elements related to rice cultivation include Prospect Hill, #009; Fairfield, #044; Harrietta, #057; Prospect Hill, #101; and Mount Hope, #141.03.

The Stono Slave Rebellion Site is at the edge of Rantowles Creek, near today's Sea Island Small Farmers Co-op. Battlefield Plantation is near Parkers Ferry Road, at the north side of today's US Highway 17 South (just west of #734).

Town and Country

The "town and country" residential pattern, with Charleston the social and cultural capital of the plantations, developed during the eighteenth century. The social hierarchy was tied to land ownership, tempting merchants, factors and manufacturers to divert profits to the purchase of plantations. Lowcountry indigo and rice planters, whether fulltime planters or merchant-planters, had town houses as well as plantation houses. Typically, planters were in town from January to March, for the social season, and from May until the first frost, to escape the fevers endemic in swampy regions. According to historian George Rogers, they "considered themselves to be, and were, almost equally the citizens of the town with those who dwelt in it."[45]

Some planters built town houses as residences or investments; others rented Charleston dwellings for themselves. Even the most prosperous families typically concentrated their major economic and aesthetic resources on the house they perceived as their primary residence. Until his death in 1770, Jacob Motte, Public Treasurer of the Province, leased the fine Georgian residence at 69 Church Street from the Jordan Roche family. On his own Mount Pleasant Plantation, in today's Mount Pleasant Historic District, Motte built an unassuming two-story wooden house, with wainscot similar to that of his house in Charleston.[46]

Houses in town and country often displayed an architectural sophistication that demonstrated close ties with England and the urban centers of the North. Professional architects and builders were employed, but with architectural literacy an integral part of a gentlemanly education, the owners themselves frequently designed their dwellings.[47]

Certain families in particular were noted for the elegance of their buildings.

The Bulls of St. Andrews Parish and Charleston were typical of an elite group: wealthy, educated, politically prominent and aesthetically astute. About 1704 Lieutenant-Governor William Bull built a two-story brick house at Ashley Hall Plantation, in the Jacobean style with a hall-and-parlor plan and projecting stair tower. [Nearby Middleton Place, built about the same time, also had a projecting stair tower.] About 1720 he also built a three-story brick house in Charleston (35 Meeting Street), in the Georgian style then popular in England. About 1770 the second Lieutenant Governor William Bull improved Ashley Hall with a formal garden in the Italianate style.[48]

John Drayton built Drayton Hall, a fine example of Georgian-Palladian architecture, as his principal residence between 1738-1742. Drayton's town house is much less impressive, although the drawing room has a mantelpiece similar to those at Drayton Hall; it clearly was a second home. It is in contrast to the elegant city dwelling of Miles Brewton, the leading slave merchant of his time, and also a member of a prominent planting family. He expended much of his fortune on the elegant town house at 27 King Street, built 1765-69 in the Palladian style.[49]

About 1725 Paul Hamilton had brick imported from Boston to build a residence on his 300 acre Edisto Island plantation. The style of Brick House, similar to the houses at Mulberry, Hanover, Lewisfield, and Crowfield in today's Berkeley County, is said to have been of French influence, and a forerunner of the Charleston "double house" of the 1750s and 1760s.[50]

In Christ Church Parish, George Benison's 980-acre plantation was worked by thirty-two slaves. The house, now known as Oakland, is a simple frame cottage. Although Benison owned considerable amounts of land, he appears to have been unusual in living only on the plantation: no evidence of another residence has been found.[51]

Whether it is because of the value that has historically been placed on preserving these sites, or the biases of earlier researchers, much more is known of the plantations of the elite than of the homes of the middle and lower strata of society. In some parts of the county, notably the Sea Islands, census data indicate few white or free black laborers or small farmers, but in other areas a substantial proportion of the population were not "planters." However, Linda Stine notes that 63 colonial/antebellum "plantation" sites have been identified in Charleston County, as compared to four "farmsteads." This should be attributed in part to the less substantial quality of modest dwellings and, in larger part, to a lack of knowlege about the dwellings of small farmers and entrepeneurs.

SURVEY DATA: Ashley Hall Plantation, #004, Brick House, #022, Oakland, #088, Mount Pleasant Plantation House, #085, Fairfield, #044, Hampton, #058, Drayton Hall, #039.

Tabby and Brickmaking

Tabby is a concrete-like substance composed of shell, sand, and lime, molded into large blocks and dried in place. Lime for tabby was often mined from oyster beds or Indian shell middens. With no stone found naturally in the Lowcountry, brickmaking became significant in Charleston County, especially in Christ Church Parish, where soil type, abundant pine trees for fuel, and proximity to Charleston encouraged the industry. The clay soil used for brick is generally unfavorable for crops, and brickmaking also filled in at slack planting times. The Horlbeck family's brickworks remained important through

the nineteenth century; one of their best-known early buildings is Charleston's Exchange Building.[52]

American Revolution

Beginning in 1763, Parliamentary acts affecting trade gradually changed the political affections of most Lowcountry planters. Protest demonstrations took place in Charleston against such measures as the 1765 Stamp Act and the reduction of the indigo bounty in 1770. Strained relations eventually led to war. Charleston's defenders soon completed fortifications at Haddrell's Point, Fort Johnson, and Sullivan's Island.[53]

In June 1776 a British fleet entered Charleston Harbor. They landed at Isle of Palms, then attempted to cross Breach Inlet to Sullivan's Island. 780 Americans held off the 2,200 British soldiers. Between 1776-78 most of the war was fought in the north, but in May 1779, a British army marched from Savannah to besiege Charleston. They built earthworks at Stono Ferry, withstood an American attack in late June, then retired to Beaufort.[54]

In February 1780 the British came to Charleston County in force. General Sir Henry Clinton landed troops at Seabrook Island, secured the upper Stono, and moved across to Johns Island where he established a temporary headquarters at Fenwick Hall. He then ordered his army across the Stono River to James Island. They took Fort Johnson, and built a bridge across Elliott's Cut to move troops and guns to the mainland. On April 8, the British fleet entered Charleston Harbor. Charleston surrendered May 12, 1780.[55]

From their base at Charleston, the British supplied themselves throughout the region. After the Continental Army was driven out of South Carolina, the only effective American force was that of General Francis Marion, the "Swamp Fox." At the Battle of Parker's Ferry, in August 1781, Marion and his 400 troops intercepted a raid by 540 Hessians, British and Tories. The British fled back to Fort Dorchester then to Charleston.[56]

The British Army under General Cornwallis surrendered in October 1781, but the British did not evacuate Charleston until December 1782. Unable to meet in the capital city, the General Assembly of South Carolina met at Jacksonboro in 1782.[57]

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The American Revolution ended the prosperity of the colonial period in Charleston County. Continental money was worthless, and agricultural and commercial markets had changed. Cropfields had been neglected, the countryside looted, buildings burned, cattle and horses confiscated and slaves carried off by the British. The increasingly populous interior sections of South Carolina began a challenge to the Lowcountry's political dominance. They succeeded in having the state capital relocated to Columbia in 1790, adding to Charleston's post-war distress.[58]

Rebuilding the Plantation Economy

There was a brief resurgence in indigo planting after the American Revolution. South Carolina indigo was inferior in quality to that grown in the West Indies, and could not be grown profitably without British bounties. The market collapsed after 1796, when English producers shifted their efforts to India. Rice planting increased as South Carolinians found new markets and improved their mills. The English engineer Jonathan Lucas, and his son Jonathan, Jr., were innovators in milling. In 1787 Lucas built the first water mill and by 1792 the first tidal mill, at Peachtree on the South Santee River. Other mills were soon established in the city and throughout the Lowcountry.[59]

Survey Data: No rice mills were surveyed. There is said to have been a mill south of Willtown (see #141.4) as late as 1980, and the ruins of several mills are said to exist in the Santee River Delta. Summit Plantation House, #128, was built in 1819 at the site of an earlier rice mill. A mill was moved from Tibwin Plantation, #577, to the Ford Museum in Michigan in the 1930s.

Eli Whitney's cotton gin was introduced in 1794. A fairly simple machine and easy to replicate, by 1802 it was a standard feature on farms and plantations throughout the south. United States cotton production increased from 3,000 bales in 1790 to nearly 50,000 bales in 1800. Within the next year it doubled to 100,000 bales.[60]

Sea Island cotton, with fiber twice as long as that of upland or short-staple cotton, brought a price up to six times as high. In 1788 Mrs. Kinsey Burden, using seed from the West Indies, raised a successful crop on Little Britton Island. The Burden family had a very profitable crop with their selected seed strains. They also pioneered the special gin required for long-staple cotton. By 1801 Sea Island cotton comprised 20% of the entire United States production. The crop demanded heavy soil additives, and planters discovered the value of salt mud and sedge, crushed oyster shells and ground cotton seed as compost.[61]

Large holdings of land and slaves held practical advantages for staple-crop planters, providing flexibility to cope with seasonal, climate, and health problems. The profitability of rice and cotton increased the demand for slaves in the areas where those crops could be grown. From 1804 to 1808, at least 200 ships unloaded upwards of 40,000 black slaves at Charleston. Even after legislation in 1808 prohibited further importation of slaves into the United States, slaveholdings in Charleston County continued to increase, with many slaves being purchased from states to the north.[62]

The first Census of the United States, taken in 1790, listed 249,073 residents in South Carolina. The twelve parishes of Charleston District had a total population of 66,985 (about 50,000 outside the City of Charleston). 77% of

the district's population was black, almost all of them slaves. Through 1830, census figures show the percentage of Charleston County's population that was black remaining fairly stable at between 77 and 78%. Nearby counties that grew neither rice nor long-staple cotton never had populations more than fifty percent slave.[63]

Census data from 1790 show regional differences in slave holding within Charleston County. In St. Johns, Colleton, Parish, where cotton plantations were predominant, there were 585 white, over 4700 slaves, 17 "mulattoes and free" and 23 free persons attached to white households. Five percent of white households had no slaves; 32% (55) had ten or fewer. 63% of the total owned more than ten slaves. Of these, sixteen planters (9% of total) owned between 50-100; and four (2%) over 100. (By 1810 there were 7127 slaves in St. Johns, Colleton, Parish.)

In St. Pauls Parish, with both cotton and rice agriculture, there were 57 white households and fifteen free persons of color. As in St. Johns, Colleton, 5% (three households) owned no slaves; 26% owned fewer than ten. 68% of the total owned more than ten slaves. Of these, nine planters (15% of total) owned between 50-100, and 7 (12%) over 100.

St. Andrews Parish, including James Island, also had a mixed agriculture. There were 123 white households and 31 free people of color. Roughly the same proportion (4%) as in St. Johns, Colleton, and St. Pauls owned no slaves. 28% (35) owned fewer than ten slaves. 54% of the total owned more than ten slaves, 4 planters owning between 50-100. As in St. Johns, Colleton, three planters (2%) had over one hundred.

In Christ Church Parish, 127 white households and one free woman of color were counted. A much larger proportion (20%) of households had no slaves, and 41% (52) owned fewer than ten. Only 38% of the total owned more than ten slaves, nine (7% of total) held between 50-100, and two held more than one hundred. Even in this area where a majority of whites owned few slaves, 80% of white households had at least one slave in 1790.[64]

This overview of parish-level census data indicates the response to varying transportation, agricultural and commercial opportunities in Charleston County. However, only St. Pauls Parish lies fully within the boundaries of the present project. In Charleston County, James Island (St. Andrews Parish) and Johns Island (St. Johns, Colleton) and much of Christ Church Parish (Mount Pleasant and Sullivan's Island) have previously been surveyed. Part of St. James, Santee, Parish and most of St. Thomas and St. Denis Parish are in today's Berkeley County.

Plantation Houses

Among the elite, the pattern of dual residency established before the American Revolution lasted throughout the antebellum period. Gabriel Manigault is credited with bringing the Adamesque style to South Carolina, but the Pinckney family were also devotees of the architecture of the Adam brothers. During an extended stay in England, the Charles and Eliza Lucas Pinckney family lived near Hampton, actor David Garrick's villa on the Thames, to which architect Robert Adam had affixed a portico in his distinctive style. Between 1790-91, Hampton Plantation House, home of the Pinckney's daughter Harriott P. Horry, was enlarged, and a portico remarkably similar to that at Garrick's Hampton was added. Near Hampton, Harriott Pinckney Horry had Harrietta Plantation built in 1797 for her daughter Harriott H. Rutledge.[65]

Charles and Eliza's son Thomas Pinckney spent most of his youth in Europe. In 1797 he married Frances Motte. Their Adamesque style Charleston house (14 George Street) has polygonal projections front and back, and frieze detailing similar to that at Hampton. Pinckney is credited with the design of El Dorado, which stood on the South Santee below Fairfield and Harrietta. Begun in 1797, El Dorado had a portico with slender columns similar to those at Harrietta and Fairfield and a main block with twin wings, but was built with considerably less elegance than the town house on George Street.[66]

A member of a prominent New York family, Colonel Lewis Morris served in the Lowcountry during the Revolutionary War, and married plantation heiress Anne Barnett Elliott. In 1795 they purchased a fine Georgian town house (34 Meeting Street), residence of South Carolina's last colonial governor. The Georgian style was passing out of fashion when Morris acquired the house; Thomas Pinckney's town house could have inspired the plan of the Morrises' ca. 1807 plantation house on the South Edisto River in St. Pauls Parish. With its polygonal room, Mount Hope was quite stylish when built.[67]

The Seabrooks had planted on the Sea Islands since the early colonial period and were notable builders. About 1810 William Seabrook built a "mansion house" on his cotton plantation. Nearby Oak Island, in a style reminiscent of this residence, was built about 1830 by William Seabrook the younger and his wife Martha Edings. Cassina Point was constructed for William Seabrook's daughter Carolina Lafayette and her husband James Hopkinson. Members of the Seabrook family are also said to have remodeled Edisto Island's Old House.[68]

SURVEY DATA: As noted previously, the residences of the wealthiest level of society are the historic resources that are most likely to remain. See VanderHorst House, #137, Hampton, #058, Harrietta, #060, Fairfield, #044, Mount Hope, #141.3, William Seabrook House, #116, Oak Island, #097, Cassina Point, #026, and Old House #92. See also Summit Plantation House, #128, Brooklands, #023, Prospect Hill, #101, Crawford's, #305, and Tibwin, #577. None of these plantations retain cohesive integrity within the entire complex: typically the principal residence, surrounding grounds and water views, and an entry avenue remain. At a few the location of some slave quarters is definitely known; at even fewer have the locations of functional buildings or structures such as wells and animal pens been identified.

Religion

The Church of England was weakened after the American Revolution, as many Anglicans had left South Carolina. Dissenters, led by Baptist clergy, united in a petition to the Assembly to completely separate church and state, and in 1790 South Carolina's constitution abolished the established church altogether. The Anglican Church was transformed into the Protestant Episcopal Church.[69]

While Charleston County's white elite continued mainly to attend the Episcopal and Presbyterian churches, other denominations, particularly Baptist and Methodist, began to attract converts. The independent nature of the Baptist Church made it possible for black Baptists to organize and ordain ministers, and the first separate black Baptist congregation in South Carolina was established about 1775 by a slave in Aiken County. Between 1787 and 1825 Baptist preacher Richard Furman, a native of Daniel Island, was active in Charleston County. The Baptist Church did not, however, grow as strong in the Lowcountry as in other areas of the state: in 1790 of forty-four churches in South Carolina, only five, with total membership of 507, were in the Lowcountry.[70]

The earliest Methodist preachers to visit South Carolina had found the Anglican Church firmly entrenched, but after the American Revolution there was a place for the new denomination, and it developed rapidly. In 1787 there were 2,070 white and 141 black Methodists in South Carolina and Georgia; by 1796 this had risen to 3,583 (24% of them black) in South Carolina alone. In 1808 two missionaries were assigned to cover the Lowcountry from the Santee River to the Savannah River, preaching to white and blacks. Camp meetings, which developed as itinerant preachers set up camp at central locations for several days of preaching, were tremendously popular.[71]

As early as 1701 the Anglican Society for the Propogation of the Gospel had begun missionary work among slaves and Native Americans. In 1712 an Act made it lawful for slaves in South Carolina to be baptised as Christians, but there were continuing disputes among whites as to the nature that slave worship should take. During the early 1800s, legislation restricting black religious assemblies had the effect of keeping slaves in the established white denominations, rather than in independent black sects such as the African Methodist Episcopal Church (begun in 1787).[72]

Survey Data: See Hepzibah J. Townsend's Tabby Oven Ruins, #131, and Edisto Island Baptist Church, #040.

Transportation and New Settlements

Land and water transportation routes have been continuously improved in rural areas of Charleston County. The success of churches, as well as commercial enterprises such as taverns and stores, relied on road, bridge, and ferry connections. In 1798 Andrew Hibben developed Hibben's Ferry at today's Mount Pleasant. A few years later James Hibben purchased Mount Pleasant Plantation, near the ferry, and had it surveyed and divided into 35 tracts. The village became a significant commercial and service area for the residents of Christ Church Parish.[73]

SURVEY DATA: See Seabrook's Bridge, #095, and nearby Oak Grove House #196, said to have been used as a tavern. Hepzibah J. Townsend's Tabby Oven, #131, was at Frampton's Inlet, #195.01.

In general, because of the role played by the City of Charleston in the plantation economy of Charleston County, there were few independent villages. Summer villages were the exception, and their development was motivated not by commerce but by residential comfort. During the humid summer months, South Carolina plantations exposed their residents to "summer fevers." No one knew that malaria and yellow fever were carried by mosquitoes, which especially flourished while rice grew in fields of stagnant water. However, well drained pineland areas, or the seashore with its prevailing ocean breeze, were known to be relatively healthy. After about 1790 planters built summer homes in areas free of "miasmas" or "bad airs," clustering in pineland villages or along saltwater beaches.[74]

The earliest settlers had attempted to control the spread of epidemic disease through establishing quarantine stations. These buildings, and sometimes ships at anchor, held free persons as well as slaves who were thought to present a risk of spreading disease. An Act of 1707 called for what was probably the first "pest house," or lazaretto, on Sullivan's Island. Close to Charleston, but physically removed from the population center, the island was a convenient quarantine site. Sullivan's Island was appropriated to the state for public purposes (defense and quarantine) in 1787, but by 1791 those who found it "beneficial to their health" to reside on the island were permitted to do so, and it developed as a summer village.[75]

On Edisto Island, planters began to rent lots and build summer cottages along the ocean beach at Edingsville. A causeway across the marsh made the village convenient for the planters to visit their fields periodically. There was also an early summer village known as Cedar Island in the Santee River delta, lost to the hurricane of 1822.[76]

SURVEY DATA: Early summer village houses of the elite were much simpler in their plan and detailing than their principal city or plantation houses. Edingsville was largely abandoned after the Civil War, and damaged by hurricane in the 1870s. A few buildings were moved to interior areas of Edisto Island (Bailey's Store, #008, appears to be a typical example of Edingsville architecture) before the hurricane of 1893 effectively destroyed Edingsville Beach. See also Edingsville Beach Road, #383. The summer villages in the project area, Rockville, Adams Run, and McClellanville, were established later, and are treated in a later section.

ANTEBELLUM PERIOD, 1820-1860

Transportation

Transportation developments in Charleston County during the antebellum period reflect a national interest in improving freight and passenger shipping. The first steamship appeared in Charleston Harbor in 1819. In 1823 Congress authorized "the building of lighthouses, light vessels, and beacons..." Lighthouses were built near McClellanville and Cape Romain, and the Morris Island lighthouse at Charleston Harbor was replaced by a tower with a revolving lamp. Robert Mills surveyed all of South Carolina for his Atlas of 1826, paying special attention to roads and landings, and recommending a number of canal projects: water shipment remained the most economical way to move goods over long distances.[77]

By 1829 bridges and causeways had been completed along the entire 110-mile route of the "State Highway" from Charleston to Columbia. In much of the Lowcountry, characterized by large land areas separated by water, roads that led to ferries or bridges were heavily used. William Seabrook's Edisto Island Ferry Company linked the Sea Islands to each other and to Charleston. Steamboat Landing Road connected Edisto Island's main interior route to the landing adjacent to Seabrook's plantation. By 1824 Wadmalaw Island's Maybank Highway was referred to as the "High Road to Rock Landing," Seabrook's ferry landing at Rockville.[78]

Shore to shore ferries across rivers were improved as well. The Mount Pleasant Ferry Company operated steamships across the Cooper River between Charleston and Mount Pleasant, and up the Wando and Cooper Rivers. About 1826 a ferry was established from Little Edisto to the "Borough" neighborhood of Edisto Island. Botany Bay Road linked the public landing at the south side of the island to the main road.[79]

SURVEY DATA: The Cape Romain Lighthouses are within the Cape Romain National Wildlife Refuge. The present Morris Island lighthouse was built in 1876. On Edisto Island are Botany Bay Road, #349, Steamboat Landing, #116.2, and Steamboat Landing Road, #334, and today's Highway 174, #329. On Wadmalaw Island see Rock Landing, #155.1, and Maybank Highway, #276.

