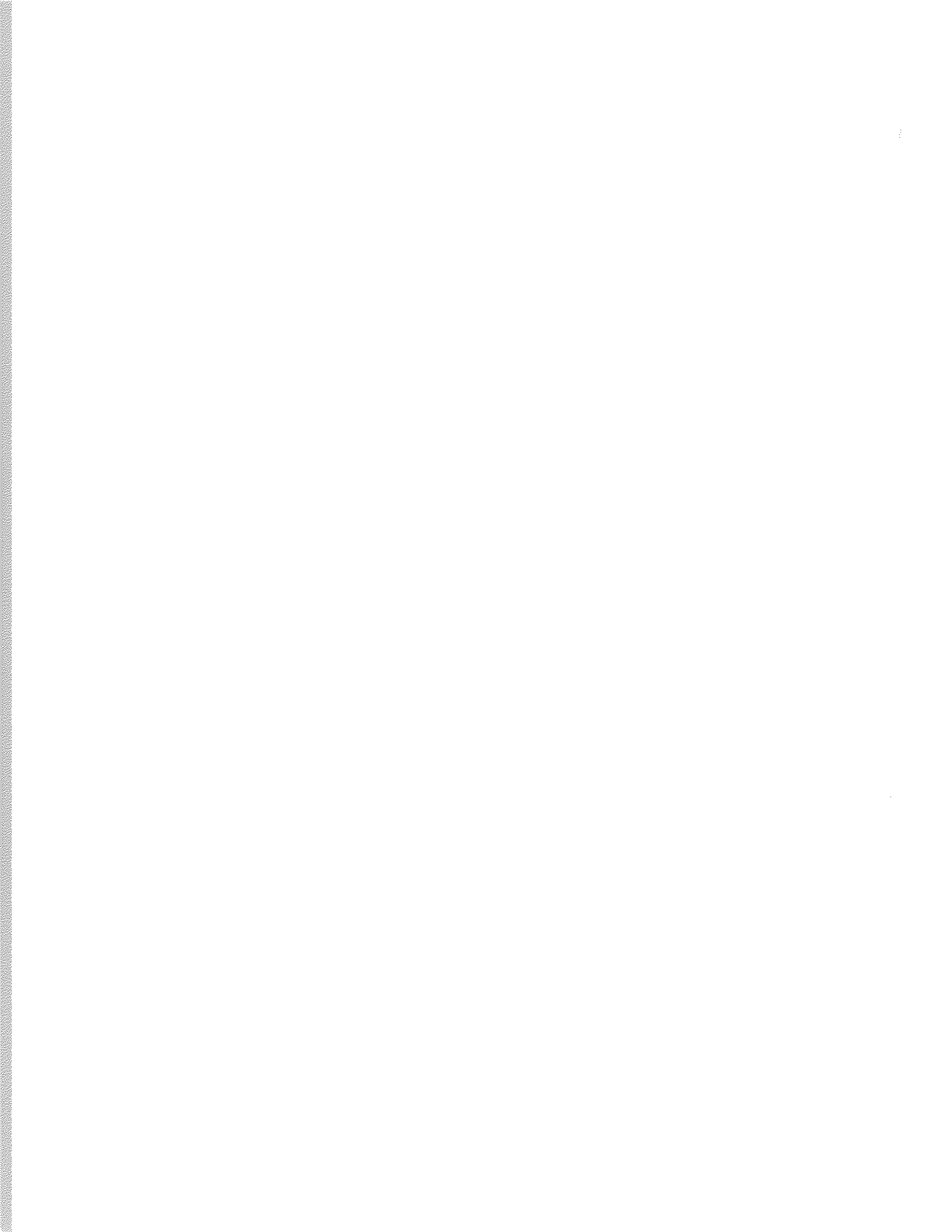


JAMES ISLAND & JOHNS ISLAND HISTORICAL SURVEY



Survey Report
JAMES ISLAND AND JOHNS ISLAND
HISTORICAL AND ARCHITECTURAL INVENTORY

Preservation Consultants, Inc.

CONTENTS

Section

1.	Name of Survey	1
2.	Boundaries of Survey Area	1
3.	Number of Properties Surveyed	1
4.	Number of Square Miles Surveyed	1
5.	Surveyors	1
6.	Beginning and Ending Dates of Survey	1
7.	Objectives of Survey	2
8.	Method of Survey	2
9.	General Historical Development of James and Johns Islands	4
10.	Bibliography	39
11.	Properties in the Survey Area that are listed on the National Register of Historic Places	45
12.	Evaluation of Survey Data	46
	James Island Rural Cultural Landscape Features Map	51
	Johns Island Rural Cultural Landscape Features Map	52
	Researcher's Base Map	53
	List of Potential National Register Properties in the Survey Area	54
13.	Data Gaps	55
14.	Repository of Survey Project Materials	56
15.	Goals and Objectives	57
16.	Acknowledgements	61

Appendix A: Index of Sites

Addendum to Appendix A: Preliminary Information Concerning Sites Which were Identified but not Located During Survey

Appendix B: South Carolina Department of Archives and History "Preservation Hotline: National Register Listing/ Local Designation"

Appendix C: List of Statutes and Regulations Pertaining to Cemeteries, Graveyards, and Burial Grounds

Project Carried Out for South Carolina Department of Archives and History,
The City of Charleston, and Charleston County

Summer 1989

Survey Report

JAMES ISLAND AND JOHNS ISLAND HISTORICAL AND ARCHITECTURAL INVENTORY

Preservation Consultants, Inc.

1. Name of Survey

James Island and Johns Island Historical Survey
Charleston County, South Carolina

2. Boundaries of Survey Area

Survey boundaries of James Island (including Sol Legare Island) were the Stono River to the west; Elliott(s) Cut and Wappoo Creek to the north; Ashley River and Charleston Harbor to the northeast; Parrot(s) Point Creek, Clark Sound, and Secessionville Creek to the east and southeast; and Folly Creek and King(s) Flats Creek to the south.

Survey boundaries of Johns Island were the Stono River to the east, north, and northwest; Church Creek and Bohicket Creek to the west; Haulover Creek to the southwest; and Kiawah River to the south.

3. Number of Properties Surveyed

330 sites were surveyed.
201 sites were surveyed on James Island.
129 sites were surveyed on Johns Island.

There are an additional fourteen sites on James Island and one site on Johns Island which have previously been surveyed and listed on the National Register of Historic Places.

4. Number of Square Miles Surveyed

James Island comprises 35.7 square miles, and Johns Island 49.8 square miles. These figures include both high ground and marshlands.

5. Surveyors

Sarah Fick
David Schneider
Robert P. Stockton, Project Historian
Preservation Consultants, Inc.
Post Office Box 1112
Charleston, South Carolina 29402

6. Beginning and Ending Dates of Survey

June 1989 through August 1989.

7. Objectives of Survey

Funded by the South Carolina Department of Archives and History, the City of Charleston, and Charleston County, the survey is part of the statewide inventory of historic places in South Carolina. The statewide survey is the foundation for the State Historic Preservation Program administered by the South Carolina Department of Archives and History. The survey includes the identification of cultural resources, the gathering of detailed data on these resources through historical research and field work, and the organization and evaluation of this data. The product of the statewide survey is the South Carolina Inventory of Historic Places, a compilation of information on historic resources throughout the state.

The survey is essential to the administration of the programs of the State Historic Preservation Office. It identifies those properties that are eligible for the National Register of Historic Places, the Nation's official list of cultural resources worthy of preservation. Properties included in the National Register are eligible for two other federal programs administered by the State Historic Preservation Office (SHPO): federal matching grants-in-aid for preservation planning activities and certain tax benefits which are available to owners who rehabilitate income-producing properties. In addition to these programs, certain resources listed on the National Register are eligible for the South Carolina State Historic Grants Fund administered by this office. The survey also provides data for the federal and state compliance process which comes under review by the SHPO. This review process helps protect listed or eligible cultural resources from adverse effects that may result from federally-funded or federally-licensed projects.

At the local level, the survey can provide the information needed for a community to plan for the wise use of its resources. By identifying significant cultural resources or collections of resources within an area, the survey helps the community establish policies, procedures, and strategies for maintaining them. For example, the survey can assist with preservation activities such as the determination and administration of locally-zoned historic districts. In addition, local planners can use survey information to monitor and channel new development.

A survey establishes a record of those cultural resources that comprise and convey our heritage. In addition, undertaking a cultural resource survey promotes an increased knowledge and appreciation of these resources by officials and citizens regarding their state and their communities. This can lead to an increased commitment to the wise use of those resources which collectively define our sense of place.

8. Method of Survey

The survey methodology was in accordance with the "State Historic Preservation Survey Manual," revised edition March 2, 1989, published by the South Carolina Department of Archives and History:

a) Research on the Historical Background of the Survey Area.

The survey began with research into the general historical development of James and Johns Islands. The findings of this research were used to identify important historical resources and to indicate specific types of historic resources and themes especially important to the development of the islands. The principal sources consulted during this phase of the survey are included in the bibliography (Section 10).

Additional research material was provided through preliminary meetings with citizens of each island held in June 1989, and in "James Island Land Use Policy: Recommendations" prepared by the James Island Study Committee, Summer 1987, and "Johns Island Plan," prepared by the Johns Island Steering Committee, 1988.

b) Reconnaissance Survey.

Intended to identify sites requiring intensive survey, the reconnaissance is carried out by driving all roads in the survey area and locating sites on field maps. Black-and-white photography was accomplished during this phase of the project, which was conducted simultaneously with the intensive survey, between June 26 and August 25, 1989.

c) Field Work for Intensive Survey.

During the principal fieldwork phase, site locations were entered on United States Geological Survey Topographic maps ("Survey Maps") and individual survey and photograph cards prepared. Through the assistance of the City of Charleston and Charleston County, tax map numbers were provided for as many sites as possible, and included on the cards. The survey was limited to above-ground resources: properties intensively surveyed include all pre-1941 properties that have not been substantially altered, and all 1941 or post-1941 sites which, because of architectural distinction or historical associations, appear worthy of survey. Sites previously listed on the National Register of Historic Places were mapped and assigned site numbers. For those National Register properties which have been substantially altered since being listed, or for which it was necessary to provide additional historical or descriptive information, survey cards were completed.

d) Historical Research on Individual Properties.

Historical information was gathered for individual sites within the survey area. An attempt was made to gather information from property owners during the field survey. Additional historical research was conducted through interviews with local citizens knowledgeable about the islands' cultural history and built environment. Information gathered in these interviews supplemented the initial documentary research and provided clues for further historical research, as well as supplying site-specific data.

e) Historic Rural Landscape Features.

The intent of the survey was to inventory above-ground features: buildings, sites, structures and objects. Other landscape features exist, manmade and natural, such as irrigation systems, locations of ferry landings and bridges, railroad right-of-way, tree-lined roadways, individual trees or avenues, and waterfront and marsh vistas, which are significant to the cultural history of the islands. Those which retain their historic context and ability to convey their historical associations (for example, Angel Oak; Butcher Oak; Maybank Highway Oak Allee; Exchange Landing Road; Stono River Bridge) were included on survey site cards, maps and index. Other resources (i. e. Seaboard Coastline Railroad right-of-way; Guerrin's Ferry Landing; Bohicket Road; Bayview Farms oak allee) which are more difficult to assess with standard survey methodology have been located on maps included as part of this report.

f) Products of Survey.

Site inventory numbers were assigned to all sites surveyed and to sites previously listed on the National Register of Historic Places. These numbers are shown in the Site Index (Appendix A to this report) and on the Survey Maps. Other materials produced include a site card and photographs for each of the properties intensively surveyed. For those sites listed on the National Register, site numbers were added to copies of the nomination listings, which are provided to the City and County of Charleston. Slides were taken representative of the broad range of sites surveyed and of types of resources unique or particular to James Island and Johns Island. In addition to the "Survey Report," duplicate sets of cards, maps, index, photographs and slides were provided to the South Carolina Department of Archives and History and the City and County of Charleston.

9. **General Historical Development of James and Johns Islands**

Note on Illustrations: The illustrations accompanying the narrative history come from a variety of archival sources. They were chosen for their relevance to the text and for their representation of James and Johns Islands at different periods in time. The reproduction quality varies considerably, although an attempt was made to get the best quality copies possible, without incurring great expense. Unfortunately it is the nature of many historical documents, such as old maps and plats, that they often do not function as high quality graphics.