Inland producers found water shipment preferable to the long overland haul to Charleston. After the demise of the State Canal, western South Carolina cotton was shipped down the Savannah River to Georgia's port, rather than by road to Charleston Harbor, and the city entered a commercial depression. In 1830 the South Carolina Canal and Rail Road Company, led by planter/cotton merchant William Aiken, was established, its goal to regain the upcountry cotton trade for Charleston. In 1833 the line was completed from Charleston's

Neck to the Savannah River opposite Augusta. This first railroad had an immediate impact on shippers and commercial interests in peninsular Charleston and the Neck.[80]

Charleston's economy revived with the renewed cotton export trade, and between 1850 and 1860 rail trackage in South Carolina increased from 289 to 988 miles. Farmers and others along rail lines obtained contracts to provide firewood at designated points. In 1857 the Charleston and Savannah Railroad surveyed a 100-mile line between St. Andrews Station and Savannah. Completed in 1860, the rail line ran southwest from Charleston, with stations at today's Rantowles, Ravenel, Osborne, and Parkers Ferry. In 1861 a bridge was built over the Ashley River to connect the line to the Charleston peninsula. The owners of the land around the Ravenel's Station had drawn up a plan for a town of 182 half-acre lots, but development of Ravenel and other depot communities was interrupted by the Civil War.[81]

SURVEY DATA: Today's community of Parkers Ferry is located at the point where the railway crosses Parkers Ferry Road, #620, which extends from Willtown Road to the site of Parkers Ferry. The ferry crossed the Edisto River between today's Dorchester and Colleton counties, north of present-day Charleston County.

Agriculture and the Plantation Economy

A southern plantation is often described as a self-sufficient community. This is not entirely accurate in the case of the staple-crop planters of Charleston County, who were heavily reliant on the purchase of manufactured goods and even food. The City of Charleston, a market for commodities from food to building materials, was also the export-import center for a large area. Indigo, rice and cotton had established the pattern of growing for export rather than home consumption, a pattern that continued into the twentieth century. While middle and upstate farms grew food for home, slave and market consumption, some Lowcountry plantations even imported pork.[82]

Tidal field rice and Sea Island cotton cultivation methods were clearly defined, requiring large forces of carefully trained, disciplined and supervised workers. Although most slaves were used as field hands, others were engaged in domestic service and skilled trades. The "task" system used on coastal South Carolina plantations was unlike "gang" labor in that it defined the work to be done each day by each slave. Time after the "task" was completed was the slaves' own; what they could grow in this free time was their own, to be eaten, sold, or traded.[83]

The steam engine, already in use for milling rice, led to a few other manufacturing enterprises in Charleston County. Turpentine distilling and steam sawmilling increased, but during the antebellum period in general, interest in manufacturing declined in the Lowcountry. Agriculture was profitable, and plantation ownership remained socially desirable. During the 1820s the South Carolina Agricultural Society and parish-based groups offered prizes for "any new method of cultivation or fertilizer" that improved rice and cotton yields. While fulltime planters continued to invest in city real estate during the 1820s and 1830s, about one-fifth of Charleston's major merchants and factors invested in plantations.[84]

Land on the Sea Islands became the most valuable in the state. In 1860, the average value of a plantation on Johns Island was $17,075., compared with average values of $7,714. in Christ Church Parish, where along Wando Creek neither rice nor cotton grew well.[85] Without extensive drainage, swampy areas, including Big Wambaw, Little Wambaw and I'On (Iron) swamps in St.

27

James, Santee, Parish; Bear Swamp in St. Andrews Parish; Caw Caw and Drayton swamps in St. Pauls Parish, were also difficult to farm.

Cotton

Historian Theodore Rosengarten has outlined two distinct "golden age" periods for Sea Island cotton: 1800-1819 and 1848-1861. From a high in 1805, Sea Island cotton production fluctuated with the market, and crashed in 1819. During the 1840s, when upcountry cotton had especially poor years, many backcountry planters and their slaves left South Carolina pursuing fresh lands further west. The general economic depression lasted until the late 1840s when cotton prices rose again. Aided by skilled slaves, planters developed new agricultural processes and seed strains.[86]

In 1850 South Carolina produced thirteen percent (310,000 bales) of the nation's cotton. As many planters put all their arable land into cotton, the state's production increased to 350,000 bales in 1860. Prices continued an upward climb through 1861, with an enormous increase following the bombardment of Fort Sumter.[87]

Rice

In 1850 South Carolina produced 160 million pounds of rice, almost three-quarters of the nation's total. Most of this rice was grown in Charleston (including today's Berkeley), Beaufort, Georgetown, and Colleton counties. The upper reaches of the South Edisto River, Toogoodoo Creek, the east branch of the Cooper River, and both sides of the South Santee River were ideal for tidal rice cultivation.[88]

Governor William Aiken's Jehossee Island was a "rice plantation which for extent, excellent management and productiveness, is not surpassed by any other within the state." The main canal, four miles long, six feet deep, and 22' broad, connected the South Edisto River with Watts Cut. Irrigation canals crossed at right angles to the main canal, and there were seventeen masonry locks. Between 1850 and 1860 Aiken increased his rice land at Jehossee, reducing the amount of land used for milk cattle, sweet potatoes and corn. This concentration of land and human resources on rice was rewarded by production of 1,500,000 pounds in 1860.[89]

SURVEY DATA: In addition to the residences cited in the preceding section, surviving plantation houses include The Wedge, #139, The Grove, #057, Frogmore, #054, Peter's Point, #097, Windsor, #142, and Middleton's, #093.
Trees, gardens, and other plantings were part of plantation layout. Oaks were often in avenues of two rows, along a straight main entry drive. Notable avenues remain at such sites as Windsor, #142, Tibwin, #577.02, Ashley Hall, #004, Brick House, #022, Selkirk, #294, Encampment #734.1, Dixie, #509, and Oak Lawn, #394.
See Morrison's Canal at site of Laurel Hill, #071; and remnants of cotton field engineering at #250 and #294.

Occupational Statistics

In 1850, South Carolina had a ratio of 41% white, 58% slave, and only 1% free blacks. The ratio in the twelve parishes that made up the Charleston District was slightly different: 33.8% white, 60.9% slave, and 5.3% free "colored."[90] Census data reflect agricultural and occupational variations among the parishes of Charleston County. Even discounting for the variations in different census takers' reporting as to "planter" or "farmer," the variation in occupations among the parishes, different in agricultural, commercial, and transportation opportunities, is clear.

In 1850, 137 white households were counted in St. Johns, Colleton, Parish. Among their members were 87 planters, 12 overseers, 16 physicians; 3 blacksmiths, 2 laborers, 7 carpenters, 3 clerks, 7 clergymen, 5 storekeepers, and 2 seamen. There were no "farmers," and it is obvious from the white occupations that most skilled labor on these islands was done by the 10,332 slaves (an average of 75 per white household). There were 104 farms and plantations. Nearly all (97) of them grew cotton; there were twenty rice producers. Only three cotton growers (3%) had made less than ten bales the previous year; about one-third produced between 10 and 19 bales. Fourteen (13%) of the plantations produced more than 70 bales each, eight of them more than 100 bales. As in other parishes, some planters produced both cotton and rice, but the rice producers mostly reported amounts under 3,000 pounds. Only three planters produced more than 50,000 pounds of rice, including William Aiken with 930,000.

In St. Pauls Parish, there were 209 white households in 1850, and 4,692 slaves (22 per white household). Only about half (101) the whites reported agricultural production. In addition to planters, there were a number of farmers and drovers. The importance of timbering is seen in occupations such as "shingle getter," "turpentine getter," wheelwright, and cooper. Of the 99 planters reporting improved acreage in 1850, 46 produced cotton and 59 grew rice. In contrast to St. Johns, Colleton, 37% (17) of the cotton growers grew less than ten bales. Six planters in the parish produced more than 30 bales, including William Elliott, who reported 60 bales of cotton and 288,000 pounds of rice. Although 54% (32) of the rice planters had grown less than 10,000 pounds, 33% (20) produced over 50,000 pounds (6 of them over 500,000).

In 1850 St. Andrews Parish, including James and Folly islands, reported 88 white households, and 2,912 slaves (33 per white household). There were 37 planters and 5 farmers; 4 physician/planters, and 5 physicians, as well as 2 mechanic/farmers and 1 mechanic; 1 carpenter/planter and 1 carpenter; one mariner and one hunter. Of the four "laborers," three were from Ireland, as was the sole "servant." 21 agricultural operators had no improved acreage, several of them keeping significant numbers of livestock. Of the 35 growers reporting cotton production, nearly half of them made less than ten bales. Only 17% (6 planters) reported producing more than thirty bales. The 18 rice producers also grew moderate amounts. Only one produced less than 10,000 pounds, and only four produced over 50,000 pounds.

In St. James, Santee, Parish in 1850 there were 77 households, reporting 36 farmers, 11 overseers, and only 18 planters; but 2,931 slaves (38 per white household) were reported in the parish. In Christ Church Parish, with 2,772 slaves total, there 113 households (excluding Sullivan's Island) outside the town of Mount Pleasant. There were 50 planters, 22 farmers, and three overseers; six mechanics, six carpenters, and four oystermen.[91]

SURVEY DATA: No antebellum farmhouses or homes of timber and livestock operatives have been identified in the survey area. Three structures, all substantially altered, were identified as overseers' houses: at Rockland, #186, and Fairview, #662; and a hunting lodge on Jehossee Island, not visited during fieldwork.
Slave rows remain at Boone Hall, #016, and McLeod, #059, plantations, both outside the survey project boundaries. Single slave cabins were identified on Edisto Island: #098, #311.1, #377 (where there is also a double cabin) and #378. Unlike the more substantial houses of white overseers, slave cabins that remain have less commonly been altered for later generations; most are unused today. Chimneys remain from slave cabins in various areas of Charleston County, including Bleak Hall, #017, and Hampton Plantation, #128. A row of chimney remnants is visible at Red House, #246, on Wadmalaw Island.

Summer Villages

The use of summer villages continued through the antebellum period. In 1826 William Seabrook acquired a 545 acre tract on Wadmalaw and established a landing at Rockville for his Edisto Island Ferry Company. Rockville was laid out regularly, with most of the houses facing south toward Bohicket Creek, connected by narrow roadways and paths. The regular lots, closely spaced houses, and two summer chapels (without churchyard cemeteries) make it clear that the village was intended for residential use: except the landing and associated tavern house, no provision appears to have been made for commerce of any kind. The loss of the riverside road to the hurricane of 1893 gave the village its present appearance, with houses at the water's edge.[92]

Adams Run developed as a summer retreat for planters on the South Edisto River. Unlike other summer villages in Charleston County, it was located not on salt water, but on high ground convenient to the rice plantations of St. Pauls Parish. William Wilkinson, whose home was at Summit Plantation, built a summer house in about 1830, and began renting lots nearby to other planters. As early as 1832 George W. Morris of The Grove Plantation had begun leasing a lot. Because only the houses in Adams Run, and not the lots, were owned by the planters who built them, few of them were occupied after the Civil War. Many of the lots were sold during the 1870s and 1880s to satisfy debts. Most of the residences in today's Adams Run were built between about 1880 and 1940.[93]

Archibald McClellan began the summer village of McClellanville when he sold three waterfront lots on his plantation. In 1858 R. T. Morrison of Laurel Hill bought the adjacent Jeremy's Plantation, and he and McClellan soon cooperated to lay out and sell waterfront lots. In 1859 an ecumenical church and a three-month school were established, but by 1860 there were only six houses at McClellanville. The village was re-established as a full-time fishing village, planter's retreat, and commercial center after the Civil War, and the typical architecture of McClellanville is generally late-nineteenth century.[94]

Survey Data: Legareville, a fairly large summer village on Johns Island, was destroyed by fire in 1864. Three summer houses remain in the Secessionville Historic District on James Island.
In the Village of Rockville National Register Historic District, #4350104, individual properties at Rockville were surveyed as #145 to 175. At Adams Run, the Wilkinson-Boineau House, #643, a full two-story house on a raised basement with a one-story porch across the facade, appears to be the only antebellum house with integrity. In the McClellanville National Register Historic District, #3260075, individual properties were surveyed as #401- #478.

Churches

Separate churches managed by blacks provided an opportunity for slaves to develop an independent social and organizational life, but they also had the potential to foster revolt. After Denmark Vesey's Charleston plot in 1822 there were severe restrictions on separate black churches. Planters relied on missionaries from the Presbyterian, Baptist and Methodist churches to organize slave worship, and the slave membership in these denominations began to grow.[95]

There was growth in Episcopalian churches as well. In 1818 St. John's, Colleton, Parish Church had one black communicant; in 1854 there were 375. As churches became overcrowded, separate services were often held for the slaves, who were nonetheless full members of the white church. Despite the high proportion of slaves in some Lowcountry Presbyterian and Episcopalian

churches, generally the Methodist and Baptist churches in the south attracted the largest numbers. The Southern Presbyterian Church had fewer than 8000 black members in 1860.[96]

Plantation missions intensified during the 1830s. Slave chapels were built on a few plantations; otherwise existing buildings, or simple brush arbors, were used. There were also some chapels built for slaves from several plantations to worship jointly, such as Zion Chapel on Wadmalaw Island and at least three chapels in St. Andrews Parish. Accessibility for the preacher to the slave congregagations was an important consideration. Robert Mills' Atlas of 1825 shows the "ME Parsonage" on Edisto Island adjacent to the ferry landing.[97]

After 1836 the Methodist Church stepped away from active abolitionism, and its white membership increased rapidly. In South Carolina their number multiplied from 2,406 in 1838 to 31,900 in 1844; black membership also grew during those years, but more slowly, from 23,498 to 37,952. Between 1837 and 1845, schisms in Protestant denominations reflected national tensions over slavery. Separate southern Methodist, Baptist and Presbyterian churches were formed. The Methodist Episcopal Church split in 1844, with the formation of the Methodist Episcopal Church (South). Southern Methodists continued their missionary programs to slaves, and at the beginning of the Civil War, black members were still a slight majority.[98]

The Southern Baptist Convention met for the first time in 1845, with more black communicants, preachers and churches than any other denomination. The Baptist Church was strong in rural St. Pauls Parish, with Stono and Sauldam both being organized in the early 1840s. Stono Baptist had a marked upturn in membership between 1855-58.[99]

SURVEY DATA: Some churches from this period have large interior balconies where black communicants sat: see Edisto Baptist Church, #041, and Edisto Presbyterian Church, #141. Calvary AME Cemetery, #301, on Edisto, is at the site of Calvary Methodist. See also Zion Chapel, #222, centrally located on Wadmalaw Island; Sauldam Baptist Church, #504; and Stono Baptist Church, #506.

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60 US Bureau of the Census, Historical Statistics of the United States, Colonial Times to 1957 (Washington, DC: 1960).

61 Murray, p. 25-31, 38, 49, 51, 64, 87, 113-116, 121, 190. Rosengarten, Tombee, p. 52-54, 72-78.

62 Nichols, "Sullivan's Island." Wood, Black Majority, p. 146-147, 149. Petty, Growth and Distribution, p. 24-25. Rosengarten, Tombee, p. 47, 51, 59, 67. Lander, Palmetto State, p. 91.

63 Petty, p. 61, 68-71. Kovacik and Winberry, South Carolina, p. 102.

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66 Smith and Smith, Dwelling Houses of Charleston, p. 131-133. Stoney, p. 57, 70. Leiding, Historic Houses, p. 94-100.

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CIVIL WAR, 1860-1865

For decades, politicians of South Carolina had quarrelled with the national government over tariffs, which protected Northern industry to the disadvantage of the agrarian south. The quarrel deepened with the ideological dispute over slavery and states' rights. After the Compromise of 1850 war was inevitable. South Carolina seceded in December 1860, and troops fired on the Union-held Fort Sumter in April 1861. To protect the approaches to Charleston, the Confederates constructed defenses throughout Charleston County.[100]

In November 1861 Union ships appeared in Port Royal Harbor, and the Sea Islands north from Beaufort were ordered evacuated during the winter 1861-62 as being indefensible. Forced to abandon houses, churches and crops, planters joined the military or left with their families for the interior of the state, leaving many slaves behind. Isolated families in other exposed areas also departed for safer areas.[101]

Throughout the Lowcountry, Union and Confederate troops used buildings, livestock and crops as they found them. With no hills to provide vantage points, steeples and high buildings provided lookout and signal stations. Horses and troops were quartered in churches, barns and houses. Land battles in Charleston County mostly took place on Johns Island and James Island. In early 1863 a Union fleet arrived at Charleston, landing troops on Folly Island. By summer they had taken Morris Island, instated a tight blockade of Charleston Harbor, and begun besieging the city. Charleston did not surrender until 1865. Although Sherman's march across the state did not come through Charleston County, Federal troops raided and pillaged Lowcountry plantations. Particularly along the Ashley River, there was much deliberate destruction.[102]

Evacuating whites left instructions for their slaves, but not all obeyed, and many escaped. As the Federal government tried to bring order to the 10,000 blacks living on the Sea Islands, Forfeiture Acts provided confiscated land for them to begin farming. As early as 1862 some of the tracts were sold to their black operators. The Emancipation Proclamation (January 1, 1863) freed about 400,000 slaves in South Carolina. Some remained on their home plantations; some went to cities and towns; some joined the Union Army; and some formed bands of camp followers. General William T. Sherman's Special Field Order Number 15, in January 1865, designated the entire Sea Island region, from Charleston south to Florida, for black settlement. Freedmen from the interior of the state joined those already on the islands. The Freedmen's Bureau was established in March 1865 to improve their living conditions.[103]

Mary Ames and Emily Bliss appear to have been typical Freedmen's Bureau teachers. Sailing from New York in May 1865, they traveled to Charleston from Hilton Head, then to Edisto Island where they reported to camp on "the plantation formerly owned by William Seabrook." The next day they settled in a plantation house, and taught nearly one hundred students at a nearby church. When the Freedmen's Bureau educational program ended in the summer of 1866, Miss Ames and Miss Bliss returned North.[104]

Survey Data: On Edisto Island, Union officers and soldiers quartered at Cassina Point, #026, Frogmore, #054, Oak Island, #087, and Windsor, #142, where a large amount of soldiers' graffiti remains in the house.
Several of the summer houses at Adams Run were lost during or immediately after the Civil War.
William Aiken's house at Jehossee Island was burned early in 1862 by Union troops; Point Farm Plantation house, #270.02, was destroyed by shelling from Federal gunboats in 1863. The Grove Plantation House, #057, was shelled but not destroyed. Houses at Runneymede, #361, Magnolia, #079, and Vaucluse Plantation were burned, as was nearby Middleton Place. William Izard Bull set fire to his own Ashley Hall, #004, to save it from enemy destruction.

Morris Island Lighthouse was destroyed in 1861 by Confederate troops in an effort to prevent Union forces' entry to Charleston Harbor. The Whooping Island Ferry Causeway (see #347) to Edisto Island and Bugby Bridge, #262, between Johns and Wadmalaw island, were destroyed by evacuating Confederates in 1861-62. In 1865 Confederate troops evacuating Charleston destroyed the Ashley River drawbridge.

RECONSTRUCTION AND THE END OF THE NINETEENTH CENTURY, 1865-1900

After the physical losses to houses, farms, roads, and railways, the end of the Civil War brought a complete disruption of the economy of Charleston County. Those who had invested in Confederate bonds and money found it worthless, and the slave-based agricultural system was dead. Punitive claims by the federal government aggravated the physical losses of southern planters and businessmen. When plantation owners were allowed to return to the Sea Islands late in 1865, the Freedmen's Bureau negotiated between them and groups of black workers, ensuring that freedmen would be permitted to harvest the crops they had planted, and negotiating labor contracts. The Reconstruction Acts of 1867 redefined political systems throughout the south. Radical Reconstruction, led by Republicans, including many freedmen, dominated South Carolina's government until 1877. By 1884 blacks had lost most of their political power, and election laws of 1895 closed them out fully.[105]

Phosphates

The post-war phosphate industry in Charleston, Beaufort and Colleton counties was a major factor in the commercial recovery from the Civil War. The first few thousand tons of phosphate produced in 1868 found a ready market in the US and Europe. Phosphate is mined from marl, deposits of calcified bones, vast beds of which were found under land and streams in a thirty mile wide area between Charleston and Port Royal. The South Carolina Mining and Manufacturing Company and the Wando Phosphate Company were both established before 1870. In addition to the economic impact of the mining industry, the availability of phosphate also improved local crop yields.

Phosphate companies used trams and narrow-gauge railways extensively, and also built standard-gauge railways and bridges to haul rock. Phosphate plants employed the old elite in management and operations, and former slaves found mining an alternative to farming. In 1892 political opposition to state subsidies along with new competition from Florida damaged the river mining industry; the hurricane of 1893 took many plants out of production. Phosphate mining ceased altogether in 1911.[106]

Survey Data: Tram lines remain along the western properties of Runneymede and Millbrook, #355, plantations. On the southwest side of the Ashley River Road, C. C. Pinckney mined phosphate deposits on Runneymede Plantation and built the present house, #361. In 1885 Charles H. Drayton used profits from Drayton Hall's (#039) phosphate mines to build an impressive house at 25 East Battery in Charleston. Phosphate mining altered huge tracts of land. Long lines of workers shoveling off topsoil across wide areas, leaving expanses of furrowed ground. See Phosphate Mine Site, #362.

Timber

Naval stores and lumber production had re-emerged as leading industries in the 1860's. Products such as turpentine, tar pitch and resin could be produced by a single person tending thirty to fifty pine trees, with little need for slaves or hired employees. Using few laborers, these producers are said to have felt less impact from Emancipation than did crop farmers.[107] Larger turpentine stills operated at Ravenel and McClellanville, where there was a resident labor supply.

Turpentine distilling declined as board lumber companies began to compete for
longleaf pine trees. Lumber companies acquired large areas of abandoned
cropfields as well as depleted phosphate mining land. The river cities of
Charleston, Georgetown and Conway became major lumber milling and shipping
centers. Loggers found their best resources in river swamps. They built
large mills near main line railroads and at temporary mill camps deep in the
woods. The companies reused phosphate rail lines, and also ran their own
track into the woods. Rail lines were easy to lay, move and replace, and were
efficient for bringing logs or rough-sawn timber out of swamps and wetland.[108]

Survey Data: Tramlines remain throughout the Francis Marion National Forest. Locations of nineteenth century
sawmills are well-known throughout Charleston County; no historic mill structures were identified during the survey.

Fishing

Small-scale commercial fishing requires little investment except boats, nets
and labor. Therefore, many freedmen could enter the fishing business.
Vendors sold fish at the docks, from wagons, or at retail fish markets,
needing neither storage buildings nor large quantities of ice. In 1880 94% of
the people identified as "fishermen" in Charleston were black.[109]

McClellanville developed as a fishing village, center of operations for
larger-scale white (and some black) fishermen, most of whom sold fish and
oysters directly to wholesalers at Georgetown or Charleston. In 1893 the
Bailey-Lebby company of Charleston put a gasoline engine into service on H.T.
Morrison's freight boat between Charleston and McClellanville, one of the
earliest uses of gasoline-powered shipping in the county. McClellanville also
grew as the commercial center for the large area that was still not
conveniently accessible to Georgetown or Charleston.[110]

SURVEY DATA: Even large fishing operations needed only a dock or mooring, so there are few structures associated
with fin-fishing in Charleston County. See Griffen House, #300. See McClellanville survey sites #401 - #478.

End of the Plantation System

The price of cotton soared as post-War demand increased, and Sea Island cotton
brought especially high prices to black and white planters. Successful cotton
planters focused on improved cultivation methods and fertilization, and some
built houses for tenant or laborers. A few substantial houses were built or
rebuilt for the owners of revitalized cotton plantations, but changing labor
systems had a profound impact on their production. In 1860 Wadmalaw Island
planter D. J. Townsend raised 140 bales, each 400 pounds, of ginned cotton; in
1870 he managed only eight 150-pound bales. On Edisto Island, William J.
Whaley reduced his improved land from 800 acres in 1860 to 350 acres by 1870.
His cotton production declined from 19,200 to 9,000 pounds. In 1879 Whaley
produced six bales of ginned cotton.[111]

SURVEY DATA: Substantial plantation houses dating to this period include New Cut, #243, Wilson House at Sunny Point,
#272.2, and the 1891 mansion at Stiles Point, James Island (National Register, #126.) The Whaley house at
Crawford's, #305, was enlarged.

White planters organized to try to manage the new agricultural economy. Their
plantation commissaries served tenant farmers and wage laborers. Commercial
ginneries were established convenient to water or rail shipping routes
throughout Charleston County.[112] Despite reduced production, cotton planting

dominated the agriculture of most farmers through the remainder of the nineteenth century.

Rice planting was greatly reduced. Rice was an integral part of the Lowcountry diet, and freedmen as well as whites continued to grow small amount for home consumption, and a few planters, such as Edward Barnwell in St. Pauls Parish, rebuilt commercial rice plantations. However, most planters could not manage dikes and irrigation canals without the skills of former slaves, and were unable to compete with the wages offered by phosphate mining and timbering. Property values declined: by 1883, the average value of riceland in the state was about ten percent of its prewar price.[113]

Charleston County also suffered several great natural disasters during the late nineteenth century. The "Great Cyclone" of August 25, 1885 blew down buildings on James and Sullivans islands. The earthquake of 1886 was felt throughout the region. The hurricane of August 27, 1893, flooded islands from Hilton Head to Johns Island, drowning 2,000 people.[114]

Hurricanes destroyed rice trunks and dikes, and flooded fields with salt water. Because logging had expanded in the uplands and piedmont of South Carolina during the years before the Civil War, river basins were deforested and subject to erosion. Upstream flooding worsened the effect of storms and spring freshets on the rice plantations of Charleston County. Increasing competition from Louisiana, Arkansas and Texas reduced prices for South Carolina rice. Finally, a blight struck rice crops. Production at Harrietta, the last large commercial rice plantation in South Carolina, ended in 1903.[115]

The Rise of Black Landownership

Agriculture on small farms was divided between cotton and foodstuffs, including rice, corn, vegetables, and livestock for subsistence and as cash crops. In Charleston County, the fishing, timber and phosphate industries employed former slaves as laborers, although in rural areas most worked in agriculture. Field labor on the Sea Islands was almost all black. In contrast to most of the South, and much of South Carolina, sharecropping was rare in Charleston County. Intending to acquire their own land, freedmen avoided sharecropping and labor contracts.[116]

Sometimes over the opposition of their neighbors, white landowners sold all or parts of many plantations to former slaves. In 1860 there were thirty-seven farms on Johns Island; in 1870 there were four hundred. In Christ Church Parish, the number of farms increased from 61 in 1860 to 517 by 1870. The first private sale to blacks was Woodville Plantation, north of the Wando River. In December 1863 it was divided into 6 to 18 acre farms, and 220 blacks bought and settled them.[117]

During the era of confiscation sales (1865-66) properties were subdivided by Federal engineers, with more regard for ease of mapping than for existing cultivation patterns. The result was a pattern of "rectangular strips bought, combined and settled by relatives... a queer patchwork of oblique patches, little three-cornered lots, and every now and then a plantation sold whole

carried on still by the old land lines."[118] This pattern is also typical of lands sold by private owners or state agencies, who retained surveyors to divide tracts evenly.

South Carolina's Reconstruction government established a Land Commission to buy, subdivide, and sell plantations for resident farming. After 1877, the Land Commission's sales were directed through the Sinking Fund Commission, established to reduce state debt. The Sinking Fund preferred to sell land only in large parcels, but some of its tracts were resold as small lots.[119]

Richard Harvey Cain, an AME minister in Charleston and later a US Congressman, began buying land along the Southern Railway line in about 1868. In 1871 he bought a tract of 2000 acres ten miles north of Charleston. Naming the settlement Lincolnville, he divided it into two to ten acre plots to sell to freedmen. The Town of Lincolnville was incorporated in 1889.[120]

Blacks established land-buying cooperatives in some South Carolina counties, particularly Colleton and Charleston. On Edisto Island James Hutchinson, cotton gin operator and chairman of the Republican Party precinct, organized such a group. During the 1870s he acquired tracts and divided them into twelve to twenty-acre parcels for sale to other blacks. Storekeeper and gin owner John Thorn also subdivided plantation tracts, and was said to be worth as much as $20,000. by 1880.[121]

In 1883 most black farmers on South Carolina's Sea Islands farmed "on their own account." A large number owned farms, and a still larger number rented lands for cultivation. By 1900 42.8% of all black farmers in Charleston County owned their farms, versus 22.4% statewide. On the whole, although there were many failures, due to bad luck, poor management and outright trickery, the combination of determined expectations, farming experience, and generally fertile lands, resulted in overall success for Charleston County's new landowners.[122]

SURVEY DATA: On Edisto Island are Hutchinson House, #066, Whaley houses, #292 and #296, and Jones House, #314. At Freedmen's Village are Tho... House, #293, Sites #286 to #290, and #295. (See also Laurel Hill, #344 and 345, and Vinegar Hill, #319 and 320.) On Wadmalaw see Grimball House, #216, and Harrison Tract, #179 to 181, #275; see also #207, #213 and #357. In Christ Church Parish see #552, #554, #574, #575, and #578.

Transportation Improvements and Truck Farming

Vegetable ("truck") farming began to replace rice, and later cotton, in large areas of Charleston County. Railroads were critical to the development of the truck farming economy of the Sea Islands and St. Pauls Parish. Two Charleston County farmers, William C. Geraty of Yonges Island and Frank W. Towles of Wadmalaw Island are credited with introducing truck farming in South Carolina. In 1868 they began planting cabbages and Irish potatoes for shipment by water to the New York market. After the Savannah and Charleston Railroad resumed operations in 1869, truck farmers switched to rail transport. Potatoes soon became a chief money crop in Charleston County. Other vegetables were also grown in large quantities, especially after the development of refrigerated (ice box) cars.[123]

In 1882 "Sea Island Cotton and Market Produce" were being farmed on James Island, "Truck and Fruit Farms" on Charleston's Neck, and "Truck Farms and Cotton" at the south side of the Wando River in Christ Church Parish. Railroad companies assisted in financing tramlines found on many riverfront farms by about 1880. These small-gauge tracks allowed a small engine and cars

to load produce directly onto steamers and barges that connected with a rail company wharf.[124]

In 1892 an important new rail line was run south from Ravenel to Yonges Island, where steamboats from Edisto and Wadmalaw islands brought produce and passengers to the mainland. During the next few years a network of spur lines linked crop fields and packing sheds along Church Flats, Toogoodoo and Gibson creeks to the railway. Yonges Island developed as the shipping hub of a large area, a role that was enhanced with the founding of the Stevens Line in 1903. The town of Meggett, located near the center of the trucking area, developed as its commercial heart. Ravenel was an important rail junction, and a town began to develop around its railroad track.[125]

As a step toward rebuilding the commercial economy of the City of Charleston, the U.S. Army Corps of Engineers began to improve Charleston Harbor for deep-draft steam vessels. In 1879 work began on jetties extending from Morris Island and Sullivan's Island, intended to keep the harbor's channel clear. A study in 1883 showed that the jetties, still being constructed of stone and riprap, were already working. The jetties withstood the hurricane of 1893, and were finally completed in 1895.[126]

Despite the improvements to the harbor, railroad companies generally did not use Charleston Harbor to connect with ocean freighters. Southern Railway, which operated on the original South Carolina Railway line onto Charleston's Neck, had its principal shipping terminal at Norfolk, and the vegetables grown in the county were shipped north by train from local depots. For this reason, and because many of its leaders were newcomers to the Lowcountry, the truck farming industry remained somewhat apart from Charleston's commercial economy.[127]

SURVEY DATA: In 1878 nine miles of track were laid to connect the original main line from Johns Island Station to a trestle, #364, across the Ashley River into today's North Charleston. Farm tramlines were located on Wadmalaw Island at Quiet Corner, #234; Oak Grove, #266; and Martins Point, #249. Other survey sites related to truck farming include ACL/ Blitches Spur bridge site, #511; Rose Hill Packing Shed, #658; and Slann's Packing Shed, #385.1. The ACL Depots at Adams Run (Osborne), Yonges Island and Meggett were built between 1900 and 1906, and are said to have resembled Ravenel's Depot, #601, built in 1900.

"The Second Yankee Invasion"

South Carolina's poverty and low property values contributed to a social phenomenon that lasted from the 1890s and through the 1930s, the acquisition of plantations by wealthy Northerners. Plantations throughout Colleton, Jasper, Beaufort, Berkeley, Georgetown and Charleston counties were advertised for sale in the Northeast. (By the 1940s the change in ownership of so many plantations was referred to as a "second Yankee invasion."[128]) Drawn especially by the duck hunting available in old ricefields, the new owners used plantations as winter vacation retreats. They organized clubs, such as the Santee Gun Club, to acquire and manage tracts of land for hunting. Unlike tidal rice fields, former cotton plantations could support other crops, and contemporary writer Chalmers Murray considered that they were less often sold for hunting preserves.[129]

The newcomers were especially attracted by the plantation houses, "already equipped with the charm of time."[130] Many houses were renovated or enlarged to accommodate large parties, and guest quarters and stables were added at several, including Harrietta, Tibwin and the William Seabrook Plantation. At many estates, notable landscaping was incorporated into the complex, as with

LETTERS IN THE INDEX REFER TO SQUARES INDICATED BY LETTERS IN THE MAP MARGIN. THE NUMBERS IN EACH SQUARE SHOW THE EXACT LOCATION OF EACH PLANTATION.

A NEW MAP of the PLANTATIONS on the SOUTH CAROLINA COAST

ELLIMAN & MULLALLY
Plantations, Shooting Properties, Town Houses
CHARLESTON & NEW YORK
1937

C. T. LOWNDES & COMPANY
Established 1850
Insurance and Estate Managers
CHARLESTON, S.C.

the gardens at Fenwick Hall and Wando Plantation. A few planters' houses were demolished and replaced by residences more appropriate for entertaining, such as the present house at Boone Hall Plantation.

Not only "Yankees" acquired plantations during this period. Near Awendaw, Buck Hall Plantation was acquired by a physician from Augusta. The 3500-acre Wando Plantation was sold to Beaufort native Henrietta Pollitzer Hartford. Unlike many of the winter sporting retreats, Wando was a "refuge for wildlife, allowing no hunting of any kind."[131]

Purchasers provided year-round employment to some local workers, white and black, who lived in small communities on the plantations. New houses were built for some employees while others remained in the tenant or even slave dwellings. Some plantations were used for agriculture as well as pleasure. By the mid-1950s, many hunting properties had been converted into cattle farms.[132]

SURVEY DATA: Seabrook Mansion, #116, Boone Hall, #016, Fenwick Hall, #047, Harrietta, #060, Prospect Hill, #009, Wedge, #139, Willtown Bluff, #141, Live Oak, #500, and Tibwin, #577, are among the plantations that were used for duckhunting or other winter recreation. The Santee Gun Club Lodge, #736, is on today's Santee Coastal Reserve. See also Taylor House, #475, at McClellanville, and Thames House (Santee Home), #713.

Changing Residential and Religious Patterns

Small towns such as McClellanville, Adams Run, and Ravenel developed as commercial and communication centers during the late nineteenth century. South of Charleston, mail service relied heavily on railroads, and a post office was opened at Ravenel Depot in 1888. By 1896 there were six post offices along the rail line between St. Andrews Station and the Edisto River, including Rantowles, Ravenel, and Osborne. At Yonges Island was an important post office that delivered mail by water to Edisto's Steamboat Landing and also to Johns Island's three post offices. North of Charleston, on the Southern Railway, there were three post offices in 1896, including one at Lincolnville. In the area between the Cooper and South Santee rivers, the five post offices, including "Awensdaw" and McClellanville, relied upon delivery by road and water from Charleston.[133] No post office buildings from this early period have been identified.

Churches were built in the developing towns: New Wappetaw Presbyterian in McClellanville by 1877, Ravenel Methodist Church in about 1885, and Christ Episcopal Church at Adams Run in 1887. Many of the new truck farmers and their laborers were northerners, and a Roman Catholic Church, unusual in the rural Lowcountry, was built at Yonges Island in 1895. McClellanville dedicated a new cemetery in 1873. In keeping with the national trend toward suburban or garden cemeteries, it was outside the village proper, at the opposite bank of Jeremy Creek.

In lightly settled areas, the white churches that continued to thrive were those that were on good roads, and were mostly Baptist or Methodist. On Edisto, Wadmalaw and Johns islands, where no towns developed, the traditional churches continued to be used; several were rebuilt between the 1870s (St. Johns and Trinity Episcopal churches), and the 1880s (Grace Chapel at Rockville).

The rise of land ownership among blacks was paralleled by the increasing independence of their churches. Between 1866-1899, new churches formed through initiative, schisms, and missions, and blacks constructed buildings

and estabished cemeteries on small parcels of land throughout Charleston County. They also gained possession of earlier slave chapels and buildings that had been constructed for white or mixed congregations.[134]

In the spring of 1865 large numbers of AME missionaries began to come into South Carolina, and AME membership grew rapidly. (The AME Zion also flourished in South Carolina, although few AMEZ churches were organized in Charleston County.) The northern Methodist Church continued its missionary work in the south, and in 1868 established separate black Methodist Episcopal conferences. As black Methodists in South Carolina joined separate churches or other denominations, between 1861 and 1870 their membership in the Methodist Church, South, fell from 48,600 to only about 28,000. In 1871, the church encouraged its last black members to form the Colored Methodist Episcopal (Christian Methodist Episcopal) Church. By that time, with only 660 black South Carolinians remaining in the Southern Methodist Church, the CME was a small denomination in the state.[135]

Baptists had been among the earliest free black congregations. In 1866 the South Carolina Baptist Convention stated that the duties of Baptist churches included not only helping freedmen learn to read the Bible, but also to help them construct their own churches when they wanted to separate. In 1872 Edisto Island Baptist Church, which had dissolved in 1859, turned over its building to the black members, who had continued services throughout the Civil War.[136]

The Reverend Ishmael Moultrie, a graduate of Penn Center, was the first black to be trained as a missionary for the Presbyterian Church, U.S.A. Between 1866, when he organized the Edisto Island Presbyterian Church (where he is buried), and 1892, the year of his death, he was instrumental in forming the Presbyterian churches of St. James, on James Island; Mount Hebron, on Johns Island; and Salem, on Wadmalaw Island.[137]

Episcopalians generally continued the pattern of black members attending separate services in white-managed churches. The Protestant Episcopal Church did not ordain black clergy, so black congregations had to rely on white ministers even when they had their own buildings. In 1874 the Reformed Episcopal Church (begun in 1873 in New York) agreed to receive black Episcopal congregations and to train blacks for ordination. Several RE churches in Charleston County date to the mid-1870s. Other new sects formed out of antebellum black denominations: Reformed Zion Union Apostolic in 1881 and Reformed Methodist Union Episcopal (RMUE) in 1885.[138]

SURVEY DATA: Ravenel Methodist, #607, Christ-St. Pauls, #648, St. Mary's Catholic, #711, Sauldam Baptist, #504, Stono Baptist, #506. Several freedmen's church buildings remain in Charleston County, including Bethel AME, #446, at McClellanville; WesleyMethodist, #705, at Hollywood; and Wesley Methodist Episcopal, #718, at Lincolnville. Many congregations have replaced or improved their early buildings; for example see Jerusalem, #278, on Wadmalaw Island. Not all churches established churchyard cemeteries; community or family cemeteries have been identified throughout Charleston County. In Ravenel, the white Methodist Church Cemetery, #607.1, was used by the members of Memorial Baptist, #610, as well. Affordable granite markers came into widespread use just before World War One. It is typical to find a modern building surrounded by a cemetery with twentieth century gravestones, at the site of a freedmen's church established in the 1880s. A good example is Annivesta, #703, at Hollywood.

Tourism and Beach Resorts

Sullivan's Island remained a popular vacation resort with hotels, boarding houses and rental beach houses added to the traditional summer homes. In 1898 the Charleston and Seashore Railroad Company constructed a trolley line from

Mount Pleasant across Sullivan's Island to Isle of Palms, which was also being developed as a resort.[139]

At Magnolia Plantation, where John Grimke-Drayton had been cultivating imported camellias and azaleas since the 1840s, a new commercial enterprise began in 1870 when he opened the property to the public. It was listed in Baedeker's travel guide as "one of the three greatest attractions in America."[140] In the twentieth century several other plantation house museums and gardens have operated nearby, including Runneymede, Drayton Hall, and Middleton Place.

SURVEY DATA: Drayton Hall, #039, Magnolia Plantation House, #079, Runneymede, #361.

[100] See Stine, Revealing Historic Landscapes, p. 84-85, 87-88.

[101] Charles E. Cauthen, South Carolina Goes to War, 1860-1865 (Chapel Hill, 1950), p. 151. Warren Ripley, ed, Siege Train: The Journal of a Confederate Artilleryman in the Defense of Charleston (Columbia, 1986), passim.

[102] I. J. Mikell, Jr., Rumbling of the Chariot Wheels (Columbia, 1923), passim. Thomas W. Chadwick, ed., "Diary of Samuel Burgess," SCHGM 48 (1947), p. 63, 141, 206. Robert P. Stockton, "MacLaura Hall Plantation: A History." (MS, 1985), np. "Map of Charleston and its Defenses," Engineering Corps, Confederate States of America, 1863. Gregorie, Christ Church, p. 76, 83, 86. Lilly and Legerton, Historic Churches, p. 82-3. Leuci, "Kiawah Island," p. 7. Baldwin and Baldwin, Plantations, p. 32-3. See "Ashley Hall Plantation," "Ashley River Road," "Civil War Defenses of Charleston Thematic Resources," "Drayton Hall," "Edisto Multiple Resources," "Fort Pemberton," "Magnolia-on-the-Ashley," "St. Andrews Parish Church," and "Secessionville Historic District" National Register nominations.