Prehistory

James Island and Johns Island form part of a chain of flat, low-lying bodies of land, known as the Sea Islands, which extend along the Atlantic coast from South Carolina to Florida. The Sea Islands are separated from the mainland and one another by networks of rivers, tidal creeks and inlets, marshes and coastal lagoons. James and Johns islands are separated from the mainland by Wappoo Creek and the Stono River, and from adjacent islands by Church Creek, Bohicket Creek, the Kiawah River, the Folly River and other watercourses. James Island is bordered on the north and east by Charleston Harbor and is separated from Johns Island by the Stono River. The Sea Islands are noted for their natural beauty, and their romantic vistas of marshlands, waterways, ocean, cultivated fields, pine and mixed hardwood forests, and live oaks draped with Spanish moss.¹ It is appropriate, perhaps, that a tree may be the oldest living thing on James and Johns Islands. The Angel Oak (Site No. 2970072), named for the Angel family which owned the land it occupies, is located off Angel Oak Road, near the intersection of Maybank Highway (S.C. 700) and Bohicket Road (S.C. 20), on Johns Island. Oak trees do not have rings, and consequently cannot be dated. However, the Angel Oak's age has been estimated as somewhere between 700 and 1,400 years. If the estimate is valid, the tree predates recorded history on the islands.²

In the prehistoric era, James Island and Johns Island were inhabited by wandering tribes of Native Americans who made their living by hunting. Their homes probably were temporary, rude shelters of animal hides or makeshift lean-tos. When the game in any area was depleted, they moved on to new hunting grounds. Indian legends and archaeological and linguistic studies indicate that the early inhabitants migrated from the Mississippi and Ohio river valleys. Probable shell rings, evidence of early Native American occupancy, have been discovered in several places on the islands. These sites will require future archaeological testing and evaluation. Shell rings are made up of oyster shells mixed with fish bones, pieces of shell, and broken bits of pottery, the more durable remains of the refuse discarded by the residents of the area. Such shell rings are believed to indicate the beginnings of a sedentary way of life among the Indians.³

The Stono and Bohicket

By the time the native American inhabitants of James and Johns islands came into contact with Europeans in the first part of the seventeenth century (or possibly earlier), they were settled agrarian tribes. They included the Stono, of the Muscogean linguistic family, who inhabited James and Johns Islands, along the shores of the river named for them, and the Bohicket, of the Souian linguistic family, who lived in the area extending from Wadmalaw Island to Kiawah Island, including the southern end of Johns Island. The Stono (Ostano) were mentioned by Spanish explorers in 1609, and the English explorer Robert Sanford described Indian habitations and fields (probably of the Bohicket) along Bohicket Creek, in 1666. Both the creek, which flows into the North Edisto River between Johns and Wadmalaw islands, and Bohicket Ridge, on Johns Island, are named for the Bohicket tribe. Following the Indian custom, the English settlers first referred to the area, including James and Johns Islands, as Stono.⁴

The Stono Indians and the European settlers, who founded Charles Town in 1670, appear to have had a brief period of good relations. But trouble arose because the Stono, apparently not understanding the concept of domesticated animals, treated the settlers' hogs, turkeys and geese as fair game, and the planters retaliated by killing some of the Indians. The Stono, joined by the Kussoe, who lived between the Stono and Ashley rivers, rebelled against the English in 1674. They were defeated and many captives were shipped to the West Indies to be sold as slaves. In 1684, the "cassiques" or chiefs of the Stono, along with other tribes in the area between the Ashley and Edisto rivers, ceded their land to the Lords Proprietors. The Indians were allowed to continue residing in the area, however. By 1695-96, the Stono Indians had become so weak that the General Assembly (the colonial legislature), complained that the English had to defend and supply them. By 1695, the surviving Stonos were settled on Stono (now Seabrook) Island.⁵

Some authorities on South Carolina Indians refer to the Stono and Bohicket tribes as part of the Cusabo group. However, there is debate among scholars as to who the Cusabo were, and whether they constituted a confederation or other official grouping of Indians. Gene Waddell contends that the term, "Cusabo," was not used by the Indians, but by the English settlers as a general name for the coastal tribes. Waddell documents the first use of the term in 1707, in the "Act for Regulating the Indian Trade," which includes the Stonos among several tribes "commonly called Cusabes." No colonial records refer to the Cusabos as a confederation or "family" of tribes, according to Waddell.⁶

The 1707 Act for Regulating the Indian Trade contains the last documented reference to the Stono tribe. Another act of the South Carolina Assembly in 1707 established lookout points at various locations along the coast, and stipulated that the "Bohiccott Indians" were to man a lookout on "Jones Island." The act is the last documented mention of the Bohicket tribe. Any subsequent historical documentation of the Stono and Bohicket Indians is unknown. They may have remained in the area for some time after 1707, however. Another "Act for the Regulation of the Indian Trade," adopted by the General Assembly in December, 1716, provided for Indians residing in the settlements to trade their deer skins, etc., at various plantations in the Lowcountry, including that of Capt. Jonathan Drake on James Island and that of Col. John Fenwick on the Stono River, Johns Island.⁷

No extensive descriptions of the Stono and the Bohicket Indians and their way of life were recorded. However, the Stono and Bohicket probably were similar to other Lowcountry tribes who settled in villages of small round huts which were covered with cypress or cedar bark. Usually a village had a larger building for meetings and rituals (called a town house or state

house by the English). The villages were surrounded by defensive palisades, beyond which were fields of maize, beans, pumpkins, squashes and melons. The English also noted orchards of peaches (perhaps obtained originally from the Spanish). Their culture was based primarily on agriculture, and secondarily on the hunting of deer, turkey and other game, and fishing. They utilized the peace-pipe as a diplomatic tool, contributing to the James Island legend that the "Three Trees" near Lighthouse Point was a place where the Indians met to settle differences. They made pottery, generally practiced monogamy and elected their leaders. Their chiefs, called Cassiques by the English, were sometimes female. They had shamans or conjurers, and paid homage to spirits. The concept of the "Great Spirit" or god, who was lord of all creation, apparently was brought by the European settlers.⁸

The First Europeans

The first Europeans to enter the area were the Spanish, who made contact with the Stono (Ostano) in 1609. Little is known about Spanish contacts with James and Johns Islands. The first permanent settlers came under the English flag and primarily were English and West African. The first permanent settlement in South Carolina was Charles Town, which initially was established at present-day Charles Towne Landing, on the Ashley River north of James Island, in 1670. In December 1671, the Council of the Province ordered a town to be established on James Island, "in a Creeke Southward from Stonoe Creek." Stono Creek was the name first applied to present-day Wappoo Creek. The site of the town was somewhere on James Island Creek, which also has been known as New Town Creek (as well as Ellis Creek). The new town was named for James, Duke of York, brother and heir of Charles II. James Town was designated a "colony" of 12,000 acres. Settlers were granted half-acre town lots, and drew lots for ten-acre "planting lots," adjacent to the town. Some received grants for larger tracts for plantations on New Town Creek. No plat of James Town has survived in the public records. William J. Rivers, a nineteenth century historian, stated that James Town was settled by New Yorkers who, disgruntled by high taxes and hard winters in the Northern colony, came in ships with their cows and mares. A list of forty New Yorkers who received permission to immigrate to Carolina included seventeen black servants. Rivers said the New Yorkers were Dutch, but the recorded grantees of land in James Town had English names. The town of James Town survived for only a short time. The last mention of the town, found in contemporaneous records, was in 1686.⁹

The estate of Col. William Sayle, the first Governor of the Province, who had died in March, 1671, posthumously was allotted 1,500 acres of land in the "colony" of James Town in March of 1672.¹⁰ Grantees of town lots in James Town during the period from June, 1672, to March, 1674, included Thomas Hart, Thomas Williams, John Terry, Edmund Fogertee, John Attkins, John Wells, John Bassent and Governor John Yeamans. Planting lots were designated for Elinor Burnett, Susanna Kinder, William Owen, William Scrivener, Edward Rouse and John Lawrison. One of those who received plantation acreage was Peter Herne. Four hundred acres near James Town were ordered to be laid out for him in 1672. Herne subsequently had 96 acres on New Town Creek laid out for him in 1678, ten acres near James Town in 1681, and another 44 acres "upon a Poynt of Land called James Towne," in 1686. Other plantation tracts at James Town were ordered to be laid out for John Foster, James Jones, Thomas Fluellin, and Thomas Williams. Michael Smith, John Maverick and Richard Chapman were identified as merchants of James Town, in 1672.¹¹

By the mid 1670s, James and Johns Islands had scattered settlements located primarily along navigable waterways. A map of 1695, and another dated 1711 (Figure 1), depict a number of plantations along the banks of the Stono River, on both islands. James Island is designated on

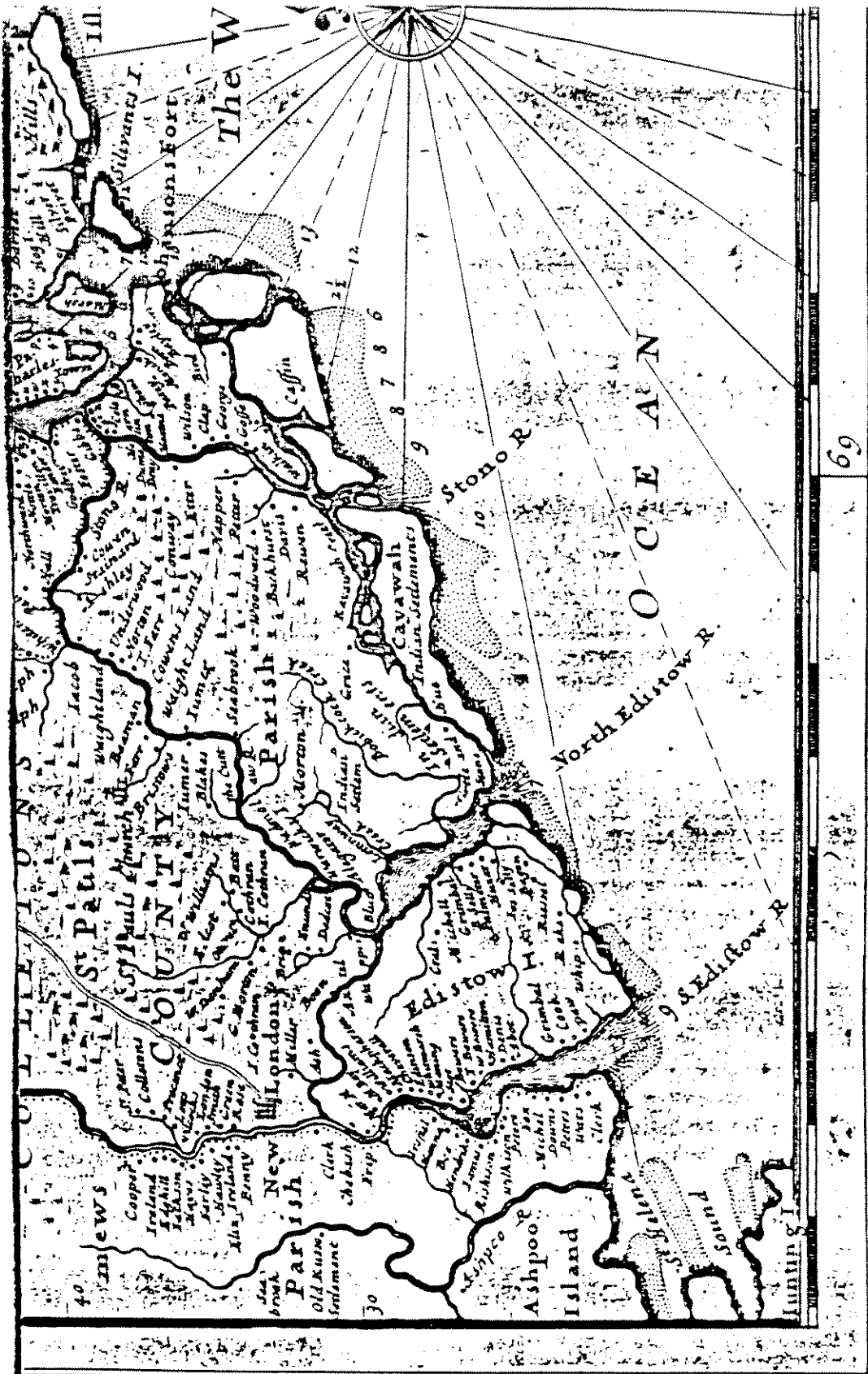


Figure 1

Detail, Edward Crisp's Map, "A Compleat Description of the Province of South Carolina," 1711, from William P. Cumming, *The Southeast in Early Maps* (Princeton, 1958) plate 44

the earlier map as Boone's Island.¹² The island probably was named for John Boone, who received a grant for land on the island on August 17, 1682.¹³ Boone was a member of the Council of the Province, but was expelled from that body by the Lords Proprietors in 1691, for allegedly holding correspondence with the pirates who threatened the infant colony, and assisting pirate crews. The name, James Island, was used in public documents as early as 1693.¹⁴