[103] "Report from J. B. Whitridge, MD, 9/10/1862" SCHM 75 (1984), p. 135-137. Martin Abbott, The Freedmen's Bureau in South Carolina, 1865-1872 (Chapel Hill: UNC Press, 1967), passim. Carol K. R. Bleser, The Promised Land: The History of the SC Land Commission (Columbia: USC Press, 1969), p. 1-4. "Edisto Multiple Resources" National Register nomination.

[104] Mary Ames, She Came to an Island (Edisto Beach: Sea Side Services, 1988), p. 2-9, 108-113. Katherine Smedley, Martha Schofield and the Re-education of the South, 1839-1915 (Lewiston, NY: The Edwin Mellen Press, 1989), passim.

[105] Abbott, Freedmen's Bureau, p. 41-42, 74-79; p. 142 gives a typical contract. Lander, Palmetto State, p. 134-135, 142, 147, 174.

[106] Interview, Ross Hanahan, Millbrook Plantation, 14 July 1991. Don H. Doyle, New Men, New Cities, New South (Chapel Hill: UNC Press, 1990), p. 126. "Fertilizer: Boon of Long Ago," News and Courier, 31 March 1970. "Historians: 'Phosphate Boom' Helped Slaves and the Elite," N&C, 24 April 1981. "Plant's History Dates Back a Century," N&C, 25 February 1983. "Do You Know Your Charleston? 25 East Battery" N&C, 21 December 1981. Murray, This Our Land, p. 152-55. Lindsay, Brown, p. 53. "Battlefield Plantation," (typescript, B-C-D COG vertical files). State Board of Agriculture, South Carolina [1883], p. 47-52. Grimes, et al, Between the Tracks, p. 27. Stine, p. 93.

[107] Interview, Ross Hanahan. John P. Cartrette, "Industrial Development in Horry County," The Independent Republic Quarterly, 7:4 (October 1973), p. 7-11. WPA Guide, p. 452-453, details the processes of tapping pine trees and distilling turpentine.

[108] Thomas Fetters, Logging Railroads of South Carolina (Forest Park, IL: Heimburger House Publishing Co., 1990), p. ix, 21-22, 42-43, 233. George C. Rogers, The History of Georgetown County, South Carolina (Columbia: USC Press, 1970), p. 49-51. Kovacik and Winberry, South Carolina, p. 117.

[109] James M. Bishop, "Oyster Middens to the Mosquito Fleet," Coastal Heritage Nov. 1982 (Charleston: SC Sea Grant Consortium). Bishop, "We Are in Trim to Do It," (Charleston: S.C. Wildlife and Marine Resources Department, draft report, January 1983). State Board of Agriculture, p. 689.

[110] Wright, Cape Romain, p. 28-29. Mackintosh, "McClellanville." Telephone interview, Buddy Terry, Charleston, 7 July 1991. Betty Stevens, We Three (privately printed, n.d., ca. 1980), passim.

[111] Murray, This Our Land, p. 157-59, 193, 205-06, 236-39. State Board of Agriculture, p. 41. "Edisto Multiple Resources" National Register nomination. Bolls, Daniel Townsend, p. 22, 30-31. US Census on Microfilm, Agricultural Statistics, 1860, 1870, 1880.

[112] Murray, p. 145-149. Interview David Fludd, Jr., Edisto Island, 19 April 1991. "Edisto Multiple Resources" National Register nomination. WPA Guide, p. 59.

[113] "Barnwell House, Prospect Hill Plantation" National Register nomination, SC Department of Archives and History. Stoney, Plantations, p. 84. State Board of Agriculture, p. 56.

[114] Jenkins and MacCallum, St. John's Parish, p. 13, 18, 25-26. "Rockville Historic District" National Register nomination. Bolls, p. 43.

[115] Theodore B. Ravenel, "The Last Days of Rice Planting," in Rice and Rice Planting in the South Carolina Low Country, ed. E. Milby Burton (Charleston: The Charleston Museum, 1936), p. 44. Rogers, Georgetown County, p. 488. Murray, p. 171-73. Anderson and Logan, Francis Marion National Forest, p. 45. "Harrietta Plantation" National Register nomination, SC Department of Archives and History.

[116] Joel Williamson, After Slavery: The Negro in South Carolina During Reconstruction, 1861-1877 (New York: W.W. Norton and Co., 1975), passim. Abbott, p. 52, 57-59, 67, 73. State Board of Agriculture, p. 29. Grimes et al, p. 23. Bleser, p. 133.

[117] Baldwin, Visible Village: McClellanville, p. 16. Brockington, Rural Settlement, p. 69. Bleser, p. 15-16.

[118] Rosengarten, Tombee, p. 267.

[119] Bleser, p. xiv, 15-16, 22, 42.

[120] Statutes at Large, 1889, p. 468. David Chamberlain, "Williams Graded School" Draft National Register nomination, B-C-D COG vertical files.

[121] George B. Tindall, South Carolina Negroes, 1877-1900 (Columbia: USC Press, 1952), p. 105, 108. Bleser, p. 17. Lindsay, Gadsden, p. 72-75. "Edisto Multiple Resources" National Register nomination. Deeds and Plats, Charleston County RMC. Interviews David Fludd, Jr. and Isiah Hutchinson, Edisto Island, 19 April 1991. Interview, Dorothy Smith, Edisto Island, 11 September 1991.

[122] State Board of Agriculture, p. 29. See Brockington, p. 43-55. Jones-Jackson, p. 22. Carawan, p. 177.

[123] State Department of Agriculture, Commerce and Immigration, Handbook of South Carolina: Resources, Institutions and Industries of the State (Columbia: The State Company, 1907), p. 258, 291. WPA Guide, p. 63. Murray, p. 115, 150, 157, 218-226. Interview, Buddy Hill.

[124] "1880 Map of Charleston and Vicinity" (Charleston: WECCO, 1880). Moore, Lowcountry Engineers, p. 34. Interview, Lewis Hay, Wadmalaw Island, 16 July 1991. Prince, Atlantic Coast Line, p. 26. Davis, Southern Railway, p. 30.

[125] Mary Geraty Silcox, "My History of St. Mary's Church, Yonges Island, SC," (unpublished MS, Charleston, SC, 1990). State Board of Agriculture, p. 684. Interview, J. H. Boineau, Meggett, SC, 22 April 1992.

[126] Moore, Lowcountry Engineers, p. 2-3, 30-36.

[127] Davis, p. 1-7, 26-31,100. Moore, Lowcountry Engineers, p. 58. Interviews, Mary Geraty Silcox and Julie Ann Carr, 11 May 1992.

[128] "Yankee Invasion Ebbs, says Story in N.Y. Daily News," News and Courier, 29 May 1944. Chalmers S. Murray, This Our Land (Charleston, 1949), p. 201. Rogers, Georgetown County, p. 485-497.

[129] Henry H. Carter, "Early History of the Santee Club" (pamphlet, 1934, SCHS vertical files). Peter Matthiessen, "Happy Days," Audubon Magazine November, 1975. Murray, p. 200-202. A Map Showing Plantations on the South Carolina Coast (Charleston and New York: Elliman & Mullaly, Inc., Plantations, Shooting Properties and Townhouses, 1936). Leiding, Historic Houses, p. 218. Stoney, Plantations, p. 44, 72-3, 80, 84. Deeds and Plats, Charleston County RMC.

[130] Stoney, p. 42.

[131] Sarah Fick, John Laurens and Robert P. Stockton, "Francis Marion National Forest: National Register Evaluation of Structures," (Charleston: Preservation Consultants,1990), p. 20. Wayne and Dickinson, Four Men's Ramble, p. 3:20-21, 3:24.

[132] The Charleston News and Courier printed a number of feature articles about these new plantation owners. "Northern Hunters Control Rice Hope..." 14 June 1931. "Crane House Reflects Old South..."1 March 1931. "Myrtle Grove Plantation in Colleton..." 31 May 1931. "The Hutton Estate..." 25 January 1931. "Tomotley Plantation is Sold to George H. (Pete) Bostwick" 17 April 1955. "Northerner, with Dairying as Hobby, Rebuilds Berkeley Plantation" 10 February 1929. "The Wedge" and "The Grove" National Register nominations, SC Department of Archives and History. Wright, Cape Romain, p. 29, 38. Interview, Mrs. M. B. Cash, McClellanville, 20 January 1992. See Stockton, Historic Resources of Berkeley County, and Schneider, "Berkeley County."

[133] Bingham, "The Old and the New." US Postmaster General, Post Route Map...June 1896 (Plate XV, in W. P. Cumming, North Carolina in Maps (Raleigh: NC Department of Archives and History, 1966).

[134] Lincoln and Mamiya, Black Church, p. 7, 27-28. Frazier, Negro Church, p. 47-48. Mays and Nicholson, Negro's Church, p. 29. Lindsay, Gadsden, p. 38, 41.

[135] Lincoln and Mamiya, p. 49, 53-61, 65-66. Frazier, p. 32-33. Betts, South Carolina Methodism, p. 318, 321, 389-392, 400.

[136] King, South Carolina Baptists, p. 255-257, 260, 379. "Edisto Multiple Resources" National Register nomination.

[137] Tombstone, Ishmael Moultrie, Edisto Island Presbyterian Church. Interview, Dorothy Smith. Schneider, et al, "James Island and Johns Island."

[138] Telephone interview, Dr. Marks, Reformed Episcopal Church Synod Office, Summerville SC, July 1991. Telephone interview, Rev. John Wiggins, Charleston, February 18, 1992. Lincoln and Mamiya, p. 60-63

[139] See Schneider and Fick, "Sullivan's Island," passim.

[140] Baldwin and Baldwin, Plantations, p. 43. "Magnolia-on-the-Ashley" National Register nomination.

During the early twentieth century, the face of South Carolina began to change to accommodate cars and trucks. As early as 1908, mail in St. James, Santee, Parish was carried by automobile. Even railroad companies promoted highway improvements, as a way of moving goods from farms to depots. Crossroads stores developed in response to increased automobile traffic. Schools were also established in small towns and crossroads areas.[141]

Except the summer villages and beach communities, there were still no towns on Charleston County's large islands. In mainland areas, small towns contined to grow along rail lines and highways. Churches organized in the small towns of Charleston County during this period include Osborne Baptist (today Adams Run Baptist) in 1900; Yonges Island Baptist (today Calvary Baptist, Meggett) in 1904; and Ravenel Baptist (today Memorial Baptist), by 1913.[142]

Little timberland had been reclaimed for farming since the Civil War, and some rice plantations had reverted to timber during the late nineteenth century. New lumber companies were formed around the turn of the century and acquired large tracts of forest and forested former ricefields. The Atlantic Coast Lumber Corporation was organized in 1899 and bought forest land in Georgetown, Charleston and Berkeley counties. The A. C. Tuxbury Lumber Company was established at Charleston in 1905. Its mill on the Cooper River near the Navy Yard and Seaboard Air Line railroad was the largest lumber plant in the county; there was also a planing mill and a box factory. Smaller sawmills and turpentine stills continued to operate along rail lines and waterways throughout the Lowcountry.[143]

Survey Data: See Post Offices at Wadmalaw, #210, Adams Run, #531.1, Yonges Island, #537, Meggett, #589, Ravenel, 627.1, Osborne, #712, and South Santee, #713.1.

Schools built after 1900 reflect a focus on safety and health matters, and are typified by large one-teacher classrooms and long bands of windows. Buildings constructed with state assistance had to meet minimum specifications, and a certain level of standardization resulted. See Wadmalaw School, #212, Nine Mile Fork School, #241, Seaside School, #307, Central School, #336, Awendaw School, #556, and Baptist Hill School, #701.

No historic sawmills or turpentine stills were identified during the survey. The impact of the timber industry can be seen throughout Charleston County, in large areas still managed for pine.

Agriculture

Between 1900 and 1920 came the beginning of serious agricultural education in the south. Publications such as Progressive Farmer brought new information to isolated farmers. The USDA State Agricultural Extension Services, set into motion by the boll weevil infestation, developed and promoted various market crops.[144]

Some agricultural experimentation was unsuccessful. In 1901 the American Tea Growing Company acquired about 5,500 acres of former rice fields near Rantowles, but the venture failed by 1907. In 1914 the company sold the property, and by 1937 the R.L. McLeod and Son timber company acquired the land. In 1963 the Lipton Tea Company used plants from the earlier Pinehurst Tea Plantation near Summerville to establish a farm on Wadmalaw Island, now the Charleston Tea Plantation. This has proven to be a successful enterprise.[145]

In areas where efficient bulk shipment was possible, truck farming expanded. The "truck belt" of Charleston County included Edisto, Wadmalaw and James islands, and mainland areas from McClellanville to Parkers Ferry, south to

Yonges Island. Although statewide in 1907 the principal crops were cotton, corn, wheat and oats, on Charleston County truck farms the great crops were cabbage, Irish potatoes, cucumbers and beans. South Carolina was a world leader in cabbage and potato growing.[146]

A new railroad line came to Charleston County in 1914 when the Charleston, Atlantic and Western Railway laid the track known since 1917 as the Seaboard Air Line Railway. The Seaboard Air Line further improved the shipping capabilities of the truck farmers along its route, which ran southwest from the City of Charleston, across Johns Island, and across St. Pauls Parish to the South Edisto River and beyond. During the early twentieth century the Atlantic Coast Line railway continued constructing spur lines in St. Pauls Parish.[147]

The Atlantic Coast Line Depot was in the heart of Meggett's commercial district; the Seaboard Air Line station was just north of the small town, which was a center of business activity. Daily shipments of several hundred cars, many of them refrigerated (ice box), left for points north and south. In addition to agricultural laborers, who included local, northern, and "foreign" whites as well as black wage earners, large numbers of telegraphers, telephone operators and clerks were employed.[148]

Survey Data: Seaboard Air Line Right of Way, #508, Railway Ice House, #323.1, Hollywood Ice House, #598. In the town of Meggett, see SC Produce Association Headquarters, #588, and Calvary Baptist Church, #585. The Tea Farm County Park being developed by Charleston County occupies part of American Tea Growing Company's land.

Rice growing having effectively ended with the close of the nineteenth century, the final blow to Sea Island cotton planters was the boll weevil. Beginning its sweep in Texas in 1894, the insects spread eastward to become a clear threat in coastal South Carolina by 1916. In 1917 weevils were observed on the Sea Islands, where they were said to prefer the soft bolls of long-staple cotton. Some Charleston County farmers switched to short-staple cotton, but more simply abandoned cotton entirely in favor of truck, corn, pecans, or livestock.[149]

Farmers experimented with crops that were less labor-intensive than rice or cotton. Dry land, or land that could be drained, was turned over to corn as the use of chemical fertilizers spread. In 1887 the first large commercial pecan grove in the south was begun in Georgia. In 1899 there were 9959 pecan trees in South Carolina, 307 of them in Charleston County. After about 1905 developments in grafting and harvesting led to improved quality, and planting increased. By 1907 John S. Horlbeck was said to have the largest pecan orchard in the world at Boone Hall, with a 600-acre main grove and two smaller groves.[150]

Survey Data: Large pecan orchards remain at Boone Hall, # 016; on Wadmalaw, #211, and Yonges Island #546. Smaller groves were noted at farms and houses throughout the county. Truck farming continues in parts of Charleston County, but at a much reduced scale. Its principal impact on the landscape has been to retain large level areas of farmland as cropfields, still visible today; some are being replaced by tree farms or subdivisions.

The Seafood Industry

During the late nineteenth century, oysters and crabs began to be processed in canneries before being shipped. "Oyster factories" were located where access was convenient both to water and road. By about 1890 there was an oyster factory in Mount Pleasant; about 1902 the first cannery was established at Charleston. After 1900, regulations against shipping oysters in the shell

increased the use of canneries. Two million bushels of oysters were canned in 1905, and by 1907 there were 1032 employees in the state's nine factories. Black and white residents, including many women, found employment in oyster factories. A few smaller canneries were operated by independent fishermen.[151]

There were several oyster canneries in and around McClellanville, where waterway improvements spurred growth. A deepened inland channel leading north from Copahee Sound through Seewee Bay to a point opposite McClellanville, with a branch channel to the village, was constructed between 1906 and 1916. By 1913 there were two canneries along Jeremy's Creek.[152]

Near Awendaw Village, Shellmore Packing Shed was situated on the Atlantic Intracoastal Waterway at the point where Highway 17 runs closest to the Waterway. At Yonges Island, an oyster factory was strategically located between the rail line and a nearby creek.[153] Flowers' Oyster Factory on Edisto Island was somewhat isolated by comparison with the canneries established on the mainland, and was a much smaller structure.

Commercial shrimping did not begin in Charleston County until about 1924. In the late 1920s about forty vessels, mostly from out-of-state, were working out of the docks in Charleston. About 1926 a shrimp cannery was established at Folly Beach. The first commercial dock on Shem Creek was built in 1946.[154]

Survey Data: Yonges Island Oyster Factory, #582; Flowers' Oyster Factory, #344. Griffin House, #300. The Mosquito Beach Oyster Factory on James Island was destroyed by Hurricane Hugo, September 1989. The Shellmore Packing Shed stood near today's Shellmore Road.

Military Construction and World War One

The U.S. Navy established a naval station near Beaufort, in 1889, but by 1895 its inaccessibility caused the Navy to decide to pull out of South Carolina entirely. The improvements of Charleston Harbor helped persuade the Federal Government to relocate the base to the west bank of the Cooper River, on Charleston's Neck. With the Navy Yard came the urban development of North Charleston. In 1904 Chicora Place subdivision was laid out, and in 1912 a 1500-acre tract nearby was subdivided as "North Charleston."[155]

Beginning in 1897, there was a large buildup of Atlantic Coast forts, including Fort Moultrie. Between 1902 and 1935 the growing garrison on Sullivan's Island resulted in a large buildup of housing and support facilities. During World War One defense appropriations in the Charleston area were almost $20. million. Transportation and training facilities were established throughout the county. Most wartime construction, intended to be temporary, was of canvas, but some divisional storehouses and quarters for special use were built of wood. These buildings were dismanteled and sold to private individuals in the 1920s. Military housing and some support structures remain on Sullivan's Island.[156]

SURVEY DATA: See Hay House (#242) on Wadmalaw Island, built in 1929 of lumber from a barracks at the Army Depot. A small barn on the property is built of hollow clay tile salvaged from a washhouse.

AGRICULTURAL DEPRESSION, GREAT DEPRESSION AND NEW DEAL, 1915-1941

International cotton prices fluctuated widely with the onset of World War One. Difficult economics, combined with the boll weevil and the attractiveness of truck farming, put an end to cotton production in Charleston County. While most of South Carolina relied on cotton, producing over a million bales in

1921, less than 4,000 bales of cotton were produced in coastal South Carolina that year. However, the USDA experiment stations on James and Wadmalaw islands carried on the effort to breed weevil-resistant cotton until about 1935.[157]

Truck farmers continued to prosper in Charleston County. While they mostly shipped fresh produce, some also cooperated in the establishment of canning factories for vegetables. By 1924 the Shellmore Oyster Packing Products Company was growing vegetables near McClellanville for its vegetable cannery, and there was also a tomato cannery at Yonges Island. In 1939 South Carolina was a national leader in tomatoes and early Irish potatoes, first nationwide in early fall cabbage, fourth in tobacco production, and fifth among all states in cotton production. Two crops of cabbage were being cultivated annually in the Meggett area. Varied "small truck" - cucumbers, peas, and lettuce - was a significant component of the agricultural economy.[158]

During the Great Depression, many southern farmers left the land entirely. Fewer but larger farms depended on machinery, crop selection, and economic incentives more than on human labor. Five agricultural experiment stations were established in South Carolina, joint programs of Clemson College and the US Department of Agriculture. The Charleston station, stressing large-scale farming with machinery and chemicals, concentrated on truck crops, beef, and forestry, experimenting with tomatoes of different varieties and planting pecan orchards on James and Wadmalaw islands. Throughout the state in the decade of the 1920s the agricultural officials promoted pecans and the procedures to manage them. New orchards were planted for home consumption and supplemental income.[159]

Some lands were turned to pasturage for beef and dairy herds. Farmers in the swamps and pine forests secured cattle grazing rights on timber company lands, often in exchange for maintaining logging company fences and signs. Especially where waterways could serve as fencing, free-ranging cattle required little manpower, and they were one solution to unproductive or fallow land. Growth from purchase to market weight was only threatened by injury, theft or insects; chemicals prevented the last. Into the 1950s the animals were periodically dipped in vats of solution and released to forage.[160]

Dairying replaced crop farming for some landowners as modernized processing and refrigerated trucks and train cars became available. By 1907, inoculation programs were reducing the cattle fever tick. Small dairy operations were established on Johns Island and at Rantowles Depot. Coburg Dairy in St. Andrews Parish was founded in 1920 by Francis S. Hanckel. Initially the dairy kept its 100 Jersey cows at the site, and later converted to a processing dairy. About 100 dairies throughout South Carolina provided raw milk to the production facilities housed in former milking barns. In 1969 Coburg was the largest independent dairy in the state.[161]

SURVEY DATA: See USDA structures at Rockland, #187. A cattle dip remains at Bailey's Island, #348, and watering troughs are found at Windsor Plantation, #142, Pine Barren, #311, and Cox Farm, #682. The USDA/Clemson agricultural demonstration and experiment complex is located on Highway 17 South, and retains several buildings from the early 1930s. Several of the Coburg Dairy structures remain along the north side of Wappoo Creek.