By the end of the seventeenth century, other settlers had acquired land on James Island. Bernard Schenckingh, a wealthy immigrant from Barbados, was granted land on James Island. Others landowners included Paul Grimball, William Rivers, Benjamin Lamboll, Cassique John Monck, John Croskeys, John Ellis, Jr., Jonathan Drake, and John Chaplain. Thomas Drayton had one hundred acres "on the North Side of the Head of New Towne Creeke," in 1697. Drake was granted more land on New Town Creek in 1715. Other tracts on New Town Creek were granted to James Dugne, Sr. and Robert Dutch. Miriam Gantlett received, in 1700, a tract on James Island, "on ye southside of ye great Savanna." William Russell received, in 1709, a tract on the north side of "a great Sound" (Clark Sound). A tract on Wind Mill Point (subsequently the location of Fort Johnson), granted to William Russell in 1710, was acquired later by Thomas Lamboll.¹⁵

Johns Island, referred to in some early records as St. John's Island, evidently was settled a little later than James Island. Thomas Stanyarne received a grant for 100 acres on Johns Island on November 14, 1698, and his family became influential residents of the island. The Stanyarne family cemetery (also known as Brick House Plantation Cemetery), with several late eighteenth century graves, is situated near Hamilton Road (Site No. 2970023). Thomas Weatherly had 400 acres on Johns Island laid out for him in 1707. Elizabeth Godfrey received a grant dated April 14, 1710, for 400 acres which became known as Bohicket Ridge Plantation. Other early grantees included Jonathan Stocks, William Holmes, Thomas Roberts and John Monk.¹⁶

Grantees for lands on the islands also received grants for town lots in Charles Town.¹⁷ Many planters had town houses as well as plantation houses, in a "town and country" residential pattern which prevailed in the eighteenth and nineteenth centuries. The dual residency was motivated by a fear of "country fever" as well as a desire for the social and cultural amenities of the town.¹⁸

The early settlers on James and Johns islands undoubtedly used the waterways as transportation routes. But the size of the islands also made roads necessary. A legislative act for making highways, ratified July 19, 1707, designated commissioners for a road on James Island, and another group of commissioners for a road on Johns Island. These early roads have not been identified. Riverland Drive on James Island, from Three Trees to Stono Plantation formerly was known as "the King's Highway." The section of Secessionville Road from Camp Road to Fort Johnson Road was known as "Drake's Highway," for Jonathan Drake, an early James Island settler.¹⁹

The Franco-Spanish Invasion

James Island was invaded by foreign troops as a result of the War of the Spanish Succession, in which England disputed the inheritance of the Spanish throne by Philip of Anjou, grandson of Louis XIV of France. In 1706, a French squadron loaded with Spanish soldiers and Indians sailed from St. Augustine, with the intention of taking Charles Town. The fleet arrived at the entrance to Charles Town Harbor on August 24, 1706, and immediately sent boats to sound the

bar. Meanwhile, some Spanish soldiers landed on James Island and burned a plantation. The invasion fleet crossed the bar on August 27, and two days later about forty men from the French ships landed on James Island and ravaged the countryside. A galley, commanded by Captain Jonathan Drake of James Island, set out from Charles Town with sixty men and twenty Indian allies. The enemy retreated to their ships, under fire. Thomas Boone's house on Ashley River was among those burned. The invasion fleet left on August 31, apparently deterred by the fortifications surrounding Charles Town, and pursued by a hastily formed local fleet under Lt. Col. William Rhett.²⁰

As a result of the invasion, a fort was constructed at Windmill Point to guard the entrance to Charles Town Harbor, in 1708-09. It was called Johnson's Fort, or Fort Johnson, after Sir Nathaniel Johnson, the Governor of the Province of Carolina from 1703 to 1709. In 1719, a captain, a lieutenant, and twelve men were stationed at Johnson's Fort. A hurricane in 1729 left the fort in a ruinous condition. A second fort constructed of tabby was erected in 1759. The brick powder magazine is believed to have been built in 1765, but some authorities contend it is a relic of the War of 1812. Fort Johnson had at least 15 guns in 1766, when they were used to fire a salute for the arriving new royal governor, Lord Charles Greville Montagu. A plat (Figure 2) depicts the fort in 1800.²¹

The Indian Threat

The presence of the fort probably made the settlers on the islands feel more secure from attack from the sea. However, there remained the problem of defending the plantations on the islands from attack from the land. The Indians of the province generally were pacific, but the usurpation of Indian lands, poor treatment of the Indians by traders, and the enslavement of Indians inevitably resulted in rebellions. The last such uprising which affected James and Johns Islands was the Yemassee War of 1715-17. The Yemassee Indians, centered at Pocatigo, near Beaufort, reacted to mistreatment by English traders, and the taking of their lands by English settlers. The Yemassee and other tribes with similar grievances united in war against the South Carolina colonists in 1715. The Indians attacked Port Royal and St. Bartholomew's Parish, to the south of the Edisto, and a party of Apalachee, allies of the Yemassee, in July 1715 crossed the Edisto and devastated St. Paul's Parish as far as the Stono River. They were prevented from crossing the Stono and were driven back, burning Pon Pon Bridge over the Edisto in their retreat. Forewarned of the advancing Indians, many of the settlers abandoned their plantations and fled to safety behind the walls of Charles Town. Others joined with the militia in defense of the islands. Fort LaRoach, named for John LaRoach, owner of the site, was built on the high ground just north of where Maybank Highway now crosses from Johns Island to Wadmalaw, as a defense against the Indians. The warring Indians were defeated in 1717, with the help of the Cherokees, although skirmishes along South Carolina's southern border continued for some years. The Yemassees left South Carolina for Florida, where they were sheltered by the Spanish, and later migrated westward, where they are believed to have merged with the Creek Nation.²²

Economic Activities

James and Johns Islands had been spared the devastation experienced by the areas to the south during the Yemassee War, and the removal of the Yemassee and their allies made the area secure from further threat of Indians. Following the Yemassee War, the island settlers returned to their various pursuits, including economic activities. During the early colonial period, the raising of livestock, for beef and pork which was salted and shipped in barrels to the West Indies, was an important activity. When Bernard Schenckingh, a wealthy Barbadian

REMARKS

- A. One battery built about 1780.
- B. The battery built in 1790.
- C. The battery built in 1790.
- D. The battery built in 1790.
- E. The battery built in 1790.
- F. The battery built in 1790.
- G. The battery built in 1790.
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- S. The battery built in 1790.
- T. The battery built in 1790.
- U. The battery built in 1790.

745 yards from the Fore S 32° W is a Knoll on which a work was erected in the Revolution
 540 yards S 57° W is a Knoll on which is a house occupied by Captain Kaitzeisen
 360 yards S 80° W is another knoll, on which is a house that was some time past occupied by Col. Sewell, the Engineer of the State Both these houses belong to the State
 518 yards S 71° W stood the West Bakery, erected in the Revolution, now intirely ruined.
 4512 yards N 74° E to Fort Moultrie, on Sullivan's Island
 2538 yards N 50° W to Fort Pinckney, on Shute's Island
 3784 yards N 61° W to Fort Mifflin in Charleston

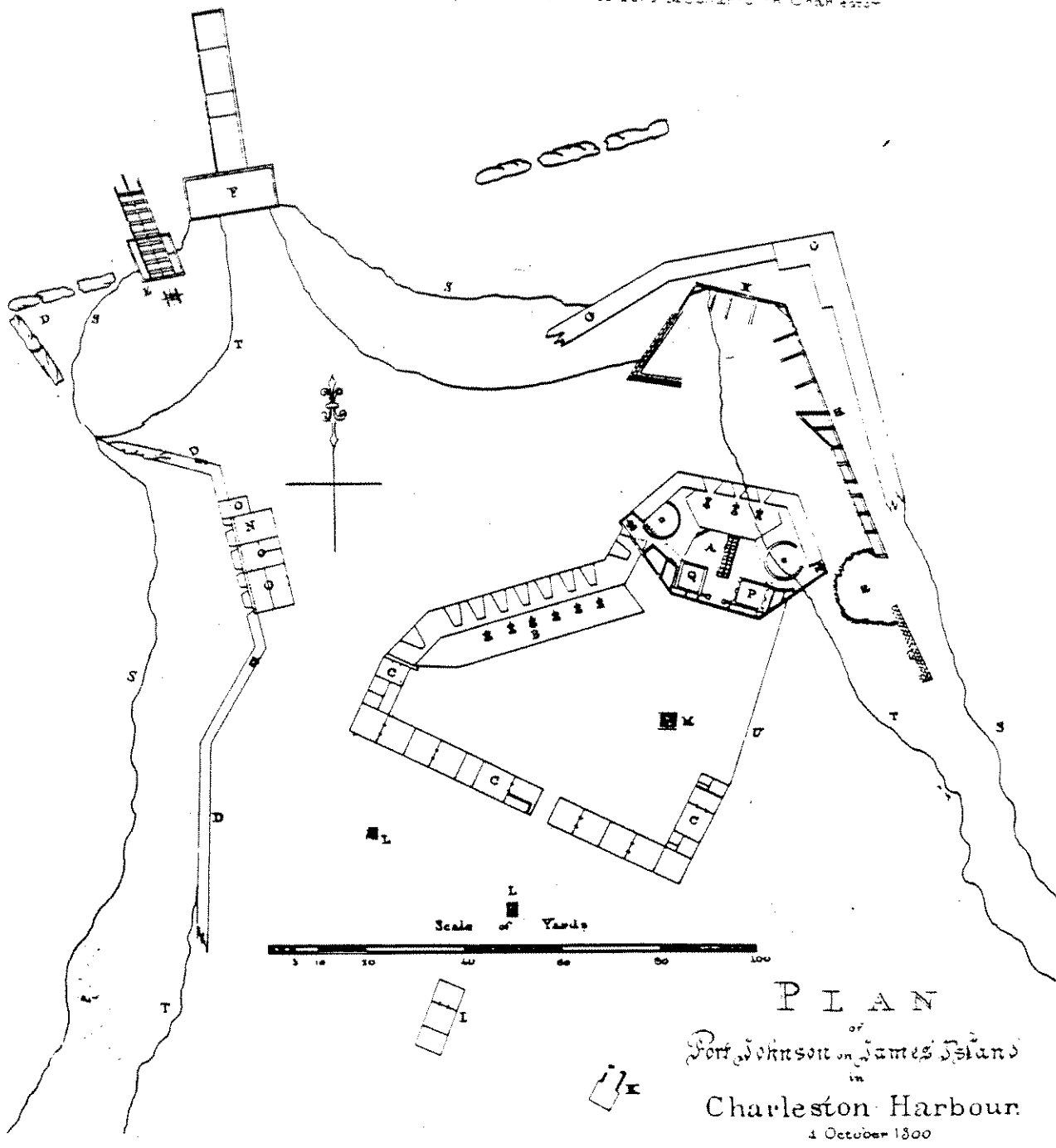


Figure 2
 Detail, "Plan of Fort Johnson on James Island in Charleston Harbour, 4 October 1800," from copy in Special Collections, College of Charleston Library

who had four estates, died in 1692, the appraisers of his James Island plantation inventoried "134 head of Cattle [and] one negro man." According to historian Peter Wood, the term "cowboy" was used during the colonial period to designate men who were stationed at cowpens to herd the cattle. Black cowboys apparently were given considerable responsibility to develop such herds of cattle for absentee landowners. The raising of livestock was extremely important to the colonial economy before the development of successful cash crops.²³

Cash Staple Agriculture

The major cash crop of the planters on James and Johns islands, during the colonial period, probably was indigo, which was valued as the source of a beautiful blue dye. It could not be grown in England, and little was grown in the British West Indies. The South Carolina planters, therefore, found themselves as the British Empire's major producers of a commodity which was necessary to the developing textile industry in England. Their profits were expanded by a bounty of six pence per pound, legislated by the British Parliament in 1748. Another major cash crop of colonial South Carolina was rice, which also was favored by Britain's government. The British mercantile laws required that most colonial produce be shipped to England. South Carolina rice, however, benefitted from an exception to that law, allowing it to be shipped to the European ports south of Cape Finisterre (Portugal, Spain and Southern Italy), where there was a prime market for the grain. Rice possibly was grown on James and Johns Islands in the colonial period, although no evidence remains of rice fields. It has been speculated that rice was not grown on the islands because of the difficulty of providing fresh water, necessary for lowland rice cultivation. The agricultural history of James and Johns Islands in the colonial period merits additional site-specific research.²⁴

Plantations

A prominent planter of James Island during the colonial period was Thomas Lamboll, whose plantation had been acquired by his father in 1696. A French map of Charles Town harbor during the Revolution (Figure 3) depicts Lamboll's house as what appears to be an imposing two story structure.²⁵

Lamboll, who was active in the provincial Assembly, was one of the first to sign petitions to the Crown, requesting relief from the rule of the Lords Proprietors. The petitioners claimed that the Proprietors had failed to provide adequate defense for South Carolina against the Yemassee and pirates. The petitions and the actions of a South Carolina convention ultimately led to the end of Proprietary rule and the establishment of South Carolina as a Royal colony in 1721.²⁶