Highway Modernizations

There were 40,000 cars in South Carolina in 1917, the year the State Highway Department was formed. Eight years later, the number had grown to 170,000. The highway department replaced ferries with bridges, straightened and widened

routes, and paved roads and highways. In 1918 the first Dawho Bridge replaced the Whooping Island cable ferry to Edisto Island, and the main road on the island was straightened, with new bridges built over interior creeks.[162]

The decade of the 1920s was the peak of highway construction activity in Charleston County. New bridges were built over Rantowles and Wallace creeks in 1924. In 1926 the Ashley River Road (Highway 61) was straightened and the Church Creek causeway was raised and widened. By the middle of that year there were forty miles of concrete paved road in Charleston County. The year 1926 also saw the construction of the Shem Creek Bridge near Mount Pleasant; a bridge to replace the Stono Ferry to Johns Island (today's Limehouse Memorial Bridge); a new drawbridge over the Edisto River to Jacksonboro; and the Wappoo Bridge to replace a smaller drawbridge to James Island. In 1927 a bridge over the Atlantic Coast Line Railway, near the community of Parkers Ferry, connected today's U.S. Highway 17 to Highway 174 south toward Adams Run and Edisto Island. The Stono River Bridge was built in 1929 between James and Johns islands.[163]

These road improvements encouraged increasing residential development on James Island, areas of St. Andrews Parish immediately west of the Ashley River, and along Highway 61 at Pierpont. Rows and stands of live oak trees were retained in the small developments along the "Garden Road," already known for its beauty. Scattered houses were also built through the decade of the 1920s facing newly improved roads. Parallel to the rail line in the town of Ravenel, Martin and Drayton streets were laid and paved during the 1920s.[164]

As late as 1929 travelers from Charleston to Georgetown had to cross four ferries between the Cooper and Santee rivers. The John P. Grace Memorial Bridge between Charleston and Mount Pleasant opened "a territory adjacent to Charleston which had not been readily accessible." Designed in 1927, the Grace opened in 1929. For the first time Mount Pleasant was connected to Charleston by road. In 1930 the state highway department began paving and straightening U.S. Highway 17, a link in the Atlantic Coastal Highway from Maine to Florida. The thirty-six miles of highway between the new South Santee River bridge and Charleston, was said to "touch the old road 17 times." Sections of the old road were left as unpaved rural routes.[165]

The Village of McClellanville was incorporated in 1926, anticipating a boom from the road and bridge improvements that were underway. However, when Highway 17 was fully paved in 1930, the town was bypassed by traffic to Charleston or Georgetown. Continuing activities at the sawmills, turpentine stills, vegetable and seafood canneries, did provide a home market for the town's small commercial strip. A new municipal wharf was built, and Main (Pinckney) Street paved, in 1935.[166]

SURVEY DATA : Whooping Island Causeway, #347, ca. 1915; Hump Bridge , #352.1, and Store Creek Bridge, #317, ca. 1918; Store Creek Bridge, #317.1, 1940. Wescott Road, #140, cut off in 1940. Church Creek causeway, #367, Old Georgetown Road, #570, 576; 20th century bridge site, #567, Old Jacksonboro Road, #600; Highway 174 bridge over SCL Railway, #733, 1927. New stores, #557 and #707, were built to serve increasing motor traffic on US 17.
In Ravenel, see #601-611, #627-630. Buildings in McClellanville were surveyed as #401-478.

Residential Patterns

Road improvements and commercial opportunities influenced shifts in residential patterns that were also affected by the general depopulation of farms and the continuing exodus of blacks from the south. Between 1900 and 1940, over 500,000 black South Carolinians moved out of the state. By 1930,

whites were the majority (54.3%) of the population for the first time since
1810. There was less departure of blacks from the Lowcountry than in the
Piedmont but still affected census figures. The population of Charleston
County was 87,965 in 1900 (31% white, 69% black). In 1910 with total
population nearly unchanged, the ratios had changed to 37% white and 63%
black. By 1920 the proportion was 41% white, 59% black.[167]

In the years before World War Two, the small towns of Charleston County were
service centers for their immediate surroundings, their economies largely
determined by location. Relatively accessible to the markets of Charleston,
Rantowles, was "a scattered village of small farms at the junction of Highway
17 and SC 165" with a population of 30. Further from the City of Charleston,
Adams Run was on the main road south from the railroad and Highway 17, in the
rich farming area of southwestern St. Pauls Parish. There were several stores
at the two principal crossroads areas of Adams Run, which supported a
population of 500. Nearby Barrelville, "where containers are manufactured for
the truck grown at Meggett," had only 15 residents. Meggett itself was a
substantial town, with a population of 1050, with Hollywood its small
suburb.[168]

The WPA Guide to South Carolina, written in the early 1940s, noted that "large
trucks loaded with all kinds of vegetables are familiar sights on the highways
of South Carolina." Farmers used their own trucks to haul their produce
central packing complexes for rail and highway shipment. Railroad companies
reduced their mileage in South Carolina as freight and passenger traffic
shifted to trucks and cars. Yonges Island and Meggett declined as long-
distance haulers switched from water and rail shipment to the use of highway
trucks. At the same time, significant development began to occur in the Town
of Hollywood, at the junction of north-south State Highway 165 with east-west
Highway 162.[169]

As does the the growth of Hollywood, the suburban areas close to the City of
Charleston represent modern residential patterns in Charleston County. Much
of the change to suburban developments is associated with the longer commuting
distance made possible by bridge and road improvements. In the 1920s,
subdivisions were laid out at Riverland Terrace on James Island, and in West
Ashley at Windermere and the Crescent. Although most of the lots in the
Crescent were not sold until after World War Two, Riverland Terrace and
Windermere developed rapidly in the 1920s and 1930s. Somewhat later, Byrnes
Downs was largely built between 1942 and 1945.

Twentieth century subdivisions brought Charleston County, for the first time,
into the main stream of American architecture. Typical bungalow and cottage
styles were spread throughout the nation by pattern books and popular
magazines. The frame houses in Riverland Terrace include good examples of
this influence, which is also reflected in scattered houses built up until
World War Two. Brick veneer is more typical of the cottages in the Windermere
and Byrnes Downs subdivisions, but very rare in rural Charleston County
dwellings before about 1950.

Newly accessible for workers in Charleston's urban market, James Island
experienced a population increase from 3,058 in 1930 to 3,913 in 1940.
Continuing suburban development resulted in a population of 13,872 in 1960, of
whom 70% were white. The population of Johns Island also increased between
1930 and 1940, from 3,264 to 3,534. The increase was entirely in the white
population, however, as blacks departed the island. The percentage of Johns
Island that was black declined from 86% (2,826) to 74% (2,633) during this

period. By 1960 Johns Island's population had grown substantially, to a total of 6,252, of whom 3,260 (52%) were black.

Although the white population of Wadmalaw Island increased slightly during this period, the black outmigration (from 1,813 in 1930 to 1,607 in 1940) resulted in an overall population decline, to 1,858 in 1940. Wadmalaw's population, white and black, increased over the next decades, to a total of 2,326 by 1960. Edisto Island was far removed from the commuter market. The island's total population was stable between 1930 (1,948) and 1940 (1,955), but the white population declined slightly, and blacks as a percentage of the population increased slightly, from 86% to 88%. Over the next decades the white population of Edisto held steady, but there was a black outmigration and decline in total population. In 1960, of 1,589 residents on Edisto Island, 82% were black.[170]

Education

In 1922 South Carolina's 6-0-1 School Law provided funding to local school districts. In the late 1920's the state began assisting with transportation to bring students to central schools. Central and high schools for whites were organized on Edisto, Sullivan's, Johns, James and Wadmalaw islands, and at McClellanville, Mt. Pleasant, Ladson, Adams Run and Rantowles; smaller black central schools existed nearby. In other areas, central schools at Awendaw, St. Andrews and Meggett educated white children, and schools at Philips, Woodville, and Parkers Ferry served black pupils. By 1927 Charleston County's nineteen school districts operated about 65 schools for blacks, more than twice as many as there were for white children. Many black students attended small schools scattered throughout rural areas, and as late as 1931 over half of South Carolina's black pupils attended school in lodge halls, churches, and similar buildings. The large 1920s central school in the town of Lincolnville was an exception. The educational programs of black churches were an important supplement to public schools. Praise houses served educational, social, fraternal and charitable functions as well housing religious services.[171]

SURVEY DATA: Edisto Island Graded School, #322, Adams Run School, #645, McClellanville School, #456. Moving Star Hall, #086 (Johns Island), is the only praise house known to survive in Charleston County.

Beach Resorts, Tourism and Recreation

Folly Island had been purchased in 1918 by a group of Charleston businessmen, who constructed avenues and cross streets near the beach. There was little construction until the Wappoo Bridge opened in 1926, making Folly Beach an easily accessible alternative to the longer-established resorts of Sullivan's Island and Isle of Palms. Many cottages, several restaurants, a pavilion for dancing, and a boardwalk were soon built. The Isle of Palms continued to flourish as a summer resort, with little agriculture or fishing activities centered on the island. In 1940 the year-round population was only 25.[172] Both these oceanfront islands continue as low-density residential resorts, although today there are substantial year-round populations at both. Over time most of the early cottages have been lost due to storm, fire resulting from seasonal vacancy, or owner's desire for a larger or more convenient beach house. Those that remain have generally been substantially altered over time. No historic buildings that retain integrity were identified on Folly Island.

In about 1926 several Edisto Island property owners formed Edisto Beach, Inc., and gave land (part of Seaside Plantation) to the State Commission of Forestry

for a state park that was built by the Civilian Conservation Corps. A number of houses were soon built on "front beach," but most were destroyed by the hurricane of 1940. Rebuilding took place during and after World War Two.[173] Edisto State Park and the oceanfront Town of Edisto Beach are today in Colleton County.

Besides Edisto State Park, several private camps established during the 1930s and 1940s remain in use. In about 1938, the Episcopal Diocese of South Carolina began to use the site of a former hunting camp on Seabrook Island as Camp St. Christopher, and acquired title in 1952. In the 1930s the Boy Scout organization acquired fifteen acres on a spit of land between Pickling Creek and Bohicket Creek. Camp Ho Non Wah was expanded in 1943 to its present 130 acres. Camp SeeWee, near Awendaw on the Atlantic Intracoastal Waterway, has been a YMCA camp, and is today a United Methodist Conference center. Other Boy Scout and Girl Scout camps are no longer in operation.[174]

SURVEY DATA: Runneymede Garden, #355, opened for the season on March 1, 1940. WPA Guide describes the garden on p. 285. See Bailey House at the Boy Scout Camp, #205.

New Deal Programs

New Deal programs such as the Works Progress Administration (WPA), the Agricultural Adjustment Administration (AAA), and the National Industrial Recovery Act (which focused on textile manufacturing) had a great impact on South Carolina.[175] In Charleston County, the effect of other programs - U. S. Department of Agriculture, Extension Service and Forest Service; U.S Fish and Wildlife Service; the Civilian Conservation Corps - are readily seen in today's landscape.

In 1929 the U. S. Army Air Corps, Civilian Aviation Administration (CAA), and Public Works Administration (PWA) began to "build up civilian airports of value to national defense." Between 1940-1944 over 1000 South Carolinians were employed building and improving airports, including the Charleston Airport and Johns Island Airbase. The Works Progress Administration supplanted the PWA in 1935. It continued airport and other transportation and public service construction projects, such as the Santee-Cooper project in Berkeley County. When it ended in 1943, over 30 percent of the WPA's budget in South Carolina had gone to road construction and improvement, including rows of live oak trees at McClellanville.[176]

The Atlantic Intracoastal Waterway (AIWW), constructed by the U.S. Army Corps of Engineers, with the PWA/WPA and CCC, completed the efforts of various Rivers and Harbors Acts since the 1880s to provide a continuous inland waterway along the east coast of the United States. From Norfolk, Virginia, to the St. John's River in Florida, the AIWW extends for 739 miles. 210 miles of its length is within South Carolina. Much of the inland route north of Charleston Harbor had been completed before 1920, by various projects of the state and federal governments. During the decade 1930-1940, earlier canals such as Elliott's Cut, Watts Cut and New Cut were improved, and a small strip of land connecting Goat Island to Isle of Palms was cut through in 1934. Otherwise, between 1930 and 1940 most new work in Charleston County took place south of Charleston Harbor. The channel in Wadamalaw Sound was improved, cutoffs between the Dawho and South Edisto rivers were made, and two sharp bends in the Dawho River were cut off in 1935. The final segment of the AIWW was opened in Horry County in 1936. Because of its mandate to improve shipping opportunities, bridges that cross the AIWW may not impede water

traffic; rail and highway bridges must either be elevated, or operate as drawbridges.[177]

SURVEY DATA: See Watts Cut, #375; New Cut, #244; and Atlantic Intracoastal Waterway, #240. Limehouse Bridge, #692, Dawho Bridge, #382. Oak Trees at McClellanville, #455 and #461.

The New Deal and Timber Lands

In 1930, lumbering was South Carolina's second largest manufacturing industry. Following the invention that year of an inexpensive process of making newsprint from pine, demand for pulpwood increased. Pulp mills used enormous quantities of wood. Maintaining the supply was critical, but timber lands in much of Charleston and Berkeley counties had been diminished by continued logging.[178]

State and federal reforestation projects intended to restore the profitability of timber lands began in 1933. Civilian Conservation Corps (CCC) workers developed truck trails and firebreaks and improved thousands of acres of forest, reseeding with pine on privately owned as well as federal lands. They built fire towers statewide for the South Carolina Commission of Forestry.[179]

Despite the success of the reforestation projects, timber companies found it infeasible to hold land for the decades required for trees to grow to harvest. They supported the U. S. Government's establishment of the Francis Marion National Forest in 1936, and petitioned for federal purchase of their depleted lands. The forest, managed by the USDA Forest Service, today consists of approximately 250,000 acres. The federal government had earlier acquired some 60,000 acres nearby, which was established in 1932 as the Cape Romain National Wildlife Refuge.[180]

Some properties within the Francis Marion National Forest had remained in use as farmlands, and are today privately owned "out-parcels." Several church and community cemeteries are also located situated within the forest. In St. Pauls and St. Andrews parishes, large tracts of wooded swampland, some of which are leased by hunting clubs, are still privately owned by lumber and pulpwood companies.

Survey Data: See St. James, Santee, Church, #111; cemeteries, #498 and #499, and houses, #550, #551, #569 and #571, are within the Forest. Fire towers remain at Adams Run, #530, and McClellanville, #445.01. Also at McClellanville is the headquarters of the US Biological Survey, #445. CCC camps were designed to be portable: work buildings were constructed of canvas or other temporary material instead of wood. With the buildup for World War Two, many of them were moved to military training and staging grounds. A barn built to house firefighting equipment within the Francis Marion National Forest near Awendaw is a rare example of a structure used by CCC workers.

MODERN CHARLESTON COUNTY, 1941-PRESENT

Social, economic, agricultural and transportation patterns begun in the 1600s were the framework for the development of modern Charleston County. World War Two and its aftermath can be considered the beginning of the modern era in transportation, employment and residential patterns.

The continuing departure of blacks from South Carolina combined with wartime personnle demands to reduce the labor available to truck farmers during World War Two. Labor shortage also brought the gasoline tractor, invented in 1892, into common use for the first time. Draft animals and the buildings associated with them and their feed crops began to disappear from the landscape, along with tenant houses.

Migrant workers provided another solution to the loss of local labor. Although the truck farmers of St. Pauls Parish seem to have used seasonal labor since before World War One, the first sanctioned use of Mexican migrant laborers came during World War Two. By the end of the war, some 300,000 Mexicans had worked in the U.S., but it was several years more before this new labor force, with its associated temporary housing, affected Charleston County. Truck farming recovered to some extent after the war, with tomatoes and beans replacing potatoes after the appearance of potato blight in 1945. In 1948 there were still about fifty large truck farmers in the county, with 6500 acres in potatoes and 2000 in cabbage.[181] A more permanent decline in truck farming resulted from increased competition from other states, made possible by modern shipping, irrigation, and farming methods. However, there are areas of the Charleston County, especially on Edisto, Johns, and Wadmalaw islands, where seasonal vegetables are grown on large farms whose cropfields resemble those of the late nineteenth century.

With the onset of World War Two, a number of recreational and hunting plantations were sold by their part-time residents. Some tracts, including Wando Plantation, Bailey's Island and Kiawah Island, were timbered heavily for the first time during the late 1940s and 1950s. Some plantations were returned to crop or livestock farming, but a number remain as preserves, timber or hunting land today.[182]

Since the 1960s, development on South Carolina's Sea Islands has been influenced by the commercial success of Hilton Head Island's "plantations." Large tracts of the island were purchased for timber in 1950 and developed afterward by Charles Fraser. Most of Seabrook Island was sold for private development in 1972 for private development. In 1974 Kiawah Island was purchased by a subsidiary of Kuwait Investment Corporation, and developed as a resort.[183]

Suburban growth has accelerated in areas near peninsular Charleston and the military bases. The earlier subdivisions have been enlarged, and new commuter suburbs today extend throughout Charleston County.

Hurricanes

Hurricanes have caused significant losses of historic structures since mid-century. With winds estimated at up to 140 mph, Gracie ravaged southern Charleston County in 1959, causing significant losses on Edisto, Wadmalaw and Johns islands. Hurricane Hugo, one of the worst hurricanes to hit anywhere in the United States in twenty years, made landfall on September 21, 1989. The eye of the storm passed over Mount Pleasant, Bulls Bay, and Sullivan's Island. The storm surge went up the Cooper, Ashley and Santee rivers, inundating lowlying areas more than ten miles upriver. The highest surge, and the greatest loss of buildings, was in the McClellanville/Bulls Bay area, where Hugo's arrival coincided with high tide.[184]

Survey Data: The impact of Hurricane Hugo was felt throughout Charleston County. Some buildings in the survey area, such as Laurel Hill Plantation House, #041, were demolished; many on Sullivan's Island were destroyed by the storm itself or demolished as a result of storm damage. A few buildings have not been repaired to date, and will most likely be lost: #476. This survey project, completed three years after Hurricane Hugo, documented a number of buildings in McClellanville that had been severely damaged but have been rebuilt in a manner compatible with the historic character of the district. Damaged trees, outbuildings, docks and small landscape elements are visible throughout Charleston County. The complete loss of previously undocumented historic resources cannot be assessed.

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CHARLESTON COUNTY

Ashley Hall Plantation.
Ashley River Road.
Barnwell House; Prospect
    Plantation.
Bleak Hall Plantation.
Boone Hall Plantation.
Brick House Ruins.
Cape Romain Lighthouses.
Christ Church (Episcopal).
Civil War Defenses of Charleston
    Thematic Resources.
Edisto Island Multiple Resource
    Area.
Edisto Island Presbyterian Church.
Fort Johnson/Powder Magazine.
Fort Pemberton.
Fort Sumter National Monument.
The Grove Plantation.
Hampton Plantation.
Harrietta Plantation.
Johns Island Presbyterian Church.
Laurel Hill Plantation House.
Magnolia-on-the-Ashley.
Marshlands Plantation House.
McClellanville Historic District.
McLeod Plantation.
Middleton's Plantation.
Morris Island Lighthouse.
Moving Star Hall.
Oakland Plantation.
Old House Plantation.
Peter's Point Plantation.
The Presbyterian Manse.
Village of Rockville Historic
    District.
St. James, Santee, Chapel.
John Seabrook Plantation Bridge.
William Seabrook House.
Secessionville Historic District.
Summit Plantation House.
Trinity Episcopal Church.
The Wedge.

AIKEN COUNTY

Coker Spring.
Graniteville Historic District.
Aiken Winter Colony Historic
    Districts.

BERKELEY COUNTY

Cainhoy Historic District.
Otranto Plantation Indigo Vats.
Historic Resources of Pinopolis.