Several plantation houses on James and Johns Islands survive from the colonial period. Those on James Island include the Heyward House (also known as the Cuthbert House or Lawton Bluff), a simple wood frame farm house (Site No. 2490065). Captain Thomas Heyward directed in his will, probated in 1737, that the house be constructed on a fifty-acre tract, for his widow and children. The house and tract remained in the Heyward-Cuthbert family until 1848, when the property became part of the Lawton Bluff plantation. The tract was subdivided in the twentieth century and the Heyward House address is now 683 Fort Sumter Drive. The house is said to have been used during the Civil War as a hospital for black victims of smallpox.²⁷

The Stiles-Hinson House, the original part of which was built in 1742, is located at 940 Paul Revere Drive on James Island (Site No. 0890104). Benjamin Stiles, the builder, and his son, Benjamin Stiles, Jr., an officer in the Revolution, are buried in the family cemetery at Stiles

Point. The house was enlarged by William Godber Hinson, a Stiles descendant, in 1891. The mansard-roofed structure makes the Stiles-Hinson House one of the grandest Victorian houses on the islands.²⁸

The only intact example of high style Georgian architecture surviving on the islands is Fenwick Hall (Site No. 2570016), located on River Road just northeast of its intersection with Maybank Highway on Johns Island. The plantation on the Stono River was acquired by John Fenwick by 1721. The two story brick house was constructed about 1730, during the early part of the period which architectural historian Samuel Gaillard Stoney called the "Augustan Age of the Low Country." The house has exceptionally fine Georgian woodwork, reflecting the wealth of John Fenwick. Edward Fenwick, Jr., grandson of the builder, commanded a company of Loyalist dragoons in the Revolution, and was subject to the Confiscation Act of 1782. Although a portion of his estate was restored by a special act of the General Assembly in 1785, Fenwick had to sell Fenwick Hall to his cousin John Gibbes (an undoubted Patriot), in 1787. An octagonal wing in the Adamesque style was added by Gibbes. According to legend, a secret tunnel led from Fenwick Hall to the Stono, for emergency exits in time of trouble. The legend apparently is based on the existence of a large brick drain leading from the basement of the house to the river.²⁹

Fenwick Hall also was the location of the Johns Island Stud, a horse farm which produced champion racers. The stud, which was the most famous stable in the colony, was established by Edward Fenwick, Sr., about 1750, and revived by his son after the Revolution. Edward Fenwick, Jr., due to his losses incurred as a result of the Confiscation Act, had to sell off his prized horses in 1788. The dispersed Fenwick stable enabled many Lowcountry planters to begin their own "high-bred" studs. The Fenwick horses and their descendants were raced in Charleston, at the Newmarket Race Course before the Revolution and at the Washington Race Course after the Revolution. Races also were held regularly on James Island, but the location of the course is not known.³⁰

Black Colonists

During the Colonial period (and into the twentieth century), the majority of the population of James and Johns Islands was black. The majority of South Carolina's black colonists were slaves, brought involuntarily from other British colonies in the West Indies and North America, and directly from West Africa. The African motherlands of South Carolina blacks predominantly were the Windward Coast (Ghana and Sierra Leone), the Senegal-Gambia region, and the Congo-Angola region.³¹

Population figures specific to James and Johns islands are not available. Gov. James Moore reported in 1720 that there were 210 taxpayers (among an estimated white population of 1,050) and 2,493 slaves in St. Andrew's Parish (of which James Island was then a part) and 201 taxpayers (among an estimated white population of 1,005) and 1,634 slaves in St. Paul's Parish (of which Johns Island was then a part). Slaves made up seventy percent of the estimated total population of 3,543 persons in St. Andrew's and sixty-two percent of the estimated total of 2,639 in St. Paul's.³² The population ratio specific to James and Johns Islands probably was similar.

The black colonists of the islands brought with them much of their African heritage, including African linguistic elements. Gullah is a language or dialect which represents a merger of West African linguistic sources with English. Due to the relative isolation of the Sea Islands, the black inhabitants retained Africanisms in their speech for centuries, and their culture also

was transferred. Many words or phrases derived from or borrowed wholesale from African linguistic sources were incorporated into the Southern patois. For example, the word "tote" is derived apparently from a Congo word, tota (to pick up and carry).³³

The West Africans brought with them a tradition of oral recitation of folk tales, and a spirited musical heritage, which have survived on the Sea Islands.³⁴ The oral tradition included stories of supernatural entities such as hags, haunts and the dreaded plat-eye, which plaited the eyelashes of its victims and deprived them of their wits. Blue paint, applied to door and window surrounds, was believed to repel such malicious spirits.³⁵ Other West African cultural influences included the dirt yard which was swept frequently to prevent the growth of grass. The custom originated in the communal dirt yard, around which houses were grouped in West African villages. It served as a communal social area and facilitated insect control and fire prevention.³⁶ Birth and naming practices, handicrafts and women's dress styles are some elements of African culture noted by scholars which have been retained in the Sea Islands.³⁷

The black settlers also brought economic skills of value to their white masters, including experience in cattle management, which slaves from the Gambia River area of West Africa contributed, and rice cultivation techniques, which were brought from Gambia and the Windward Coast (present-day Ghana and Sierra Leone). Many South Carolina blacks were immigrated forceably from those areas.³⁸ Black settlers also carried from their West African homeland practical knowledge and skills such as basketry, pottery-making, woodworking, metal-working, leatherworking, weaving, herbal medicine, boating, fishing and hunting.³⁹

The majority of slaves were agricultural workers. Others were house servants and a few worked in skilled occupations such as carpenter, bricklayer and blacksmith. An important occupation was that of boatman, because water was the principal means of transportation. This occupation afforded a maximum of independence to Lowcountry slaves.⁴⁰

The Stono Slave Rebellion

The plantation economy of James and Johns islands was based on slave labor. Periodic instances of rebellion caused great fear among slave owners. One of the most serious threats to the prevailing order occurred in 1739. The Stono Rebellion, which began on Johns Island, was an attempt by a group of slaves to escape to Spanish Florida, where the authorities had promised freedom to any runaways from the English colonies. The rebellion began in the early hours of September 9, when about twenty slaves gathered on Johns Island, near the Stono River (in the Chisolm Road vicinity, according to one account). The conspirators were led by a slave named Jemmy. They proceeded to Stono Bridge (the site of present-day Limehouse Bridge). There they broke into Hutchinson's Store, pillaged the store and warehouse of arms and food, killed the two storekeepers and left their heads on the front steps. After crossing the Stono, the band proceeded to the main highway (present-day U.S. 17) and turned southward, killing whites and pillaging plantations along their route. They gathered recruits as they went, and compelled other slaves to accompany the band, to prevent them from alerting the countryside. By coincidence, Lt. Gov. William Bull, riding northward with four companions, encountered the marchers (then probably numbering around fifty) on the road. Bull and his friends instantly assessed the situation, turned their horses and spread the alarm. The planters rallied quickly, attacked and defeated the band, and executed all captives except those slaves who could prove they were forced to join the march. Following the incident, the General Assembly ordered special patrols along the Stono.⁴¹

The James Island Shipyard

In addition to planting activities, there was industry on colonial James Island in the form of a shipyard, which operated from c. 1742 to c. 1772. Vessels of many types were constructed at the James Island shipyard, and owned subsequently by local and English investors. They included the Betsy and Nancy, a schooner of sixteen tons built in 1772, owned by local planters Thomas and John Heyward. The Chance, a schooner of thirty tons built in 1752, was owned by John McQueen, a merchant of Charles Town, and John Berwick, a merchant of London. The largest vessel of record built at the James Island shipyard was the Charming Nancy, a ship of 130 tons which was built in 1752. The location of the James Island shipyard is not known.⁴²

The Anglican Parishes

The Fenwicks and many other planter families belonged to the Church of England. In 1706, the General Assembly adopted legislation establishing the Anglican Church as the state religion and dividing the Province into parishes. James Island was made part of St. Andrew's Parish, and Johns Island was made part of St. Paul's Parish. Another Act of Assembly in 1734 separated Johns, Wadmalaw and Edisto islands, and adjacent islands to seaward, from St. Paul's and designated them as St. John's Parish, Colleton.⁴³ In addition to being church administration districts, the parishes also served as administrative seats of colonial government, as voting and elective districts, and functioned similarly to modern counties.⁴⁴

The first Anglican church on Johns Island was St. John's Church, built in 1735. It was replaced by a new building with a handsome portico, on the same site, in 1817. The church and a summer chapel, built at Legareville in 1856, were destroyed by a fire which swept over Johns Island in the spring of 1864. A third church was built on the same site in 1873-75. The present church, the fourth, was built on the site in 1955-56.⁴⁵

The first Anglican church on James Island was a chapel, built "at an early date," according to Bishop Albert Sidney Thomas, who did not identify its name. The chapel was destroyed by a hurricane in 1730 but rebuilt immediately. It was unofficially a chapel of ease for St. Andrew's, and was officially established as such in 1756. The chapel was destroyed during the Revolution and a third chapel was built after the war. The chapel became dormant about 1800. A revival of interest resulted in its reorganization in 1831 as the parish church of St. James, James Island. Services were held in members' summer homes at Johnsonville, near Fort Johnson, as well as in the church. A new and larger church in the Gothic Revival style (the fourth structure) was erected in 1853. The church was closed in 1863, due to the war, and was burned in 1864. It was replaced by a Gothic structure built in 1898-99. The present church at 1872 Camp Road was designed by Simons and Lapham, Charleston architects, and built in 1959-60. The church contains several nineteenth century memorial plaques and there are old graves in the cemetery adjacent to the church (Site No. 2490001).⁴⁶

The Presbyterians

The islands also were settled in the colonial period by Dissenters, a group of whom, under the leadership of the Rev. Archibald Stobo, established the Johns Island and Wadmalaw Presbyterian Church in 1710. The congregation still worships in the Johns Island Presbyterian Church (Site No. 2970025), on Bohicket Road (County Highway 20) a half mile west of the intersection of Bohicket Road and Edenvale Road (S.C. 633). The building is a typical Dissenter meeting house, a simple gable-roofed rectangular structure of wood with few embellishments. According to tradition the oldest portion (the front) dates from c. 1719, was remodeled to its present appearance in 1792, and lengthened by 20 feet in 1823. However,

chancery court proceedings of 1840 and 1842 refer to demolishing the old church and building a new one in 1822. Several notable ministers have preached at the church, including The Rev. George Whitefield in 1740, and The Rev. Moses Waddell, in the early 19th century. By 1846, the congregation also had a summer chapel at Legareville and a winter chapel in the middle of Johns Island. They were destroyed by fire in 1864.⁴⁷

The Rev. Archibald Stobo also organized the James Island Presbyterian Church in 1706. The site was donated by Jonathan Drake, a hatmaker. A church building was erected sometime before 1724. Tradition says the first building was destroyed during the Revolution. The second building was destroyed by the same accidental fire which destroyed the St. James Episcopal Church structure. The site is still referred to as "The Burned Church." It was replaced in 1867-68 by a plain wooden structure. That building, the third on the site, was demolished in 1909 and the present Gothic Revival structure was built (Site No. 2490054). The church was enlarged to its present configuration in 1954. The cemetery to the west of the church contains eighteenth and nineteenth century grave markers, and a granite monument commemorating the Battle of Secessionville, June 16, 1862. An adjacent tract contains a cemetery originally used by black members of the church (there were 234 black members, all slaves, by 1853). After the Civil War, the black Presbyterians formed their own churches, but black residents have continued to use the cemetery. A recent stone marks the grave of Samuel Smalls, who reputedly was the inspiration for the character, Porgy, in DuBose Heyward and Ira Gershwin's Porgy and Bess.⁴⁸

The Hurricanes of 1752 and 1804

During the colonial period and afterwards, James and Johns islands shared the Lowcountry experience of devastating hurricanes. One such disaster was the hurricane of September 15, 1752. Dr. John Moultrie, a Charles Town resident, related that, due to the storm, "a great part of James Island was under water; many houses were beat down, and some people were drowned." A shipload of immigrants from the German Palatine was driven from her anchorage in Charles Town harbor, "into the marsh near to James Island where, by continual rolling the passengers were tumbled from side to side. About twenty of them, by bruises and other injuries, lost their lives," according to a contemporaneous account. In order to reclaim the ship from the marsh, it was necessary to dig a channel 100 yards long, 35 feet wide and six feet deep.⁴⁹ In another hurricane in 1804, according to historian Dr. David Ramsay, Fort Johnson was "so injured as not to admit the mounting of a single cannon."⁵⁰

Wappoo Cut

The General Assembly, during the colonial period, provided for the opening of Wappoo Cut. This involved the straightening of Wappoo Creek, which connected the Stono River and the Ashley River, in order to facilitate boat traffic between Charles Town and the islands. The west end of the waterway is known as Elliott's [or Elliott] Cut, for Thomas Elliott, who owned land on the mainland side of the cut.⁵¹