COLLETON COUNTY

Hickory Valley.
Historic Resources of South
    Carolina State Parks.
Seaside Plantation; Locksley Hall.
Walterboro Historic District.

GEORGETOWN COUNTY

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Epps, Sarah K. Wadmalaw Island. 11 July 1991.

Fleming, Sarah, Audrey Mack, Mack Fleming and Bill Hall. Charleston Tea Farm, Wadmalaw Island. 17 June 1991.

Fludd, David Jr. Edisto Island. 19 April 1991.

Hanahan, Ross. Millbrook Plantation and Mt. Pleasant. 14 July 1991.

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Silcox, Mary G. Charleston, 11 May 1992.

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Terry, Buddy. Charleston, 7 July 1991.

Thompson, Mrs. Charles. Wadmalaw Island. 11 July 1991.

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Compiled Inventory
Charleston County Historical Survey
1991-1992

Site #	Site		Address	Type	Date (or circa date)
257 0 004 .00	Ashley Hall Plantation	119	Ashley Hall Plt. Rd.	SFR	1675
257 0 004 .01	Ashley Hall Oak Avenue		Ashley Hall Plt. Rd.	oak avenue	17??
491 0 006	Ashley River Road		Highway 61	road	1690
143 0 008	Edisto Island Post Office		Highway 174	store/post office	1825
159 0 009	Prospect Hill Plantation		Parkers Ferry Road	SFR	1878
435 0 017 .00	Bleak Hall Ice House	7501	Botany Bay Road	outbuilding (domestic)	1840
435 0 017 .01	Bleak Hall Smokehouse	7501	Botany Bay Road	outbuilding (domestic)	1840
435 0 017 .02	Bleak Hall Tabby Ruins	7501	Botany Bay Road	ruin	1840
435 0 017 .03	Bleak Hall Slave Cabin Ruin	7501	Botany Bay Road	ruin	1850
435 0 017 .04	Bleak Hall Manager's House	7510	Botany Bay Road	SFR	1930
143 0 022	Brick House Ruins	7605	Brick House Road	SFR	1725
143 0 023 .00	Brooklands Plantation House	2328	Laurel Hill Road	SFR	1800
143 0 023 .01	Brooklands Plantation Cemetery	2328	Laurel Hill Road	cemetery (plt. or fam.)	1785
143 0 026	Cassina Point	1642	Clark Road	SFR	1847-1848
257 0 039	Drayton Hall	3380	Ashley River Road	SFR	1738-1742
143 0 040 .00	Edisto Island Baptist Church	1813	Highway 174	church	1818
143 0 040 .01	Edisto Island Bapt. Cemetery	1813	Highway 174	cemetery (church)	1818
143 0 041 .00	Edisto Island Pres. Church	2164	Highway 174	church	1831
143 0 041 .01	Edisto Island Pres. Ch. Cem.	2164	Highway 174	cemetery (church)	1710
455 0 044	Fairfield Plantation		South Santee Road	SFR	1730
143 0 054	Frogmore	8341	Pine Landing Road	SFR	1820
159 0 057 .00	Grove Plantation House	8677	Jehossee Island Road	SFR	1828
159 0 057 .01	Grove Outbuildings		Jehossee Island Road	outbuilding (domestic)	1920
455 0 058 .00	Hampton Plantation	1950	Rutledge Road	SFR	1735
455 0 058 .01	Kitchen House	1950	Rutledge Road	outbuilding (domestic)	1850
455 0 058 .02	Slave Cabin Chimney	1950	Rutledge Road	ruin	1850
455 0 060 .00	Harrietta Plantation House		South Santee Road	SFR	1807
455 0 060 .01	Harrietta Plantation Cottages		South Santee Road	SFR	1930
143 0 066	Hutchinson House	7666	Point of Pines Road	SFR	1880
017 0 071	Laurel Hill Plantation		Highway 17	site	1853
257 0 079	Magnolia-on-the-Ashley	3550	Ashley River Road	SFR	1873
143 0 083	Middleton House	8588	Edisto Oak Lane	SFR	1825-1830
143 0 087	Oak Island	7583	Jenkins Hill Road	SFR	1828-1831
143 0 092 .00	Old House	1684	Clark Road	SFR	1735
143 0 092 .01	Old House Commissary	1684	Clark Road	store/commissary	1898
532 0 095 .00	Seabrook Bridge	1926	Leadenwah Drive	bridge	1782
532 0 095 .01	Seabrook's Bridge Road	1926&1910	Leadenwah Drive	road	1782
143 0 097 .00	Peters Point Plantation	9144	Peters Point Road	SFR	1840
143 0 097 .01	Mikell House	9084	Peters Point Road	SFR	1915
143 0 097 .02	Peters Point Cemetery	9122	Peters Point Road	cemetery (plt.)	1880
435 0 098	Point of Pines Slave Cabin		Point of Pines Road	slave cabin	1850
029 0 101	Prospect Hill Plt. House	2695	Laurel Hill Road	SFR	1800
257 0 110 .00	St. Andrews Parish Church	2604	Ashley River Road	church	1764
257 0 110 .01	St. Andrews Cemetery	2604	Ashley River Road	cemetery (church)	1764
455 0 111 .00	St. James, Santee, Church		Old Rutledge Road	church	1768
455 0 111 .01	St. James, Santee, Cemetery		Old Rutledge Road	cemetery (church)	1768
143 0 116 .00	William Seabrook House		Jenkins Hill Road	SFR	1810
143 0 116 .01	Seabrook Cotton Gin		Jenkins Hill Road	cotton gin	1825

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143 0 116 .02	Steamboat Landing		Steamboat Landing Road	landing	1830
143 0 116 .03	Dodge Plantation Garden		Jenkins Hill Road	oak avenue and gardens	1930
143 0 116 .04	Dodge Plantation Outbuildings		Jenkins Hill Road	outbuilding (domestic)	1930
143 0 116 .05	Dodge Plantation Farm Complex		Steamboat Landing Road	outbuilding (domestic)	1930
003 0 128	Summit Plantation House	4539	Summit Plantation Road	SFR	1819
143 0 129 .00	Sunnyside, California	8360	Peters Point Road	SFR	1875
143 0 129 .01	Sunnyside, Barn	8360	Peters Point Road	outbuilding (agricultural)	1875
143 0 129 .02	Sunnyside Tabby Ruins	8360	Peters Point Road	ruin	1875
143 0 129 .03	Sunnyside, Outbuilding	8360	Peters Point Road	outbuilding (domestic)	1875
143 0 129 .04	Sunnyside, Outbuilding	8360	Peters Point Road	outbuilding (domestic)	1875
143 0 131	Tabby Oven Ruins	1199	Framptons Inlet Road	ruin	1815
143 0 132 .00	Trinity Episcopal Church	1589	Highway 174	church	1876
143 0 132 .01	Trinity Episcopal Church Cemet	1589	Highway 174	cemetery (church)	1775
265 0 137	Vanderhorst Mansion		Governor's Drive	SFR	1801
455 0 139	Wedge Plantation		South Santee Road	SFR	1830
143 0 140	Wescott Road		Wescott Road	road	17??
159 0 141 .00	Willtown Bluff Cemetery		Willtown Road	cemetery (church)	17??
159 0 141 .01	Willtown Chapel Column		Willtown Road	ruin	1836
159 0 141 .02	Willtown Episcopal Rectory	9328	Willtown Road	SFR	1835
159 0 141 .03	Mount Hope Plt. House	9314	Willtown Road	SFR	1807
159 0 141 .04	Willtown Bluff, Simons House	9348	Willtown Road	SFR	1922
159 0 141 .05	Mount Hope Staff House	9314	Willtown Road	SFR	1925
159 0 141 .06	Whitney Summer House	9314	Willtown Road	outbuilding (domestic)	1930
159 0 141 .07	Willtown Bluff, House	9286	Willtown Road	SFR	1875
159 0 141 .08	FitzSimmons House	9270	Willtown Road	SFR	1925
159 0 141 .09	Willtown Landing Road		Willtown Road	road/landing	1690
143 0 142 .00	Windsor Plantation House	3050	Highway 174	SFR	1857
143 0 142 .01	Windsor Plantation Cattle Dip	3050	Highway 174	outbuilding (agricultural)	1915
143 0 142 .02	Windsor Plantation Well	3050	Highway 174	outbuilding (agricultural)	1857
143 0 144 .00	Edisto Presbyterian Manse	8257	Manse Road	SFR	1838
143 0 144 .01	Manse Road		Manse Road	road	1838
435 0 145	Sea Island Yacht Club		Sea Is. Yacht Club Rd.	club	1930
435 0 146	Joseph LaRoche House	29	Front Street	SFR	1835
435 0 147	John F. Townsend House	2426	Sea Is. Yacht Club Rd.	SFR	1834
435 0 148 .00	Webb House		Sea Is. Yacht Club Rd.	SFR	1840
435 0 148 .01	Bailey's Store		Welsh's Lane	store	1880
435 0 149	Welsh's Lane		Welsh's Lane	road	1850
435 0 150 .00	Wilson House	2483	Sea Is. Yacht Club Rd.	SFR	1922
435 0 150 .01	Wilson's Windmill		Sea Is. Yacht Club Rd.	windmill	1922
435 0 151	Summer Rectory	7122	Maybank Highway	SFR	1829
435 0 152	William Bailey House	7129	Maybank Highway	SFR	1838
435 0 153	Daniel Jenkins House	2507	Grace Chapel Lane	SFR	1834
435 0 154	Micah Jenkins House		Grace Chapel Lane	SFR	1784
435 0 155 .00	Taylor House	2519	Grace Chapel Lane	SFR	1898
435 0 155 .01	Rockville Landing		Bohicket Creek	landing	1828
435 0 156	Henry Bailey Whaley House	2525	Grace Chapel Lane	SFR	1897
435 0 157	Tolbert House	2506	Grace Chapel Lane	SFR	1910
435 0 158	John F. Sosnowski House	2535	Grace Chapel Lane	SFR	1897

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435	0	159	Mary Whaley House	2528	Grace Chapel Road	SFR	1902
435	0	160		2518	Grace Chapel Road	SFR	1890
435	0	161	Tolbert House Ruins	2514	Grace Chapel Lane	ruin	19??
435	0	162 .00	Grace Chapel	2513	Grace Chapel Lane	church	1840
435	0	162 .01	Grace Chapel Lane		Grace Chapel Lane	road	1884
435	0	163	W.E. Jenkins House	7111	Maybank Highway	SFR	1835
435	0	164	Fripp-Morse House	7110	Maybank Highway	SFR	1835
435	0	165	Rockville Presbyterian Church		Sea Is. Yacht Club Rd.	Church	1850
435	0	166	House	2473	Sea Is. Yacht Club Rd.	SFR	1910
435	0	167	Tolbert House	7075	Maybank Highway	SFR	1885
435	0	168	House		Front Street	SFR	1915
435	0	169	House	7072	Maybank Highway	SFR	1900
435	0	170	Bailey, Edward, House		Sea Is. Yacht Club Rd.	SFR	1853
435	0	171	House	2464	Sea Is. Yacht Club Rd.	SFR	1905
435	0	172	House	2468	Sea Is. Yacht Club Rd.	SFR	1925
435	0	173	Rockville Presbyterian Manse	2474	Sea Is. Yacht Club Rd.	SFR	1903
435	0	174	Seabrook-Townsend House		Sea Is. Yacht Club Rd.	SFR	1850
435	0	175	Townsend Pecan Orchard		Maybank Highway	pecan orchard	1928
435	0	176	Townsend Pecan Orchard		Maybank Highway	pecan orchard	1928
435	0	177	House	7062	Maybank Highway	SFR	1930
532	0	178	Sams House	1054	Harts Bluff Road	SFR	1940
532	0	179	House	6265	Bears Bluff Road	SFR	1910
532	0	180	House	6265	Bears Bluff Road	SFR	1910
532	0	181	Williams House	6235	Bears Bluff Road	SFR	1920
435	0	182	Cemetery		Brigger Hill Road	cemetery	
435	0	183	House	7057	Maybank Highway	SFR	1940
435	0	184	Ambrose House	2414	Rockland Avenue	SFR	1928
435	0	185	Pecan Orchard		Cherry Point Road	pecan orchard	1925
435	0	186	Rockland Plt. Overseer's House	6890	Maybank Highway	SFR	1870
435	0	187 .00	Rockland Plt. Office	6930	Maybank Highway	office	1928
435	0	187 .01	Rockland Plt. Stable	6914	Maybank Highway	outbuilding (agricultural)	1900
435	0	188	High Point	2129	Brigger Hill Road	SFR	1910
435	0	189	Rockland Plantation		Brigger Hill Road	SFR	1800
435	0	190	House	2332	South Rockland Avenue	SFR	1920
435	0	191	House	6752	Maybank Highway	SFR	1935
435	0	192	House	6738	Maybank Highway	SFR	1940
435	0	193	House	6749	Maybank Highway	SFR	1940
143	0	194	Jackdaw Hall	1165	Framptons Inlet Road	SFR	1893
143	0	195 .00	Wilkinson-Mead House	1199	Frampton Inlet Road	SFR	1898
143	0	195 .01	Wilkinson's Landing		Botany Bay Road	landing	1715
532	0	196	Oak Grove Plt. House	1828	Leadenwah Drive	SFR	1800
532	0	197 .00	Townsend Cemetery	2030	Leadenwah Drive	cemetery (plt. or fam.)	1790
532	0	197 .01	Cemetery		Leadenwah Drive	cemetery (fam. or comm.)	1920
532	0	198	Allendale Plantation House	2501	Allendale Plt. Rd.	SFR	1922
532	0	199	Townsend-Reynolds-Jenkins Cem.		Leadenwah Drive	cemetery (plt. or fam.)	1819
532	0	200	House	6159	Maybank Highway	SFR	1930
532	0	201	House	2491	Boy Scout Road	SFR	1935
532	0	202	White House	2445	Boy Scout Road	SFR	1935

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532	0	203	House	6434	Granite Road	SFR	1935
532	0	204	House	6444	Cascade Road	SFR	1940
532	0	205	Bailey House		Boy Scout Road	SFR	1920
532	0	206	House	5920	Maybank Highway	SFR	1930
532	0	207	House	*	Maybank Highway	SFR	1935
532	0	208	Cemetery		Maybank Highway	cemetery	?
532	0	209	Bethlehem Baptist Cemetery	5821	Maybank Highway	cemetery (church)	1900
532	0	210 .00	Wadmalaw Island Post Office		Maybank Highway	store/post office	1920
532	0	210 .01	Wadmalaw P.O., Windmill		Maybank Highway	windmill	1920
532	0	211 .00	Anchorage Plantation, Windmill		Anchorage Plantation	windmill	1920
532	0	211 .01	Anchorage Plt. Pecan Orchard		Anchorage Plantation	pecan orchard	1920
532	0	211 .02	Anchorage Plt. Pecan Avenue		Anchorage Plantation	pecan orchard	1920
532	0	212	Wadmalaw Island School	1990	Liberia Road	school	1928
532	0	213	Middleton Store and House	5346	Maybank Highway	SFR	1940
532	0	214 .00	Rosebank Road		Rosebank Road	road	1750
532	0	214 .01	Rosebank Plt. Tenant House		Rosebank Road	SFR	1925
532	0	215 .00	Racket Hall Plantation House		Maybank Highway	SFR	1917
532	0	215 .01	Racket Hall Barn		Maybank Highway	outbuilding (agricultural)	1940
532	0	215 .02	Racket Hall Barn		Maybank Highway	outbuilding (agricultural)	1940
532	0	215 .03	Racket Hall Barn		Maybank Highway	outbuilding (agricultural)	1940
532	0	215 .04	Racket Hall Cornhouse		Maybank Highway	outbuilding (agricultural)	1940
532	0	216	Grimball House	5382	Katy Hill Road	SFR	1910
532	0	217	House	5578	Maybank Highway	SFR	1940
532	0	218	House	5566	Maybank Highway	SFR	1930
532	0	219	House	5479	Maybank Highway	SFR	1935
532	0	220	Henry Middleton House	5137	Maybank Highway	SFR	1940
532	0	221	House	5615	Katy Hill Road	SFR	1935
532	0	222 .00	Zion Chapel	5241	Maybank Highway	church	1858
532	0	222 .01	House	5231	Maybank Highway	SFR	1925
532	0	222 .02	St. James Bethel Cemetery	5241	Maybank Highway	cemetery (church)	1870
532	0	223	Ross House	5233	Maybank Highway	SFR	1940
532	0	224	House	5225	Maybank Highway	SFR	1940
297	0	225 .00	Bugby Settlement Cemetery		Bugby Road	cemetery (fam. or pr.)	?
297	0	225 .01	Bugby Settlement Cemetery		Maybank Highway	cemetery (fam. or pr.)	?
532	0	226	House	5213	Maybank Highway	SFR	1900
532	0	227	Tenant House	4801	Maybank Highway	SFR	1935
532	0	228	Leland House	4764	Maybank Highway	SFR	1927
532	0	229	Corley Country Store	4532	Maybank Highway	store	1940
532	0	230	Gadden House	4682	Maybank Highway	SFR	1940
532	0	231	Etheridge House	4674	Maybank Highway	SFR	1940
532	0	232	House	4538	Maybank Highway	SFR	1910
297	0	233	Cone's Grocery	4517	Bears Bluff Road	store	1930
532	0	234	Quiet Corner Cemetery		Long Creek Dvlpmnt.	cemetery (plt. or fam.)	1800
297	0	235	House	4417	Maybank Highway	SFR	1935
532	0	236	House	4508	Bears Bluff Road	SFR	1935
297	0	237	House	4490	Bears Bluff Road	SFR	1930
532	0	238	Salem Church Cemetery		McCullough Road	cemetery (church)	1890
532	0	239	House		Bears Bluff Road	SFR	1935

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532	0 240		Inland Waterway (AIWW)			canal	1940
061	0 240		Inland Waterway (AIWW)			canal	1906-12
003	0 240		Inland Waterway (AIWW)			canal	1927-1935
143	0 240		Inland Waterway (AIWW)			canal	1927-1929
029	0 240		Inland Waterway (AIWW)			canal	1927-1929
532	0 241		Nine Mile Fork School	4680	Bears Bluff Road	school	1925
532	0 242	.00	Oak Point House	1402	Grans Avenue	SFR	1929
532	0 242	.01	Oak Point Barn	1401	Grans Avenue	outbuilding (agricultural)	1929
532	0 243	.00	New Cut Plantation, House	1282	New Cut Rd.	SFR	1842
532	0 243	.01	New Cut Plt. Tenant House	1282	New Cut Rd.	SFR	1930
532	0 243	.02	New Cut Plantation, Garage	1282	New Cut Rd.	outbuilding (domestic)	1938
532	0 243	.03	New Cut Plt. Barn	1282	New Cut Rd.	outbuilding (agricultural)	1938
532	0 243	.04	New Cut Plantation, Church	1282	New Cut Rd.	Church	1938
532	0 244		New Cut Canal			canal	1750
532	0 245	.00	Enterprise Farm	1365	Harts Bluff Rd.	SFR	1900
532	0 245	.01	Enterprise Farm Cemetery	1365	Harts Bluff Rd.	cemetery (fam. or comm.)	?
435	0 246	.00	Red House Plantation, Ruins	6615	Maybank Highway	SFR	1840
435	0 246	.01	Mack Cemetery	6115	Maybank Highway	cemetery (fam. or comm.)	1900
532	0 247		Davis House	1154	Fairview Drive	SFR	1940
532	0 248	.00	Jenkins-McCoy House	6394	Bears Bluff Rd.	SFR	1910
532	0 248	.01	Graingers Store	6394	Bears Bluff Rd.	store	1925
532	0 249	.00	Martins Point House	1204	Martins Point Rd.	SFR	1900
532	0 249	.01	Martins Point Cemetery		Martins Point	cemetery (fam. or comm.)	?
532	0 250	.00	House at Yellow House Plt.	6204	Rockefeller Drive	SFR	1940
532	0 250	.01	Yellow House, Oak Avenue		Yellow House Rd.	oak avenue	1939
257	0 251		House	2566	Ashley River Rd.	SFR	1935
257	0 252		House	2200	Oakland Rd.	SFR	1940
257	0 253		House	2550	Ashley River Rd.	SFR	1935
257	0 254		House	2323	Oakland Rd.	SFR	1935
257	0 255		House	1775	Pierpont Avenue	SFR	1935
257	0 256		Oak Trees	1117-1775	Pierpont Avenue	oak avenue	?
257	0 257		House	1758	Pierpont Avenue	SFR	1930
257	0 258		House	1688	Pierpont Avenue	SFR	1935
257	0 259		House	1641	Pierpont Avenue	SFR	1935
297	0 260		Sosnowski Tenant House #3		Bugby Rd.	SFR	1915
297	0 261		Sosnowski House	2090	Bugby Rd.	SFR	1915
297	0 262		Bugby Bridge Road		Bugby Road	road	1825
297	0 263		Sosnowski Tenant House #2	1913	Bugby Rd.	SFR	1915
297	0 264		Sosnowski Tenant House #1	1844	Bugby Rd.	SFR	1915
297	0 265		Hay House, Oak Grove	1706	Oak Grove Rd.	SFR	1929
297	0 266		Hay-Mitchell House	1705	Oak Grove Rd.	SFR	1920
297	0 266	.01	Oak Grove, Barn		Oak Grove Rd.	outbuilding (agricultural)	1890
297	0 267		House	2080	Birds Nest Rd.	SFR	1935
257	0 268		Oak Trees	1631-1637	Pierpont Avenue	oak avenue	?
257	0 269		House	1668	Dogwood Road	SFR	1930
435	0 270	.00	Point Farm House	6861	Point Farm Rd.	SFR	1880
435	0 270	.01	Point Farm, Barn		Point Farm Rd.	outbuilding (agricultural)	1920
435	0 270	.02	Point Farm Tabby Ruins	6861	Point Farm Road	ruin	1800