The Revolution

The planters of James and Johns Island benefitted economically from the British mercantile laws, and had cultural ties to Britain as well. New colonial policies affecting trade adopted by the British government beginning in 1763, however, gradually changed the political affections of most of the Lowcountry planters. The French and Indian War, which ended in 1763, had been very expensive, and in order to pay that debt, and to pay for the further defense of the

American colonies, the British government determined that the Americans would help to defray those costs. Several revenue acts, passed by Parliament beginning in 1763, were injurious to the colonial economy. The revenue acts also excited the indignation of the colonials, who contended that such taxes, adopted without their consent ("taxation without representation"), violated their rights as Englishmen.⁵²

There were protest demonstrations in the colonial cities, including Charles Town, against such tax measures as the Stamp Act, passed by the British Parliament in 1765. A cargo of stamped paper, brought on a sloop of war, was stored on James Island at Fort Johnson under British guard. Irate colonists swore to destroy the stamps, but contented themselves with vandalizing the homes of the stamp officers in Charles Town. Partly to punish the colonists for such activities, and partly to reduce the government deficit, Parliament continued to enact measures offensive to the colonials. One such act was the reduction of the bounty on South Carolina indigo to four pence per pound in 1770. Strained relations between the colonials and the British eventually led to war.⁵³

In 1775, Colonel William Moultrie was ordered by the Council of Safety to attack and seize the British post at Fort Johnson. The British garrison had abandoned the fort, and it was occupied without opposition. The South Carolina troops raised, for the first time, the South Carolina flag. Fort Johnson was defended by South Carolina troops under Col. Christopher Gadsden in June, 1776, when the British launched their unsuccessful attack on Fort Moultrie, on the other side of the harbor entrance.⁵⁴ In 1775, the Johns Island Company was organized as a unit of the Colleton County Regiment of Foot. The Johns Island Company was commanded by Captain Thomas Ladson.⁵⁵

The war came to James and Johns islands in earnest in May, 1779, when a British army under Gen. Augustine Prevost marched from Savannah to besiege Charles Town. Prevost gave up the siege on May 13, and retreated to Johns Island, where he built earthworks at Stono Ferry, and remained for a month. Prevost then proceeded south to Savannah, leaving a small covering force on Johns Island, commanded by Lt. Col. John Maitland. Maitland withstood an attack by Gen. Benjamin Lincoln in late June, then retired to Beaufort.⁵⁶

In their progress across Johns Island, the British are said to have burned the house which Abraham Bosomworth had constructed c. 1771. The ruins of the plantation buildings are located at the Charleston Executive Airport, on the east side of River Road, about four and a quarter miles south of Maybank Highway on the Stono River. The ruins consist of the stucco-covered tabby foundations of the house (Site No. 2970081.0), and the brick smokehouse (Site No. 2970081.1) and kitchen building (Site No. 2970081.2). The British also burned the house of Robert Gibbes, built c. 1730, the tabby foundations of which remain on Burden Creek Road, on the west bank of the Stono about two miles south of Maybank Highway (Site No. 2970045). British troops (and later American troops) occupied Fenwick Hall, but fortunately did not destroy the mansion.⁵⁷

Another British invasion began on February 11, 1780, when Sir Henry Clinton landed troops on Seabrook Island. Clinton's plan was to march across Johns Island and James Island to lay siege to Charles Town. His line of supply was to be from the mouth of the Edisto, to the upper Stono River. On February 15, Clinton sent troops, including Hessian mercenaries, to Stono Ferry on Johns Island, where they had a minor skirmish with an American cavalry unit across the river. On February 16, Clinton's light infantry crossed the Stono at the Ferry and occupied Prevost's works. Clinton set up a temporary supply depot at the ferry. Clinton also set up an outpost at Gibbes' plantation on Johns Island, to command the Stono near Wappoo Cut.

Having secured the upper Stono, Clinton sent the main body of his army to Johns Island on February 17. Clinton established a temporary headquarters at Fenwick Hall, while Lord Cornwallis occupied Gibbes' plantation.⁵⁸

On February 22, Clinton ordered his army across the Stono to James Island. Some troops were boated up the Stono to a point near Wappoo Cut. Others moved across the Stono to Hamilton's plantation. From the two landing points, Clinton's forces pressed across James Island. They took Fort Johnson without resistance, the fort having been destroyed by the Americans. The British built redoubts at Fort Johnson and a little to the south of the fort. An artillery park was established near the junction of Wappoo Cut and the Stono, and batteries were built to protect the stores there and to control traffic on Wappoo Cut and the Stono. The so-called Watermelon Battery was constructed at Stiles Point, and another battery was located on Plum Island. In late February, the line of supply was shifted to a new route up the lower Stono, eliminating the need for the supply depot at Stono Ferry. Clinton established his headquarters at Peronneau's house near Wappoo Cut. A bridge was built across the Cut for the movement of troops and guns to the mainland. The British, on March 6-10, proceeded north across the Cut and up the west bank of the Ashley River. Once the main army was on the mainland, the outposts on Johns Island were abandoned, as they were no longer needed. Clinton crossed the Ashley and began to besiege the city. On April 8, the British fleet under Admiral Arbuthnot entered Charles Town Harbor and anchored under the protection of Fort Johnson. Charleston surrendered May 12, 1780 (Figure 4).⁵⁹

The British were finally defeated and evacuated Charles Town in 1782. The planters of James and Johns islands suffered from an economic depression which afflicted the Lowcountry during the first few years after the Revolution. The British had carried off many slaves as spoils of war, the bounty on indigo was gone, and the fields had begun to grow up in trees again.⁶⁰

Sea Island Cotton

Prosperity was reestablished in the 1790s, due largely to the development of Sea Island cotton as a major cash crop. First grown in South Carolina as a cash crop in 1791, Sea Island cotton, which produced a fiber which was twice as long as that of upland cotton, and commanded a price up to six times as high, provided new fortunes for the island planters within a decade. Rising prices for Sea Island cotton in the 1840s spurred an increase in production on Johns and James Islands as well as the other Sea Islands. For example, Sea Island cotton production on Johns Island increased by 210 per cent compared with a statewide increase of 87 per cent for all kinds of cotton, predominantly short staple or upland cotton. Sea Island cotton contributed to making land on the Sea Islands the most valuable in the state. In 1860, for example, the average value of a plantation on Johns Island was \$17,075, compared with average values of \$7,714 and \$7,517, respectively, in Christ Church and St. Thomas and St. Dennis parishes. The new methods of Sea Island cotton production were very labor-intensive, requiring large forces of carefully trained, disciplined and supervised workers. This helped to perpetuate the institution of black slavery as a labor resource.⁶¹

Most plantation houses of the era, such as that apparently depicted on a plat of Lois Withers' land in 1799 (Figure 5) have disappeared. McLeod Plantation at 325 Country Club Drive, on Wappoo Cut, off Maybank Highway and Folly Road, on James Island is the only surviving largely intact antebellum plantation complex. The plantation is named for William McLeod, who purchased the land in 1851 and built the present house (Site No. 0890095) in 1858. It is a two and one-half story frame house, which was embellished substantially in 1926 by the addition of

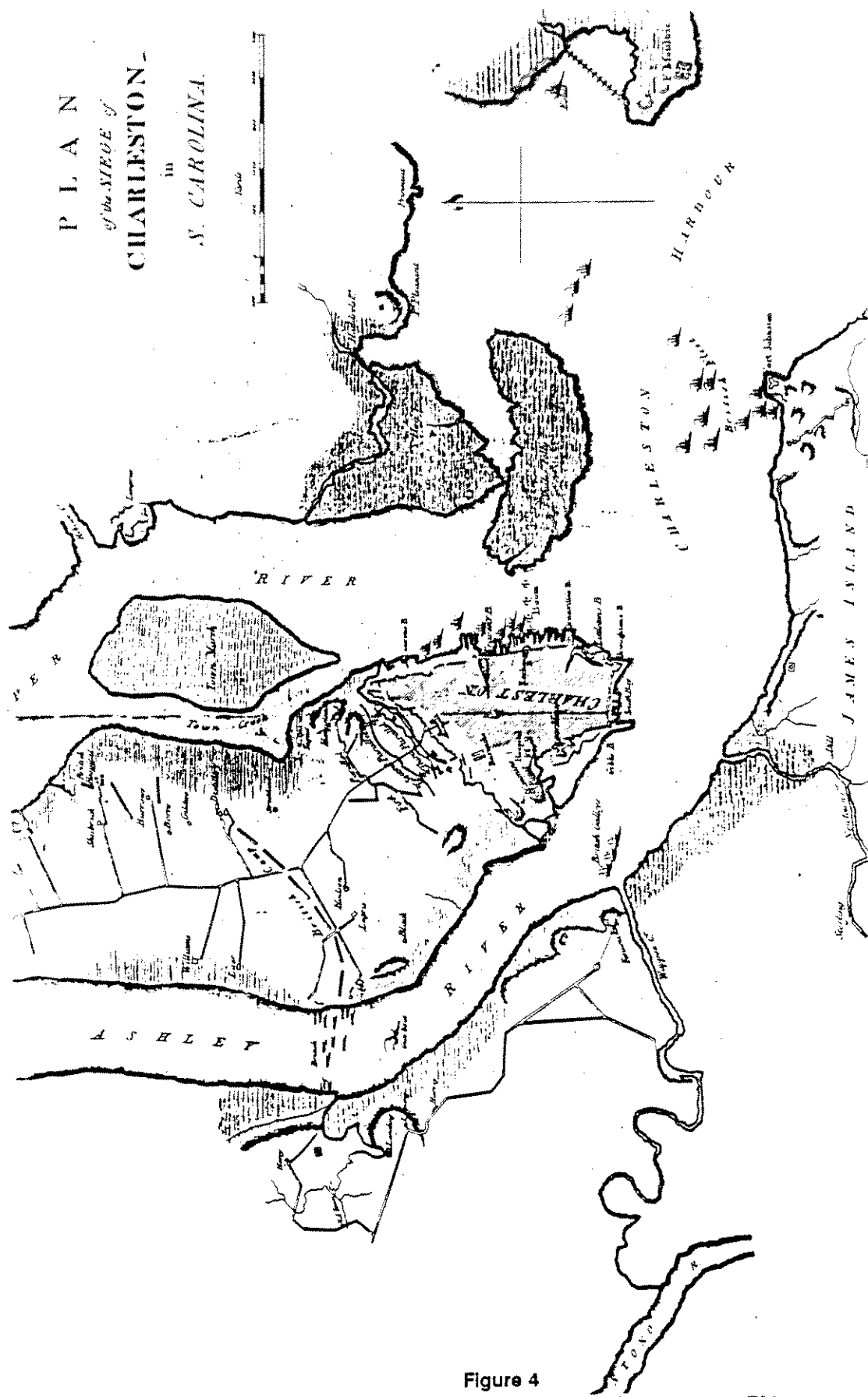


Figure 4
Detail, "Plan of the Siege of Charleston in S. Carolina," ca. 1780,
from a copy in Special Collections, College of Charleston Library

a Roman Doric portico. It was a Confederate unit headquarters during the Civil War. The plantation retains five well preserved wooden cabins remaining of the slave street, adjacent to the western oak avenue, a laundry building and a nineteenth century garden in front of the main house. Other planters' seats are depicted on the Mills Atlas of 1825 (Figure 6). The Clark House at Oceanview (Site No. 2490064) is said by the family to be of pre-Civil War construction, although a photograph of the house has the date "1867" written on the back.⁶²

Bennett's Mill

Thomas Bennett (1754-1814) founder of a family of rice and lumber mill owners and building contractors in Charleston, had a plantation and mill establishment, known as Belle-Vue, just southeast of the mouth of James Island Creek, where Mill Creek flows into Charleston Harbor. A dam and causeway was constructed across the mouth of the stream, to provide water power for the mill establishment, which included a rice mill, sawmill and cotton gin. In 1821, the Belle-Vue mill establishment was operated by William Peronneau & Sons.⁶³ Subsequently the property was acquired by Winborn Lawton, who continued to operate the mill establishment. Lawton and his descendants resided in the large plantation house, which was still known as Bennett's, until the house and outbuildings were destroyed by Confederate troops during the Civil War. The land, although part of Lawton Bluff Plantation, continued to be known as Bennett's into the twentieth century. The site of the mill complex has not been identified.⁶⁴

Summer Villages

The Sea Island planters did not know that malaria and yellow fever were carried by certain mosquitos, but they came to realize that certain areas of well drained ground, where pine trees abounded, or seashore areas where there was a prevailing breeze from the ocean, were relatively free of the "summer fevers." They began to build summer cottages in the pinelands, collections of which became known as pineland villages. They also built cottages in groups in the cooler waterfront locations. Known summer villages on James Island were Centerville, at present-day Folly Road and Camp Road; Johnsonville, in the vicinity of Fort Johnson, and Secessionville, on Secessionville Creek at present-day Fort Lamar Road. No original village dwellings have been identified in the vicinity of Centerville and Johnsonville. Secessionville, however, has some houses which date from the summer village period.⁶⁵

Originally named Riversville, Secessionville was renamed by its devotees, who said they were "seceding" from their peers who preferred more established retreats. Secessionville retains three summer homes of planters, dating from its period as a pineland village. The two older houses are in the Greek Revival style, one and one-half story frame structures on high basements, built c. 1858 by William Benjamin Seabrook, a State Representative from 1852 to 1855. The Seabrook-Freer House is so called because it was built by Seabrook and sold in the same year to Edward Freer, a prominent James Island planter. From 1873 to 1918 it was the manse of James Island Presbyterian Church. The William B. Seabrook House is named for the builder, who retained it as his summer residence. The Elias L. Rivers House is a simple one and one-half story Queen Anne style frame house, built as a summer retreat c. 1875 by Rivers, who owned Centerville Plantation on James Island.⁶⁶

James Island planters were attracted also to Johnsonville, near Fort Johnson. The rector of St. Andrew's Church held Sunday afternoon services in summer homes there until a chapel of ease was built in 1836. The chapel, described by Bishop Thomas as "a plain but commodious chapel of wood," was destroyed during the Civil War.⁶

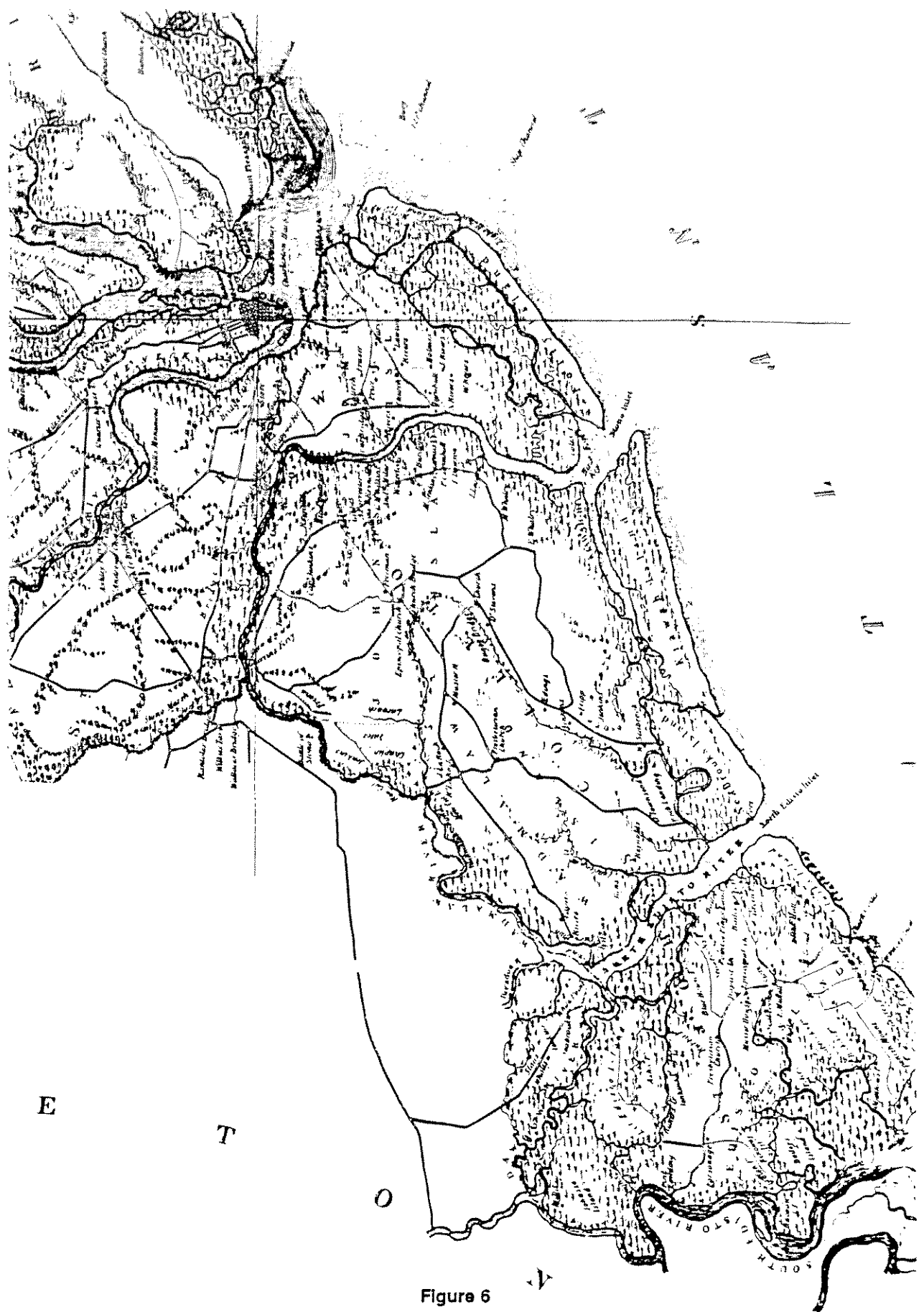


Figure 6
Detail, Map of Charleston District, from Robert Mills,
Mills' Atlas of South Carolina

The summer village of Legareville, named for the Legare family who owned the land, was located on Legareville Road, near the mouth of the Stono River, on Johns Island. A chapel of ease of St. John's Church was built there in 1856. The entire village was destroyed by fire in 1864.⁶⁸

The Civil War

By 1820, politicians of the South Carolina had begun to quarrel with the national government over the issue of the tariff, which protected Northern industry but put the agrarian south at an economic disadvantage. As the decades passed, the quarrel deepened into an ideological dispute over slavery and states' rights. The waning political influence of the South, due to the admission of new free states, convinced most Southerners that the region must leave the Union, or be dominated by the North. South Carolina seceded in December 1860.⁶⁹

Fort Johnson was occupied by the rebel forces, and Fort Sumter was held by Federal forces who, on orders from the President of the United States, refused to leave. In 1861, a mortar battery was moved to Fort Johnson. At 4 a.m. on April 12, 1861, a mortar shell from Fort Johnson's battery was exploded over Fort Sumter, opening the Civil War. The defenses at Fort Johnson were improved on a continuing basis until 1865.⁷⁰

The taking of Port Royal and Beaufort by the Federals in 1861, followed by their occupation of Folly Island, caused the evacuation of planters and most of their slaves from the Sea Islands.⁷¹ In order to protect the approaches to Charleston, the Confederates constructed defenses across James Island. They included fortifications constructed in 1862 at the direction of General J. C. Pemberton. Fort Pemberton, a large earthwork redoubt, pentagonal in shape, with lunettes on four corners and a central powder magazine, was constructed to command the Stono River at Elliott's Cut. The site is at the end of Aubrey Drive, in present-day Riverland Terrace subdivision. Fort Lamar, the remains of which are located on Fort Lamar Road, was constructed on the Secessionville peninsula, on a site chosen by Col. Lewis Hatch of Charleston. It was an earthwork battery which ultimately mounted thirteen guns. Fort Lamar was the key point in the Battle of Secessionville, June 16, 1862, when Union forces under Brigadier General Henry Benham attempted to take the fortification. The fort was afterwards named for Col. Thomas Lamar, commander of the 750 Confederates who successfully defended the fort against 3,500 Federals. The Federals, in their retreat, left behind the bodies of 341 Federal soldiers, killed in the battle. They are buried in an unmarked mass grave near Fort Lamar. Two unnamed batteries in the vicinity of Clark's Point remain from Pemberton's eastern James Island siege line, which originally was three miles long.⁷²

The South Carolina government was unhappy with Pemberton because he ordered the evacuation of Johns Island and half of James Island as indefensible, and also recommended the abandonment of Forts Sumter and Moultrie. Pemberton was replaced by General Pierre G. T. Beauregard.⁷³ General Beauregard regarded Pemberton's James Island line as ill-conceived and replaced it with the James Island Siege Line, which was constructed in 1863 (Figure 7). The Siege Line included Fort Pringle, on the Stono, the ruins of which remain in a wooded site off Riverland Drive. Named for Captain Pringle, an artillery officer killed on Morris Island in 1863, it was a polygonal earthwork designed to prevent Federal Navy vessels from ascending the Stono River, as well as Army forces from attacking by land. In 1863, Fort Pringle endured some of the heaviest artillery attacks in the struggle for James Island, but the Confederates maintained the position. Other components of the James Island Siege Line included Battery Leroy, an earth redan with five guns, constructed to protect the flank of Fort

Pringle. Just to the east of Battery Leroy, on Riverland Drive, is Battery No. 1, an earth redan which had five to seven guns. Also surviving is Battery No 5, the eastern terminus of the James Island Siege Line. An earth redan which mounted four guns, it was built overlooking Seaside Creek and Secessionville. The location is now in Stonefield Subdivision.⁷⁴

Battery Tynes, named for Sergeant Tynes, who was killed on Morris Island in 1863, was built in 1863 to reinforce the defense offered by Fort Pringle, which is a short distance downriver. An earth redan with five gun emplacements, Battery Tynes is located on the Stono River off Riverland Drive. Fort Trenholm, a large bastioned earth fortification, was constructed on Johns Island across the Stono from Fort Pringle. Built in 1864, it was named for George A. Trenholm, Confederate Secretary of the Treasury. The location is just east of the Johns Island Airport. Battery Cheves is located on the southeastern shore of James Island, below Fort Johnson. Named for Capt. Langdon Cheves, an engineer killed on Morris Island in 1863, it was built in 1864 to protect the area between Fort Johnson and Battery Haskell from amphibious attack from Morris Island. A simple open battery with four gun emplacements, Battery Cheves is located in present-day Fort Johnson Estates subdivision. Another unnamed battery at Fort Johnson, thought to have been erected in 1864 to prevent an amphibious attack from Morris Island to the flank of Fort Johnson, was armed with one cannon when the war ended.⁷⁵

Most of the major Civil War land battles that occurred on these islands took place on the Stono side of Johns Island and the shores of James Island. They included battles on James Island, June 10, 1862, June 16, 1862 (Secessionville), July 2, 1864, and February 10, 1865, and on Johns Island, July 5, 1864 and July 7-9, 1864.⁷⁶

W. E. McLeod, in his history of James Island, said that after the Civil War there were only six houses standing on the island, one of which was the McLeod Plantation house, used during the Federal occupation as a hospital and officers' quarters and as offices for the Freedmen's Bureau.⁷⁷ Both St. James Church and James Island Presbyterian Church had been destroyed by a brush fire, accidentally set by Confederate soldiers, in 1864.⁷⁸ A great fire of unknown origin swept across Johns Island in the spring of 1864, destroying many structures including St. John's Church.⁷⁹

Emancipation and the Freedmen

Emancipation of the slaves followed the end of the war in 1865, and black residents of the Sea Islands began to exercise their new freedom. Some black residents of the Sea Islands were able to acquire land after the war. During the 1880s approximately ten per cent of the land on the Sea Islands was owned by blacks.⁸⁰

The freedmen, who as slaves had been forbidden to worship except under white direction, began to organize their own institutions, particularly churches. Few of the original church structures remain in existence, but many of the churchyards have cemeteries dating to the period of the founding of the congregations.