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435	0 270	.03	Point Farm Tabby Ruins	6862	Point Farm Road	ruin	1800
435	0 270	.04	Point Farm, Wilson Cemetery		Point Farm	cemetery (plt. or fam.)	1800
435	0 271		Legare House	6862	Point Farm Rd.	SFR	1850
435	0 272	.00	Wilson-Perry House	1991	Sunny Point Rd.	SFR	1920
435	0 272	.01	Wilson House	2071	Sunny Point Rd.	SFR	1899
435	0 272	.02	Cottage	2071	Sunny Point Rd.	SFR	1920
532	0 273		House	1653	Yellow House Rd.	SFR	1925
257	0 274		House	2465	Ashley River Rd.	SFR	1930
532	0 275		House	1725	Tacky Point Rd.	SFR	1875
435	0 276	.00	Maybank Highway		Maybank Highway	road	17??
532	0 276	.01	Maybank Highway		Maybank Highway	road	17??
532	0 276	.02	Maybank Highway		Maybank Highway	road	17??
297	0 276	.03	Maybank Highway		Maybank Highway	road	17??
532	0 277		Chisolm House	6140	Bears Bluff Rd.	SFR	1920
532	0 278		Jerusalem AME Church	6179	Bears Bluff Rd.	church	1886
532	0 279		House	6158	Bears Bluff Rd.	SFR	1925
532	0 280		House		Tacky Point Rd. Ext.	SFR	1935
532	0 281		House		Tacky Point Rd. Ext.	SFR	1935
257	0 282		House	2475	Ashley River Rd.	SFR	1935
532	0 283		Singleton House	6194	Bears Bluff Rd.	SFR	1920
532	0 284	.00	Selkirk Tenant House	1819	Liberia Rd.	SFR	1910
532	0 284	.01	Selkirk Plantation Ruins	1819	Liberia Rd.	ruin	1900
532	0 285		Salem Baptist Church	5768	Bears Bluff Rd.	church	1900
143	0 286		House	8236	Palmetto Rd.	SFR	1940
143	0 287		Bryan House	526	Highway 174	SFR	1890
143	0 288		House	629	Highway 174	SFR	1915
143	0 289		Wright House	730	Highway 174	SFR	1935
143	0 290		Meggett House	7831	Legare Rd.	SFR	1920
143	0 291		Cooper Whalay House	930	Walwood Rd.	SFR	1880
143	0 292		House	7971	Edingsville Beach Rd.	SFR	1940
143	0 293	.00	Thorne House	1066	Edingsville Beach Rd.	SFR	1915
143	0 293	.01	Road			road	1715
143	0 294		Robinson Pecan Orchard	944	Highway 174	pecan orchard	1915
143	0 295		House	908	Highway 174	SFR	1940
143	0 296		Glasgow Whaley House		Legare Road	SFR	1880
143	0 297		Allen AME Church Cemetery	8052	Botany Bay Road	cemetery (church)	1880
143	0 298	.00	Jenkins Cemetery		Frampton Inlet Road	cemetery (pr. or comm.)	18??
143	0 298	.01	Jenkins Family Cemetery		Frampton Inlet Road	cemetery (plt.)	1799
143	0 299		Sea Cloud Plantation Ruins		Botany Bay Plantation	SFR	1800
029	0 300	.00	Meggett Point-Griffin House	2142	Meggett Point Road	SFR	1875
029	0 300	.01	Meggett Cemetery	2141	Meggett Point Road	cemetery (fam.)	1780
029	0 300	.02	Meggett Point Barn		Meggett Point Road	outbuilding (agricultural)	1940
143	0 301		Calvary AME Church Cemetery	8318	Pine Landing Road	cemetery (church)	1910
143	0 302		House	8076	Russell Creek Road	SFR	1940
143	0 303	.00	Beckett's Plt. Tabby Chimney	8526	Oyster Factory Road	ruin	1830
143	0 303	.01	Beckett Cemetery		Beckett's Plantation	cemetery (plt. or fam.)	1820
143	0 304		Flowers Oyster Factory	8509	Oyster Factory Road	oyster factory	1944
143	0 305		Crawford Plantation House	8202	Oyster Factory Road	SFR	1830

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143	0	306	Bethel AME Church Cemetery	945	Highway 174	cemetery (church)	1910
143	0	307	Seaside School	1097	Highway 174	school	1915
143	0	308	House	8270	Peters Point Road	SFR	1910
143	0	309	Dr. Woodruff House		Peters Point Road	SFR	1870
143	0	310	House		Peters Point Road	SFR	1900
143	0	311 .00	Pine Barren, Whaley House	8460	Peters Point Road	SFR	1925
143	0	311 .01	Pine Barren, Cottage	8460	Peters Point Road	slave cabin	1860
143	0	312	House	8679	Peters Point Road	SFR	1925
143	0	313	Brown House	7612	Point of Pines Road	SFR	1910
143	0	314	Jones House		Big Creek Road	SFR	1910
143	0	315	Fludd House	1572	Clark Road	SFR	1941
143	0	316	Bailey Plantation House	8033	Point of Pines Road	SFR	1825
143	0	317 .00	Old Store Creek Bridge		Store Creek	bridge	1920
143	0	317 .01	Store Creek Bridge		Highway 174	bridge site	1940
143	0	318	Bethlehem RMUE Church Cemetery		Point of Pines Road	cemetery (church)	1900
143	0	319	House	7774	Indigo Hill Road	SFR	1925
143	0	320	House	7780-B	Indigo Hill Road	SFR	1900
143	0	321	House	7922	Indigo Hill Road	SFR	1935
143	0	322 .00	Edisto Island School	1717	Highway 174	school	1925
143	0	322 .01	Auditorium	1717	Highway 174	auditorium	1925
143	0	323 .00	Blue House	2172	Highway 174	SFR	1920
143	0	323 .01	Railroad Ice House	2172	Highway 174	ice house	1915
143	0	324	Seabrook House	7579	Oak Island Road	SFR	1916
143	0	325	House	7458	Jenkins Hill Road	SFR	1930
143	0	326 .00	Zion Reformed Episcopal Church	1560	Highway 174	church	1875
143	0	326 .01	Zion Cemetery	1560	Highway 174	cemetery (church)	1900
143	0	327 .00	Highway 174		Highway 174	road	17??
143	0	327 .01	Highway 174		Highway 174	road	17??
143	0	327 .02	Highway 174		Highway 174	road	17??
143	0	327 .03	Highway 174		Highway 174	road	17??
143	0	328	Pope House	1555	Highway 174	SFR	1918
143	0	329	Edisto Island Pres. Cemetery	1898	Highway 174	cemetery (church)	1870
143	0	330 .00	Cypress Trees Plt. House	1895	Highway 174	SFR	1830
143	0	330 .01	Cypress Trees, Cotton House	1895	Highway 174	outbuilding (agricultural)	1895
143	0	330 .02	Cypress Trees, Cemetery		Highway 174	cemetery (plt. or fam.)	1798
143	0	331	Cypress Trees Tenant House		Highway 174	SFR	1944
143	0	332	House	7356	Jenkins Hill Road	SFR	1935
143	0	333	Lawton-Seabrook Cemetery	7938	Steamboat Landing Road	cemetery (plt. or fam.)	1785
143	0	334	Steamboat Landing Road		Steamboat Landing Road	road	1830
143	0	335	Lands End	7779	Steamboat Landing Road	SFR	1910
143	0	336	Central School	1942	Jane Edwards Road	school	1915
143	0	337	House	2324	Highway 174	SFR	1925
143	0	338	House	2279	Highway 174	SFR	1930
143	0	339	Pearl Hill House		Highway 174	SFR	1890
143	0	340	Brick House Road		Brick House Road	road	1725
029	0	341	House at Old Dominion Plt.	8894	Pine Landing Road	SFR	1940
029	0	342	House	8500	Pine Landing Road	SFR	1930
143	0	343	Salt Landing Tract, Cabin		Laurel Hill Road	SFR	1910

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Site #			Site	Address		Type	Date (or circa date)
143	0	344	House	8260	Crooked Creek Road	SFR	1935
143	0	345	Smalls House	2112	Laurel Hill Road	SFR	1930
143	0	346	Barn		Highway 174	outbuilding (agricultural)	1950
003	0	347	House		Whooping Island Road	SFR	1945
143	0	348	Bailey's Island Cattle Dip		Bailey's Island	outbuilding (agricultural)	1915
143	0	349 .00	Botany Bay Road		Botany Bay Road	road	17??
143	0	349 .01	Botany Bay Road Causeway		Botany Bay Road	road	18??
143	0	350	Cedar Hall Cemetery		Cedar Hill Road	cemetery (pr.)	?
143	0	351	Red Top	8354	Pine Landing Road	SFR	1920
143	0	352 .00	Tumbleston House	2995	Highway 174	SFR	1925
143	0	352 .01	"Hump Bridge"		Russell Creek	bridge site	1920
143	0	353	Glen House	7823	Russell Creek Road	SFR	1930
143	0	354 .00	Gun Bluff: Seabrook Cemetery		Highway 174	cemetery (fam.)	1830
143	0	354 .01	Pine Landing Road		Pine Landing Road	road	1800
417	0	355 .00	Millbrook Plt. Porter Lodge		Ashley River Road	SFR	1922
417	0	355 .01	Millbrook Plt. Tenant House		Ashley River Road	SFR	1925
417	0	355 .02	Millbrook Plt. Tenant House		Ashley River Road	SFR	1925
491	0	356	House		Ashley River Road	SFR	1935
532	0	357	Hart House	1079	Harts Bluff Road	SFR	1890
276	0	358	Cattel Cemetery	4110	Ashley River Road	cemetery (fam. or pr.)	17??
276	0	359	Cemetery		Ashley River Road	cemetery (fam. or pr.)	17??
276	0	360	Cattel Cemetery		Ashley River Road	cemetery (fam. or pr.)	17??
276	0	361 .00	Runneymede Plantation House		Ashley River Road	SFR	1880
276	0	361 .01	Runnymede Plt. Second House		Ashley River Road	SFR	1880
276	0	361 .02	Runnymede Plantation Drive		Ashley River Road	magnolia avenue	1880
257	0	362	Runnymede Phosphate Mines		Ashley River Road	phosphate mine	1880
257	0	363	House	2960-A	Ashley River Road	SFR	1935
257	0	364	Ashley River Railroad Bridge		Ashley River	bridge (railway)	1869
257	0	365	House	2861	Ashley River Road	SFR	1930
257	0	366	House		Bees Ferry Road	SFR	1930
257	0	367	Oak Avenue		Parsonage Road	oak avenue	17??
257	0	368	House	1807	Parsonage Road	SFR	1940
257	0	369	St. Andrews Parsonage	1810	Otis Road	SFR	1929
257	0	370	House	1925	Parsonage Road	SFR	1930
257	0	371	House	1925	Parsonage Road	SFR	1930
257	0	372	Simons House	1993	Ashley River Road	SFR	1940
257	0	373	House	2455	Ashley River Road	SFR	1925
257	0	374	St. Andrews Methodist Church	2539	Ashley River Road	church	1929
143	0	375	Watts Cut Canal			canal	1751
143	0	376 .00	Pine Landing Road		Pine Landing Road	road	1730
029	0	376 .01	Pine Landing		Pine Landing Road	landing	1730
435	0	377 .00	Swallows Bluff		Point of Pines	SFR	1850
435	0	377 .01	Swallows Bluff Garage		Point of Pines	outbuilding (domestic)	1930
435	0	377 .02	Swallows Bluff Slave Cabin		Point of Pines	slave cabin	1850
435	0	378 .00	Green Point House		Point of Pines	SFR	1850
435	0	378 .01	Green Point Slave Cabin		Point of Pines	slave cabin	1850
435	0	378 .02	Green Point Slave Cabin		Point of Pines	slave cabin	1850
029	0	379	Raccoon Island, Gin House		Raccoon Island Road	cotton gin	1850

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265	0	390	Shoolbred Graves		Rhetts Bluff Road	cemetery (fam. or pr.)	1808
143	0	381	Seabrook House Ruins		Shell House Road	ruin	1835
003	0	382	Dawho River Bridge		Highway 174	bridge	1924
143	0	383	Edingsville Beach Road		Edingsville Beach Road	road	1800
532	0	384	Cemetery		Harts Bluff Road	cemetery (fam. or comm.)	19??
003	0	385 .00	White Point Road		White Point Road	road	17??
003	0	385 .01	Slann's Packing Shed		White Point Road	packing shed	1910
003	0	386	Little Britton Road		Little Britton Road	road	17??
003	0	387 .00	Ash(e) Point Plt., King House	7662	Little Britton Road	SFR	1890
003	0	387 .01	Ash Point Plt. Cemetery	7662	Little Britton Road	cemetery (fam.)	1895
003	0	388	Stevens House		Lems Bluff Road	SFR	1910
378	0	389	Mt Nebo AME Church Cemetery	6044	Spring Grove Road	cemetery (church)	1890
003	0	390	Burden's Island Cemetery		Little Britton Island	cemetery	1880
003	0	391	Ebenezer Baptist Cemetery	4214	Highway 174	cemetery (church)	1890
003	0	392	Jupiter Hill Cemetery		Jupiter Hill Road	cemetery (comm.)	?
378	0	393	House		Highway 17 South	SFR	1935
248	0	394 .00	Oak Lawn House	8535	Old Jacksonboro Road	SFR	1902
248	0	394 .01	Oak Lawn Cemetery		Old Jacksonboro Road	cemetery (plt. or fam.)	1830
378	0	395	House	6538	Hyde Park Road	SFR	1920
257	0	396	House	3690	Old Savannah Highway	SFR	1925
378	0	397	Martin-Jones House		Old Jacksonboro Road	SFR	1910
257	0	398	House		Old Savannah Highway	SFR	1940
003	0	399	Mt Horr AME Church Cemetery	4360	Highway 174	cemetery (church)	1880
003	0	400	House	4409	Park Island Road	SFR	1920
326	0	401	House	423	Pinckney Street	SFR	1790
326	0	402	L.P. McClellan Summer House	208	Rutledge Court	SFR	1891
326	0	403	J.O. McClellan House	532	Pinckney Street	SFR	1914
326	0	404	Graham House	528	Pinckney Street	SFR	1897
326	0	405	Murray House	514	Pinckney Street	SFR	1915
326	0	406	Taylor House	506	Pinckney Street	SFR	1860
326	0	407	Seabrook House	205	Rutledge Court	SFR	1885
326	0	408	Lucas House	431	Pinckney Street	SFR	1923
326	0	409	Leland House	533	Pinckney Street	SFR	1870
326	0	410	Graham House	408	Pinckney Street	SFR	1913
326	0	411	Lofton House	546	Pinckney Street	SFR	1908
326	0	412	King House	554	Pinckney Street	SFR	1895
326	0	413	Graham House	549	Pinckney Street	SFR	1915
326	0	414	House	559	Pinckney Street	SFR	1900
326	0	415	McClellanville Meth. Church	568	Pinckney Street	church	1902
326	0	416	Skipper House	606	Pinckney Street	SFR	1900
326	0	417	Shokes House	624	Pinckney Street	SFR	1934
326	0	418	Waring House	634	Pinckney Street	SFR	1900
326	0	419	Lofton House	226	Oak Street	SFR	1925
326	0	420	Memorial Park		Pinckney Street	park	1875
326	0	421	New Wappetaw Pres. Church		Pinckney Street	church	1874-1875
326	0	422	Lofton House	217	Oak Street	SFR	1900
326	0	423	St. James, Santee, Chapel	205	Oak Street	church	1890
326	0	424	Doar House		Charlotte Street	SFR	1930

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326	0 425		Doar House	204	Charlotte Street	SFR	1906
326	0 426		Atkinson House		Oak Street	SFR	1920
326	0 427	.00	Whilden House	125	Oak Street	SFR	1870
326	0 427	.01	Whilden Kitchen House	125	Oak Street	outbuilding (domestic)	1870
326	0 427	.02	Whilden Office	125	Oak Street	outbuilding (domestic)	1870
326	0 428		Leland House		Oak Street	SFR	1915
326	0 429		Morrison House	102	Oak Street	SFR	1922
326	0 430		McGillivray House	608	Morrison Street	SFR	1910
326	0 431		Leland House	114	Oak Street	SFR	1870
326	0 432		Leland House	120	Oak Street	SFR	1890
326	0 433		Leland House	126	Oak Street	SFR	1870
326	0 434		Graham House	140	Oak Street	SFR	1900
326	0 435		Morrison House	144	Oak Street	SFR	1880
326	0 436		Morrison House	208	Oak Street	SFR	1905
326	0 437		House	212	Oak Street	SFR	1940
326	0 438		House	218	Oak Street	SFR	1940
326	0 439		House	622	Venning Street	SFR	1940
326	0 440		House		Venning Street	SFR	1935
326	0 441		New Wappetaw Pres. Manse	632	Venning Street	SFR	1880
326	0 442		Peacock House	207	Scotia Street	SFR	1920
326	0 443		Mackintosh House	211	Scotia Street	SFR	1910
326	0 444		Mackintosh House	217	Scotia Street	SFR	1935
326	0 445	.00	US Biological Survey Office	405	Pinckney Street	office	1932
326	0 445	.01	McClellanville Fire Tower	405	Pinckney Street	fire lookout tower	1930
326	0 446	.00	Bethel AME Church	369	Drayton Street	church	1872
326	0 446	.01	Bethel AME Church Cemetery	369	Drayton Street	cemetery (church)	1890
326	0 447		House	555	Pinckney Street	SFR	1910
326	0 448		House	614	Venning Street	SFR	1940
326	0 449		House	617	Morrison Street	SFR	1890
326	0 450		Mills House	635	Morrison Street	SFR	1895
326	0 451		Murray House	703	Morrison Street	SFR	1895
326	0 452		House	104	Scotia Strett	SFR	1940
326	0 453		House		Scotia Street	SFR	1925
326	0 454		Drayton House	704	Pinckney Street	SFR	1914
326	0 455		Oak Trees		Scotia Street	oak avenue	1930
326	0 456		McClellanville Public School		Pinckney Street	school	1922
326	0 457		Morrison House	718	Pinckney Street	SFR	1935
326	0 458		St. John Cemetery	219	Williams Court	cemetery (church)	1905
326	0 459		Garage	841	Pinckney Street	commercial	1935
326	0 460		House	220	Baker Street	SFR	1915
326	0 461		Oak Trees		Baker Street	oak avenue	1930
326	0 462		House	710	Morrison Street	SFR	1940
326	0 463		House	721	Morrison Street	SFR	1935
326	0 464		Morrison House	12	Morrison Court	SFR	1906
326	0 465		House	735	Morrison Street	SFR	1935
326	0 466		House	32	Morrison Court	SFR	1905
326	0 467		Graham Store	824	Pinckney Street	store	1920
326	0 468		Morrison Store	822	Pinckney Street	store	1930