One of the oldest remaining church buildings on the islands is Mt. Hebron Presbyterian Church, 4060 Bohicket Road, Johns Island (Site No. 5320003). The church is said to be the oldest black-owned building on Johns Island. Constructed of lumber salvaged from a shipwreck washed up on Kiawah Beach, the church was begun in 1865 and completed in 1870. The builders were John Chisolm and Jackson McGill. The congregation, composed of freedmen who met in a bush arbor, was converted to Presbyterianism by the Rev. Ishmael Moultrie, a graduate of

Penn Center on St. Helena's Island, and the first black to be trained as a missionary for the Presbyterian Church, U.S.A.⁸¹

Another historic church building is the Promised Land Reformed Episcopal Church (Site No. 5320005) at 3972 Bohicket Road, Johns Island. The frame structure was built c. 1875 on land purchased in 1870 by the Qualls family. Members of the family are buried in the church cemetery.⁸²

St. James Presbyterian Church on Fort Johnson Road, southeast of the intersection with Secessionville Road, James Island, was established in 1869. The old wooden church was faced with concrete block, c. 1940 (Site No. 2490055.00). The building has been used as the James Island Senior Citizens Center since the construction of the present church building in 1977. The St. James School was associated with the church. The school building (Site No. 2490055.01), built ca. 1940, now houses a Head Start kindergarten.⁸³

St. John AME Church, 4326 Bohicket Road, Johns Island, was founded in 1852, according to the church cornerstones. It became Greater St. John in 1964, when the present structure (the third) was built. The cemetery has some old graves (Site No. 435002). St. Stephens AME Church, 2830 Maybank Highway, was founded in 1879. The present structure was built in 1974, but the earliest cemetery marker is dated 1894 (Site No. 2970049). St. Mathews AME Church on Main Road, one-tenth of a mile south of Mary Ann Point Road, Johns Island, was built in 1974, but the earliest stone in the cemetery dates from 1913 (Site No. 2970063). Calvary AME Church, 2489 Bohicket Road, was organized in 1880, and has a modern structure. St. James AME Church, 2592 Bryans Dairy Road, has a modern structure.⁸⁴

Wesley United Methodist Church, Johns Island, was established in 1869 as Wesley Methodist Episcopal Church. The present site on River Road was purchased in 1874, by Cyprus Rivers, George Brown and Richard Townsend, as trustees for the congregation. The present structure was built in 1969. The earliest headstone in the cemetery dates from 1939 (Site No. 2970046).⁸⁵ St. James United Methodist Church on Main Road has a modern structure but the earliest headstone in the cemetery is dated 1895 (Site No. 2970059).⁸⁶

The Ashley Baptist Center on Old Pond Road was established by the Old Ashley Baptist Association, organized in 1867. Ferry Field Baptist Church on River Road, just east of Chisolm Road, was organized in 1895. There was a predecessor church, perhaps a brush arbor, called Barefoot Baptist Church. The church was rebuilt in 1911 and again in 1974. There are no old headstones in the graveyard. The Cedar Springs Baptist Church, organized in 1895, now occupies a 1985 structure. The church and cemetery are located on Plowed Ground Road, near the junction of Capes Road, Johns Island (Site No. 2970079).⁸⁷

The Baptist Church of James Island, at 331 Camp Road, corner of Dills Bluff Road, built a church on the site in 1870. The church was chartered in 1899. The present church was built in 1960, and the gravestones are modern.⁸⁸ Zion United Presbyterian Church, at the junction of River and Legareville roads, was founded in 1870. The church was rebuilt in 1953. The cemetery stones are modern.⁸⁹ Payne RMUE Church at 1560 Camp Road, James Island, was founded in 1869. The church building was renovated in 1962, and the earliest gravestones dates from 1949.⁹⁰

An important institution in the black community was the praise house, where members of various black churches met for interdenominational services. The Moving Star Hall on Johns Island is the only surviving praise house in the Sea Islands which has been identified.

The small frame building was built c. 1917 as meeting place of the Moving Star Young Association. In addition to holding interdenominational religious services, the association functioned as a social, fraternal and charitable community institution. The building is on River Road near the Johns Island Airport (Site No. 2970037).⁹¹

The Seashore Farmers Lodge on Sol Legare Road, James Island (Site No. 2490030), a frame structure, was built ca. 1915 on land bought from Henry Wallace. The lodge continues to be active. The King Solomon Farmers' Union, Lodge Hall No. 3, is located on Riverland Drive, James Island (Site No. 2490039). The frame structure was built ca. 1920. The Sons of Elijah Lodge, James Island No. 247, is housed in the former St. James Presbyterian Church parsonage, a frame structure built ca. 1930, at 1831 Folly Road, James Island (Site No. 2490038).⁹²

There were four schools for black children on James Island in the 1880s. They were located at Cut Bridge, Sol Legare Island, Society Corner (present-day Burclair) and Fort Johnson Road, near present-day Fort Johnson High School. The latter was taught by a Miss Weston for more than 40 years. A school for white children, taught by Miss Carrie L. Turner, was located on the grounds of present-day Creighton Frampton Elementary School, on Fort Johnson Road.⁹³

The freedmen also gained the right to vote and many joined the Republican Party which had been instrumental in their liberation. Republican meetings were held on James Island (and probably on Johns Island as well) in the Reconstruction period. Large numbers of blacks were registered voters until the adoption of the South Carolina Constitution of 1895, which restricted black suffrage.⁹⁴

Reconstruction Era Military Organizations

Both blacks and whites on James and Johns Islands formed military organizations during the Reconstruction period. Captain Isaac Ferguson was the commander in the 1890s of the James Island black militia unit, the Hunter Volunteers, which is said to have had an armory at the fork of Grimball Road and Riverland Drive. The Haskell Mounted Rifles was a white cavalry unit which had an armory and drill field at the northwest corner of Fort Johnson Road and Dills Bluff Road, adjacent to present-day Creighton Frampton Elementary School. The armory also was headquarters for the Secessionville Chapter, United Daughters of the Confederacy. The military units also functioned as social organizations, giving dances, dinners and turkey shoots.⁹⁵

Labor and Cotton

Emancipation effected changes in the labor system of the islands. Workers who had been slaves were now free, but landless blacks were still dependant on white landowners for the most part. The Freedman's Bureau, during the immediate postwar years, helped to negotiate contracts between the planters and groups of wage-earning workers. The Freedmen, however, disliked the group contract system because it too closely resembled the gang labor system of slavery. They preferred to work individually for wages, which for agricultural workers, in 1880, averaged \$10 per month, plus \$5 in rations. By 1870, an alternative to the contract system had been established: the tenant farm system. Under that system, in which the planters rented land to black farmers, the rent was paid in cash. The share cropping system, in which the farmer paid rent in produce, was rare in the Charleston area, in contrast to most of the South. Landless black farmers preferred tenancy because it enabled them to be free from direct white supervision, and gave them the hope of accumulating capital with which to buy their own land.

The tenancy system resulted in the division of the great plantations into small farms. For example, in 1860 there were sixty-one farms (plantations) on Johns Island. In 1870 there were four hundred farms, an increase of 981.1 per cent. A similar pattern apparently developed on James Island. On the Dill tract on James Island, and on Sol Legare Island, for example, there were dispersed Freedmen's farmsteads.⁹⁶

The white Sea Island planters organized themselves to control the new postwar economic order. The James Island Agricultural Society was formed in 1872 by a small group of planters for the purpose of coordinating labor management policies. According to McLeod, "It grew in size and influence and as long as the Island remained predominantly rural and agricultural this organization played a very important part in handling labor and crop problems and general community matters."⁹⁷ The Agricultural Society was organized at Hundred Pines, at Stiles Point, and later took over the Haskell Mounted Rifles armory, which became known as Agricultural Hall.⁹⁸

Sea Island cotton continued to be of economic importance on the islands until the early part of the twentieth century. Captain Elias Lynch Rivers, of Centerville Plantation on James Island, was a leading figure in the improvement of Sea Island cotton. In the 1890s, he developed a strain, called "Rivers Cotton" or "Centerville Cotton," which was resistant to wilt disease. In 1907, Captain Rivers' yield was 434 pounds per acre.⁹⁹ In 1917, the boll weevil, which had been spreading eastward from the Rio Grande since 1892, was observed on the Sea Islands. Within a few years, recalled Herbert Ravenel Sass, "Sea Island cotton vanished as though some evil magician had waved his wand and 'conjured' it out of existence."¹⁰⁰

Truck Farming

Truck farming, or the growing of vegetables for market, was also important to the Sea Islands in the post-Civil War period. In 1870, 34.5 per cent of all farms on Johns Island grew market produce for sale in Charleston. Nearly three-quarters of the truck farms in Charleston County in 1870 were operated by black tenant farmers, mainly in St. Andrews Parish and on Johns Island. On Johns Island in 1870, the typical tenant farm which grew truck crops was about nine acres in size. After the demise of Sea Island cotton, small truck farms operated by black farmers coexisted with large commercially managed truck farms, run by whites and worked by black wage laborers.¹⁰¹

Orange Groves

About 1870, several orange orchards were planted in the present-day Clearview area, which was then called Orangegrove.¹⁰² There also was an avenue of orange trees at Lawton's Bluff.¹⁰³ The orange trees probably did not survive the killing frosts which occasionally affect the Lowcountry.

Natural Disasters

A series of natural disasters affected James and Johns Islands in the latter part of the nineteenth century. The cyclone (hurricane) of 1885 blew down more than fifty buildings on James Island. On August 31, 1886, an earthquake caused hot springs to erupt from the ground in several places on James Island. The hurricane of 1893 struck both James and Johns islands. It particularly destroyed the lazaretto (quarantine station) at Fort Johnson and the Baptist Church of James Island, damaged many houses and swept away much of the livestock on James Island.¹⁰⁴

Postal Service

There were two post offices on Johns Island, in operation around 1900. One was located at the Mullet Hall Schoolhouse. The other was near Hickory Hill, on the west side of Bohicket Road, slightly south of the junction with River Road.¹⁰⁵ The James Island post office was at the southwest corner of Secessionville and Fort Johnson roads, in the store of Mr. Wigger, a German merchant. Mail was brought to and from the islands by boat. The sloop Anna Maria, operated by Captain Sappo Alston, a black man, made a daily mail run between James Island and Charleston until September, 1891, when the vessel capsized.¹⁰⁶

Twentieth Century Changes

Truck farming continued to be a prominent feature of island agriculture into the twentieth century. Yet the exodus of blacks from the Sea Islands, many going north in hopes of better economic opportunities, created a labor shortage by 1919, which caused some to abandon truck farming for some other agricultural endeavor. For instance, St. John Alison Lawton, of Lawton's Bluff on James Island, wrote in 1919 of changes taking place on his plantation:

My plantation has been used by me years past as a cotton and truck plantation -- with a dairy farm. Owing to the boll weevil, the cotton will be abandoned, and because of the shortage of labor, we are moving out of the truck business.¹⁰⁷

The Lawton plantation became the largest dairy in the Charleston area. Boasting pastures which Lawton said were "judged to be some of the finest in the state," the plantation had 150 cows in 1925. The milk was taken by launch twice daily to Charleston, where it was processed by the Battery Dairy.¹⁰⁸ Bryan's Dairy on Johns Island also achieved prominence. Beef cattle also were raised.¹⁰⁹

Suburban Development

Some island landowners also turned to real estate investment, dividing their holdings into residential subdivisions. The first such developments were Wappoo Hall and Riverland Terrace (Figure 8) on James Island, which were laid out in the 1920s.¹¹⁰

Transportation

Both suburban development and the agricultural industry were facilitated by improvements in transportation on the islands in the early part of the twentieth century. The Seaboard Coast Line Railroad opened a branch line across the Stono River to Johns Island in 1916. Initially freight trains would stop at individual truck farms on the route, where vegetables were packed in platform sheds. Produce packages would be shipped by Railway Express to brokers in New York. Later, the sheds were moved and combined to form larger sheds in a complex at the intersection of the rail line with Main Road and Belvedere Road, and the farmers brought their produce to that location. The complex at the intersection (Site Nos. 257007.0 to 257008.2) includes several packing sheds and related structures. Initially the sheds retained their original names (Dixie Farms Shed, etc.). The Stono Market/Palmetto Point Farm Shed (257007.2), for example, was constructed of three sheds moved from other locations. Until the 1940s, "chipping potatoes," for making potato chips, were the main produce shipped, with some cabbage and snap beans. A potato blight (brown heart disease) caused a switch to tomatoes about 1945.¹¹¹