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Site #			Site		Address	Type	Date (or circa date)
326	0	469	Lofton Store		Pinckney Street	store	1915
326	0	470	Fair Oaks	838	Pinckney Street	SFR	1870
326	0	471	Smith House	841	Pinckney Street	SFR	1930
326	0	472	Beckman House	845	Pinckney Street	SFR	1890
326	0	473	Beckman House	916	Pinckney Street	SFR	1870
326	0	474	School	935	Pinckney Street	school	1890
326	0	475	Taylor House	941	Pinckney Street	SFR	1913
326	0	476	House	124	Liberty Street	SFR	1910
326	0	477	House		South Pinckney Street	SFR	1900
326	0	478	House	971	South Pinckney Street	SFR	1870
326	0	479	New Wappetaw Cemetery		Old Cemetery Road	cemetery (church)	1873
326	0	480	House	924	Weston Road	SFR	1935
017	0	481	Coaxum House	7671	Highway 17 North	SFR	1925
468	0	482	Ford House	4182	Highway 17 North	SFR	1930
468	0	483	McNeil House	3989	Highway 17 North	SFR	1935
468	0	484	McNeil House	3995	Highway 17 North	SFR	1935
468	0	485	House	3921	Highway 17 North	SFR	1935
468	0	486	House		Highway 17 North	SFR	1935
326	0	487	White House	434	Dupre Road	SFR	1900
326	0	488	Sheppard House	420	Dupre Road	SFR	1910
326	0	489	Dilligard House	406	Dupre Road	SFR	1920
455	0	490	Fraser House	790	South Santee Road	SFR	1925
455	0	491	Myers House		South Santee Road	SFR	1920
326	0	492	Palmetto Point Cemetery		Dupre Road	cemetery	?
326	0	493	House		Pinckney Street	SFR	1940
455	0	494	Sutton House		South Santee Road	SFR	1910
326	0	495	House	1402	River Road	SFR	1935
326	0	496 .00	Wren Chapel Metho...t Church	1755	SC 45	church	1900
326	0	496 .01	Wren Chapel Cemetery	1755	SC 45	cemetery (church)	1880
326	0	497 .00	New St. Peters AME Church		Old Georgetown Hwy	church	1945
326	0	497 .01	St. Peters AME Church Cemetery		Old Georgetown Hwy	cemetery (church)	1910
017	0	498 .00	Tibwin AME Cemetery	9313	Old Georgetown Rd.	cemetery	1890
017	0	498 .01	Oak Avenue		Old Georgetown Hwy	oak avenue	1700
017	0	499	Cemetery		Old Georgetown Rd.	cemetery	1920
417	0	500	Live Oak Plantation House		Waldon Road	SFR	1885
417	0	501	Live Oak Plantation Cemetery		Waldon Road	cemetery (plt. or fam.)	1767
417	0	502	Lowndes Cemetery		Bulow Landing Road	cemetery (pr. or comm.)	1880
257	0	503	St. Andrews Church		Bear Swamp Road	church	1890
417	0	504	Sauldam Baptist Church	5945	County Line Road	church	1890
378	0	505	St. Paul's, Stono, Cemetery		Highway 165	cemetery (church)	1810
378	0	506 .00	Stono Baptist Church		Highway 165	church	1855
378	0	506 .01	Stono Baptist Church Cemetery		Highway 165	cemetery (church)	1855
417	0	507	St. Paul AME Church Cemetery	5020	Highway 162	cemetery (church)	1890
532	0	508	Seaboard Air Line Railway		Dixie Plantation Road	railway line	1916
532	0	509	St. Paul's Cemetery		Dixie Plantation Road	cemetery (church)	1708
532	0	510	Wiltown Road		Dixie Plantation	road	16??
532	0	511	ACL Railroad, Blitch's Spur		Church Flats Road	railway line	1900
532	0	512	Smoak House	5869	Church Flats Road	SFR	1910

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532 0 513	Smoak House	4665	Westervelt Road	SFR	1918
532 0 514 .00	Carr House	4736	Gibson Road	SFR	1900
532 0 514 .01	Carr House	4730	Gibson Road	SFR	1920
532 0 515	House		Gibson Road	SFR	1920
532 0 516	Platt House	4790	Gibson Road	SFR	1920
003 0 517 .00	Christ-St. Paul's Church	5034	Chapel Road	church	1906
003 0 517 .01	Christ-St. Paul's Cemetery	5034	Chapel Road	cemetery (church)	1750
003 0 518 .00	Newton House	7834	Highway 162	SFR	1930
003 0 518 .01	House	7834	Highway 162	SFR	1935
003 0 519	House	8010	Highway 162	SFR	1920
003 0 520	House	8096	Highway 162	SFR	1890
003 0 521	House	8108	Highway 162	SFR	1890
003 0 522	House	8097	Highway 162	SFR	1935
003 0 523	House	8109	Adams Run School Road	SFR	1920
003 0 524	House	8123	Adams Run School Road	SFR	1910
003 0 525	House	5216	Old Military Road	SFR	1930
003 0 526	House	5224	Dent Road	SFR	1930
003 0 527	House	5215	Dent Road	SFR	1940
003 0 528	Faith Church Cemetery		Old Military Road	cemetery (church)	1870
003 0 529	Adams Run Methodist Cemetery		Old Military Road	cemetery (church)	1900
003 0 530	Adams Run Fire Lookout Tower		Highway 174	fire lookout tower	1930
003 0 531 .00	Pickette House	5594	Highway 174	SFR	1915
003 0 531 .01	Osborne-Adams Run Post Office	5594	Highway 174	post office	1915
003 0 532	House	5226	Highway 174	SFR	1910
003 0 533	House	5581	Highway 174	SFR	1940
003 0 534	House	5510	Highway 174	SFR	1930
003 0 535	House	8137	Highway 162	SFR	1940
003 0 536	House	8124	Highway 162	SFR	1890
532 0 537	Yonges Island Post Office	4176	Highway 165	post office	1920
532 0 538	House	4175	Highway 165	SFR	1905
532 0 539	House	4189	Highway 165	SFR	1890
532 0 540	Geraty House, Windy Point		Buena Vista Road	SFR	1900
532 0 541	Blitch House	4235	St. Mary's Lane	SFR	1900
532 0 542	Keenan House	4239	St. Mary's Lane	SFR	1910
532 0 543	House	4241	St. Mary's Lane	SFR	1930
532 0 544	Ray House	4245	St. Mary's Lane	SFR	1935
532 0 545	Stevens House	6417	Simmons Bluff Road	SFR	1940
532 0 546	Yonge Family Cemetery	4277	Highway 165	cemetery (fam.)	1815
532 0 547	Pecan Orchard	4277	Highway 165	Pecan Orchard	1920
532 0 548	Zealey-Kulinski-Scott House	4285	Highway 165	SFR	1895
532 0 549	House	4305	Highway 165	SFR	1930
017 0 550	House	8916	Old Georgetown Highway	SFR	1910
017 0 551	House		Old Georgetown Highway	SFR	1890
017 0 552	House	8613	Old Georgetown Highway	SFR	1910
017 0 553	Howard Chapel Cemetery	8592	Old Georgetown Highway	cemetery (church)	1880
017 0 554	Harrell House	8479	Old Georgetown Road	SFR	1939
061 0 555	Wilson Cemetery	674	Wilson Cemetery Road	cemetery (fam. or pr.)	1810
468 0 556	Awendaw School	856	Granny's Lane	school	1915

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468	0 557	House	5538	Seewee Road	SFR	1915
468	0 558	Store	4804	Highway 17 North	store	1930
468	0 559	Wappetaw Cemetery		15 Mile Landing Road	cemetery (church)	1700
066	0 560	Wando River Bridge		SC 41 over Wando River	bridge	1939
468	0 561	Seewee Bapt. Cemetery	5151	Highway 17 North	cemetery (church)	1890
468	0 562	Zion AME Cemetery	4170	Highway 17 North	cemetery (church)	1890
175	0 563	Goodwill AME Church Cemetery	2818	Highway 17 North	cemetery (church)	1836
455	0 564	Fraser House	1960	Germantown Road	SFR	1915
455	0 565	Small House	1928	Germantown Road	SFR	1920
455	0 566	Howard Chapel AME Church	2024	Rutledge Road	church	1943
455	0 567	Bridge		Rutledge Rd.	bridge site	1917
455	0 568	Moss Grove School Site		Rutledge Rd.	site	1920
455	0 569	House	10668	Old Georgetown Road	SFR	1940
455	0 570	Old Georgetown Road		Old Georgetown Road	road	1700
455	0 571	House	10408	Old Georgetown Road	SFR	1925
017	0 572	Thames House	7489	Highway 17 North	SFR	1930
017	0 573	Shackleford Cemetery	8467	Highway 17 North	cemetery (pr. or plt.)	1800
017	0 574	Weathers Store	8485	Old Georgetown Road	store	1935
017	0 575	Lawrence House	8085	Old Georgetown Road	SFR	1920
017	0 576	House	9439	Highway 17 North	SFR	1945
017	0 577 .00	Tibwin Plantation House	9479	Highway 17 North	SFR	1805
017	0 577 .01	Tibwin Plantation Stable	9479	Highway 17 North	outbuilding (agricultural)	1935
017	0 577 .02	Tibwin Plantation Oak Avenue	9479	Highway 17 North	oak avenue	1800
017	0 578	Harrell House	1308	Tibwin Road	SFR	1915
326	0 579	House		Highway 17 North	SFR	1915
326	0 580	House	9881	Highway 17 North	SFR	1920
532	0 581	House	4327	Highway 165	SFR	1920
532	0 582 .00	Yonges Island Oyster Factory		Highway 165	oyster factory	1900
532	0 582 .01	House		Highway 165	SFR	1920
532	0 583	Masonic Lodge	4687	Highway 165	Masonic Hall	1910
532	0 584	House	4707	Highway 165	SFR	1940
532	0 585	Calvary Baptist Church	4744	Highway 165	Church	1921
532	0 586	House	4741	Highway 165	SFR	1890
532	0 587	Woods House	4749	Highway 165	SFR	1910
532	0 588	South Carolina Produce Assoc.	4770	Highway 165	office/bank	1915
532	0 589	Meggett Post Office	4770	Highway 165	post office	1912
532	0 590	House	4775	Highway 165	SFR	1910
532	0 591	Roberts House	6281	Church Flats Road	SFR	1900
532	0 592	House	6201	Church Flats Road	SFR	1910
532	0 593	Goshen Farm	4750	Towles Road	SFR	1898
532	0 594	House	4908	Gibson Road	SFR	1935
532	0 595	Geraty House	6363	Simmons Bluff Road	SFR	1940
532	0 596	House	6275	Donaldson Street	SFR	1925
532	0 597	House	6267	Donaldson Street	SFR	1925
532	0 598	Hollywood Ice House	6308A	Highway 162	ice house	1905
532	0 599	Store	6303	Highway 162	store	1930
378	0 600	Jacksonboro Road			road	17??
417	0 601 .00	Ravenel Depot	5775	Highway 165	railway depot	1900

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417	0 601	.01	Tool Shed		Martin Street	railway utility building	1925
417	0 602		Lemacks House	6234	Martin Street	SFR	1925
417	0 603		Harper House	6132	Martin Street	SFR	1927
417	0 604		Hembree House	6120	Martin Street	SFR	1929
417	0 605		Hospital Oaks	6108	Martin Street	oak trees	?
417	0 606		Bivens-Young House	6065	Drayton Street	SFR	1905
417	0 607	.00	Ravenel Methodist Church	6041	Drayton Street	church	1885
417	0 607	.01	Ravenel Methodist Cemetery	6035	Drayton Street	cemetery (church)	1905
417	0 608		House	6020	Martin Street	SFR	1930
417	0 609		House	5966	Martin Street	SFR	1890
417	0 610		Memorial Baptist Church	5948	Martin Street	church	1915
417	0 611		Chinnis House	5942	Martin Street	SFR	1900
417	0 612		Roper Run Cemetery	6031	Roper Run Road	cemetery (fam. or comm.)	1900
417	0 613		House		Highway 17 South	SFR	1930
417	0 614		House		Highway 17 South	SFR	1935
532	0 615		House		Highway 162	SFR	1935
248	0 616		Hopewell Baptist Church Cem.	7532	Parkers Ferry Road	cemetery (church)	1900
159	0 617		House	9192	Penny Creek Road	SFR	1920
159	0 618	.00	Bethlehem AME Church Cemetery	5345	Parkers Ferry Road	cemetery (church)	1890
003	0 618	.01	Willtown Pres. Cemetery		Parkers Ferry Road	cemetery (church)	1700
417	0 619		Bethel AME Church Cemetery		Highway 17 South	cemetery (church)	1915
159	0 620		Parkers Ferry Road		Parkers Ferry Road	road	1800
003	0 621		House	5067	Mauss Hill Road	SFR	1920
003	0 622		House	4950	Mauss Hill Road	SFR	1920
003	0 623		House	4975	Dawhoo Road	SFR	1925
003	0 624	.00	First Zion Baptist Cemetery		Highway 164	cemetery (church)	1890
003	0 624	.01	Willtown Pres. Cemetery		Highway 164	cemetery (church)	1820
417	0 625		House	5870	Highway 165	SFR	1930
417	0 626		Butler House	5817	Highway 165	SFR	1910
417	0 627	.00	Gilmore House	6129	Drayton Street	SFR	1915
417	0 627	.01	Ravenel Post Office	6129	Drayton Street	post office	1915
417	0 628		House	6239	Drayton Street	SFR	1935
417	0 629		Cemetery		Drayton Street	cemetery	1900
417	0 630		Wilder House	5770	Highway 165	SFR	1910
417	0 631		House	5746	Highway 165	SFR	1940
417	0 632		House	5756	Highway 165	SFR	1935
417	0 633		House	5616	Highway 165	SFR	1935
417	0 634		House	5615	Highway 165	SFR	1935
417	0 635		House	5541	Highway 165	SFR	1930
417	0 636		House	6051	Highway 17 South	SFR	1935
378	0 637		Richardson House	5898	Highway 174	SFR	1920
378	0 638		Osborne Baptist Cemetery	5860	Highway 174	cemetery (church)	1900
003	0 639		House	5709	Highway 174	SFR	1925
003	0 640		House	5692	Highway 174	SFR	1925
378	0 641		House	8260	Old Jacksonboro Road	SFR	1940
003	0 642		Manigault House	5366	Highway 174	SFR	1930
003	0 643		Wilkinson Summer House	5185	Highway 174	SFR	1830
003	0 644		House	5151	Highway 174	SFR	1915

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003	0	645	Adams Run School	5166	Highway 174	school	1925
003	0	646	House	5158	Highway 174	SFR	1880
003	0	647	House	5145	Highway 174	SFR	1925
003	0	648 .00	Christ Church	5134	Highway 174	church	1887
003	0	648 .01	Christ Church Cemetery	5134	Highway 174	cemetery (church)	1887
003	0	649	House	5126	Highway 174	SFR	1925
003	0	650	House	5115	Highway 174	SFR	1930
003	0	651	House	8118	Wiltown Road	SFR	1930
003	0	652	House	4826	Highway 174	SFR	1930
003	0	653	House		Wiltown Road	SFR	1925
003	0	654	Perry House	8388	Wiltown Road	SFR	1935
003	0	655	Kearse House	4860	Highway 174	SFR	1925
003	0	656	Simmons Store	4860	Slanns Island Road	store	1925
003	0	657	Fox Store and House	8089	Oakville Road	SFR/store	1925
003	0	658	Rose Hill Packing Shed	4850	Highway 174	packing shed	1925
003	0	659	ACL Railroad		Toogoodoo Road	railway line	1900
003	0	660	Rose Hill Plantation Cemetery		Toogoodoo Road	cemetery (plt. or fam.)	1810
003	0	661	Baldwin House	8475	Wiltown Road	SFR	1940
003	0	662	Fairview Plt., Allston House	8382	Fairview Nursery Road	SFR	1850
248	0	663	Sims Cemetery		Parkers Ferry Road	cemetery	1850
532	0	664	Towles-Golden House	4585	Towles Road	SFR	1900
532	0	665	Smoak House	4584	Towles Road	SFR	1935
532	0	666	Towles-Williams House		Towles Road	SFR	1920
532	0	667	Bair Store	5703	Highway 162	store	1940
003	0	668	House	7205	Highway 162	SFR	1935
532	0	669	House	5419	Highway 162	SFR	1930
532	0	670	House	5389	Highway 162	SFR	1930
417	0	671	Bluffton House	4405	Chaplin Landing Road	SFR	1930
417	0	672	Lemacks House	4319	Highway 162	SFR	1924
417	0	673	House	4448	Highway 162	SFR	1925
417	0	674	Postell House	4449	Highway 162	SFR	1927
532	0	675	Herrington Equipment Company	6327	Highway 162	store	1940
532	0	676	House	4814	Coastline Road	SFR	1925
532	0	677	House	6342	Old Schoolhouse Road	SFR	1910
532	0	678	Cemetery	5000	SC 165	cemetery (fam. or comm.)	1930
003	0	679	Wilson Cemetery		Toogoodoo Farm Road	cemetery (plt. or fam.)	1895
003	0	680	Peterfield Cemetery		Ethel Post Office Road	cemetery (comm.)	1900
003	0	681	Smoak House	4580	Old Smoak House Road	SFR	1910
003	0	682 .00	Cox House	7540	Ethel Post Office Road	SFR	1915
003	0	682 .01	Cox Farmbuilding	7540	Ethel Post Office Road	outbuilding (agricultural)	1920
003	0	683	Harmony Hall, Cox House	7480	Ethel Post Office Road	SFR	1820
003	0	684	Cox House		Ethel Post Office Road	SFR	1910
003	0	685 .00	Daniel G. Towles House	4189	Legacy Lane	SFR	1915
003	0	685 .01	House	4167	Legacy Lane	SFR	1915
003	0	686 .00	ACL RR, Toogoodoo Spur			railway line	1900
003	0	686 .01	Quigley Packing Shed	4189	Legacy Lane	ruin	1910
532	0	687	House	6513	Toogoodoo Road	SFR	1925
532	0	688	House	6507	Toogoodoo Road	SFR	1915

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532	0	689	House	6036	Highway 162	SFR	1930
532	0	690	House	5945	Highway 162	SFR	1930
417	0	691	St. Johns Baptist Cemetery		Hughes Road	cemetery (church)	1875
257	0	692	John F. Limehouse Bridge		Main Road	bridge	1924
532	0	693	House	6397	Highway 162	SFR	1935
532	0	694	House	6391	Highway 162	SFR	1940
532	0	695	House	6381	Highway 162	SFR	1940
532	0	696	House	6377	Highway 162	SFR	1940
532	0	697	House	6375	Highway 162	SFR	1940
532	0	698	House	6363	Highway 162	SFR	1940
003	0	699	St. Paul Pres. Cemetery	7404	Highway 162	cemetery (church)	1867
417	0	700	Postell House	5209	Chaplins Landing Road	SFR	1890
003	0	701	Baptist Hill School	6531	Highway 162	school	1925
003	0	702	House	6647	Highway 162	SFR	1935
003	0	703	Annivesta Bapt. Cemetery		Highway 162	cemetery (church)	1890
003	0	704	House	6741	Highway 162	SFR	1915
003	0	705 .00	Wesley Methodist Church	6854	Highway 162	church	1895
003	0	705 .01	Wesley Methodist Cemetery	6854	Highway 162	cemetery (church)	1895
532	0	706	Gibson House		Long Island Road	SFR	1900
175	0	707	McConnell Store	2726	Highway 17 North	store	1930
468	0	708	Jerman House		Chandler Road	SFR	1915
326	0	709	Silver Hill, McClellan House		Kit Hall Road	SFR	1861
532	0	710	Wideawake Plantation House	5035	Trexler Avenue	SFR	1910
532	0	711	St. Mary's Church		Highway 165	church	1914
378	0	712	Osborne Post Office	8050	Highway 17 South	post office/store	1900
455	0	713 .00	Thames House, Santee Home	11205	Highway 17 North	SFR	1929
455	0	713 .01	S. Santee PO, Thames Store	11205	Highway 17 North	store	1910
326	0	714	Snyder House	1760	River Road	SFR	1926
003	0	715	Cemetery		Mizzell Road	cemetery	1930
003	0	716	Cemetery		Ethel Post Office Road	cemetery	?
496	0	717	House		East Meeting Street	SFR	1890
496	0	718	Wesley Methodist Church	736	Front Street	church	1887
496	0	719	Mt. Zion Bapt. Cemetery	360	Dunmeyer Hill Road	cemetery (church)	1900
417	0	720	Chaplin's Store	4427	Davison Road	SFR/store	1930
417	0	721	Grant House		Moberry Road	SFR	1920
417	0	722	Fox House	5371	County Line Road	SFR	1915
417	0	723	Burbage House	7039	Kinard Road	SFR	1910
378	0	724	House	6473	County Line Road	SFR	1940
378	0	725	House	6725	County Line Road	SFR	1925
378	0	726 .00	Cordray's Grocery	7552	Highway 165	store	1932
378	0	726 .01	Cordray House	7550	Highway 165	SFR	1947
378	0	727	St. Paul's Meth. Ch. Cemetery		Highway 165	cemetery (church)	1900
417	0	728	Jordan Baptist Cemetery		Highway 162	cemetery (church)	1900
003	0	729	Store	5098	Storage Road	store	1935
003	0	730	Jones House	7269	Commodore Road	SFR	1915
003	0	731	House	6721	Toogoodoo Road	SFR	1930
003	0	732	Store	4901	Baptist Hill Road	store	1925
248	0	733	Bridge		Highway 174	bridge	1927

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248 0 734 .00	Encampment Plt., House	8864	Highway 17 South	SFR	1930
248 0 734 .01	Oak Avenue and Cemetery	8864	Highway 17 South	oak avenue & cemetery	1825
003 0 735	House	8020	Highway 162	SFR	1940
337 0 736	Santee Gun Club Lodge		South Santee Road	clubhouse	1905