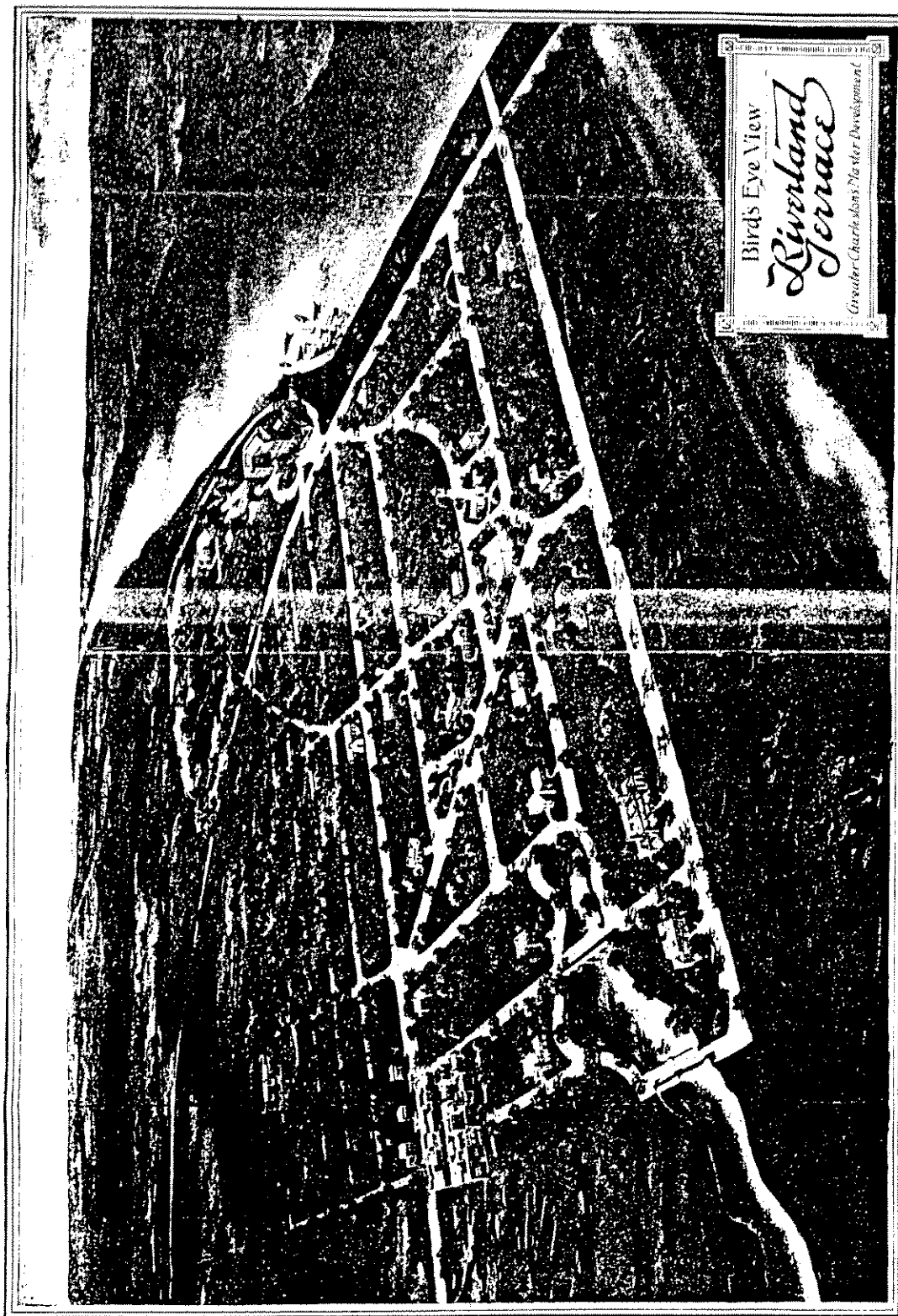


Figure 8

"Bird's Eye View, Riverland Terrace, Greater Charleston's Master Development,"
from C. Bissell Jenkins and Sons, Inc., A Charming Spot for Your New Home, Amid Romantic Settings, on
Historic James Island, Greater Charleston's Master Development, Riverland Terrace
(Charleston, 1928); pamphlet in South Caroliniana Library, University of South Carolina.

Ferries and packets continued to serve the islands until the 1920s. John F. Limehouse, who in 1902 established a general store on Johns Island, near Stono Ferry, took over the operation of the ferry when it became economically unfeasible. Limehouse also had the first automobile on Johns Island, having brought the vehicle across the Stono on a flat barge in 1911. The Johns Island Bridge, a narrow wooden structure, was built in 1921 to replace the ferry. The bridge was replaced by the John F. Limehouse Memorial Bridge, a concrete and steel structure, in 1958. The bridge was named for Mr. Limehouse, who in addition to his grocery business, operated several farms on Johns Island and was a community leader.¹¹²

The Wappoo Bridge, connecting James Island with the mainland, was built in 1926. It was a concrete structure with a steel swing span which opened to let boat traffic through. The roadway was wooden, later covered with asphalt. Its utility was demonstrated immediately, and by 1932 an estimated 1,500,000 used it annually. The Wappoo Bridge was replaced by the Burnet Rhett Maybank Memorial Bridge, a concrete and steel structure built in 1954-56. The old draw span was dismantled and moved to McCormick County, where it was rebuilt as a fixed span bridge. Part of the old roadway remains to the east of the Maybank Bridge, and is used to launch boats.¹¹³ The Stono River Bridge, built in 1929, connected James and Johns Island on present-day Maybank Highway. The original swing span was widened and reused when the approaches and bridge were improved in 1951 (Site No. 2970056).¹¹⁴ By about 1935, a bus line was established by South Carolina Electric and Gas Company to connect Riverland Terrace with downtown Charleston.¹¹⁵

W. E. McLeod, writing in 1944, briefly chronicled the changes which the twentieth century brought to James Island:

Up to about 1914, James Island was a real country community of approximately one hundred and fifty white people and four thousand negroes; now the white population has been doubled many times by an influx of suburban residents, while a considerable number of the colored population have moved away.

So James Island has passed through many changes and is still in a state of transition. Trucking, dairying and suburban developments have replaced sea island cotton. Automobiles take the place of boats and horse-drawn vehicles, hard surface roads have made neighbors of those at a distance and free bridges have linked this Island with the city and surrounding country.¹¹⁵

Notes:

¹Thomas D. Mathews, Frank W. Stapor, Jr., Charles R. Richter, John V. Migarese, Michael D. McKenzie, Lee A. Barclay, eds. Ecological Characterization of the Sea Island Coastal Region of South Carolina and Georgia (Charleston, 1980) 133-134, 148; Juanita Jackson, Sabra Slaughter and J. Herman Blake, "The Sea Islands As a Cultural Resource," The Black Scholar, March 1974, 32.

²Ruth Miller and Linda Lennon, The Angel Oak Story (Charleston, 1989) passim; News and Courier, August 16, 1988.

³John R. Swanton, The Indians of the Southeastern United States (Washington, D.C., 1946, repr. 1984) 21-22; Berkeley-Charleston-Dorchester Regional Planning Commission, Historic Preservation Plan (Charleston, 1972) 1, 50; Willis J. Keith, unpublished notes on James and Johns Islands history, July 24, 1989; James P. Hayes, James and Related Sea Islands

(Charleston, 1978) 2; Alexander S. Salley, Jr., Narratives of Early Carolina, 1650-1708 (New York, 1911, repr. 1967) 198.

⁴Gene Waddell, Indians of the South Carolina Lowcountry, 1562-1751 (Spartanburg, 1980) 4-5, 95-98, 302-308, 363, 365; Chapman J. Milling, Red Carolinians (Chapel Hill, 1940) 35; BCD Commission, Historic Preservation Plan, 1, Figure 1; Swanton, Indians, 129.

⁵Waddell, Indians of the South Carolina Lowcountry, 305-307, 363; Salley, Narratives, 122; Milling, Red Carolinians, 35, 51-54, 56-59.

⁶Chapman J. Milling said that the Cusabo were a "weak confederation" or "family" of tribes who lived in the area between the Ashley and Savannah rivers, including the Stono and Bohicket tribes (Milling, Red Carolinians, 4, 35-36); William J. Rivers included the Seewee and Santee, who lived north of the Cooper River, among the Cusabo (William J. Rivers, A Sketch of the History of South Carolina (Charleston, 1856, repr. Spartanburg, 1972) 38; David Duncan Wallace refers to the Cusabo as a Muskogean confederation, which would exclude the Bohicket, who were Souian (Wallace, A Short History, 7, 14); John Swanton said the Cusabo were "a tribe or rather group of small tribes" living between Charleston and the Savannah River (Indians, 128); Waddell, Indians of the South Carolina Lowcountry, 114-119.

⁷W. L. McDowell, ed., The Colonial Records of South Carolina: Journals of the Commissioners of the Indian Trade, September 20, 1710-August 29, 1718 (Columbia, 1955) 270; Waddell, Indians of the South Carolina Lowcountry, 5, 97, 307, 363.

⁸Ernest McPherson Lander, Jr., South Carolina: An Illustrated History of the Palmetto State (Northridge, Calif., 1988) 12; Waddell, Indians of the South Carolina Lowcountry, 37, 95-96; Milling, Red Carolinians, 4-34; Hayes, James and Related Sea Islands, 2.

⁹Langdon Cheves, ed., "The Shaftsbury Papers and other Records Relating to Carolina . . . to the Year 1676," Collections of the South Carolina Historical Society, 5 vols (Richmond, 1897) 5:370, 384-385, 388, 389, 391; Ernest M. Lander, Jr., and Robert K. Ackerman, Perspectives in South Carolina History: The First 300 Years (Columbia, 1973) 19; Peter Wood, Black Majority: Negroes in Colonial South Carolina, From 1670 through the Stono Rebellion (New York, 1974) 24; Joseph Ioor Waring, The First Voyage and Settlement at Charles Town, 1670-1680 (Columbia, 1970) 37; Robert K. Ackerman, South Carolina Colonial Land Policies (Columbia, 1977) 28; W. E. McLeod, "An Outline of the History of James Island, S.C.," in James Island Exchange Club, Program Dedicating the Roll of Honor Erected by the Exchange Club of James Island in Honor of James Islanders Serving in the Armed Forces (Charleston, 1944); David Duncan Wallace, The History of South Carolina (New York, 1934) 1:90-91; Waddell, Indians of the South Carolina Lowcountry, 4, 303-304.

^{10A}. S. Salley, Jr., ed., and R. Nicholas Olsberg, rev., Warrants for Lands in South Carolina, 1672-1711 (Columbia, 1973) 52-53, 61; Wallace, History of South Carolina, 1:72-78; 3:495.

^{11A}. S. Salley, ed., Records of the Secretary of the Province and the Register of the Province of South Carolina, 1671-1675 (Columbia, 1944) 42-43; St. Julien R. Childs, Malaria and Colonization in the Carolina Low Country, 1526-1696 (Baltimore, 1940) 158-159; Salley and Olsberg, Warrants, 10-12, 18-21, 38-40, 43, 46-47, 56-57, 59, 68, 270, 405-406.

¹²John Thornton and Robert Morden, "South Carolina, Ca. 1695," Plate 42 in William P. Cumming, The Southeast in Early Maps (Princeton, 1958); Edward Crisp, "A Compleat Description of the Province of Carolina [1711]," Plate 44 in Cumming, Early Maps; Herbert Ravenel Sass, The Story of the South Carolina Lowcountry, 3 vols. (West Columbia, S.C., n.d.) 41.

¹³South Carolina, Auditor General, Memorials, 3:193, 5:323; South Carolina Department of Archives and History.

¹⁴Wallace, The History of South Carolina, 1:105, 224; Salley and Olsberg, Warrants, 436.

¹⁵For these and other early land grants, see South Carolina, Secretary of State, Royal Grants, 38:327, 374, 1386, 391, 492 39:26, 67, 73.; and South Carolina, Secretary of State, Surveyor General, Colonial Plats, 12:26, 27. Memorials, 1:54, 165; 2:33; 3:245, 283, 422, 511; 4:162, 164, 196; 5:95, 103, 110, 118, 123, 150, 151, 153, 169, 177, 248, 256, 279, 283, 284, 313; 6:250; 7:129, 169, 184, 322, 332, 538; 10:163, all in South Carolina Department of Archives and History; Salley and Olsberg, Warrants, 436, 566, 570-571, 573, 583, 591, 593, 601, 650; Wood, Black Majority, 31; Hayes, James and Related Sea Islands, 7-12.

¹⁶Memorials, 5:238, 241, 167, 305, 306; Salley and Olsberg, Warrants, 640.

¹⁷Henry A.M. Smith, "Charleston -- The Original Plan and the Earliest Settlers," South Carolina Historical and Genealogical Magazine, 9:12-27.

¹⁸H. Roy Merrens and George D. Terry, "Dying in Paradise: Malaria, Mortality, and the Perceptual Environment in Colonial South Carolina," The Journal of Southern History, E, No. 4:533-550; George C. Rogers, Jr., Charleston in the Age of the Pinckneys (Norman, Okla., 1969; Columbia, 1980) 23-24.

¹⁹Thomas Cooper and David J. McCord, eds., The Statutes at Large of South Carolina, (Columbia, 1836-1841) 9:8, 10; Clyde Breese, Sea Island Yankee (Chapel Hill, 1986) 71; traditions about King's Highway and Drake's Highway related by Ann Smith (Mrs. Van Smith), citing her aunt, Mary Stevenson (Mrs. Fred Stevenson).

²⁰Alexander S. Salley, ed., Records in the British Public Records Office Relating to South Carolina, 1663-1782, 5 vols. (Columbia, 1928-47) 1:170; P.C. Coker, III, Charleston's Maritime Heritage, 1670-1865 (Charleston: CokerCraft Press, 1987) 13-16; BCD Commission, Historic Preservation Plan, 2.

²¹Robert M. Weir, Colonial South Carolina: A History (Millwood, N.Y., 1983) 82; Richard P. Sherman, Robert Johnson: Proprietary & Royal Governor of South Carolina (Columbia, 1966) 42, 99-100; United States Department of the Interior, National Park Service, National Register of Historic Places, Nomination Form, Fort Johnson/Powder Magazine; Rogers, Age of the Pinckneys, xi; Cooper and McCord, Statutes at Large, 2:333, 613; Wallace, History of South Carolina, 1:168; 3:496; Coker, Charleston's Maritime Heritage, 16.

²²Wallace, A Short History, 86-92; BCD Commission, Historic Preservation Plan, 2-3; Milling, Red Carolinians, 135-164, 174; Hayes, James and Related Sea Islands, 12.

²³Wood, Black Majority, 30-33.

²⁴Guion Griffis Johnson, A Social History of the Sea Islands, With Special Reference to St. Helena Island, South Carolina (Chapel Hill, 1930) 18-23; Samuel Gaillard Stoney, Plantations of the Carolina Low Country, eds. Albert Simons and Samuel Lapham (Charleston, 1938, repr. 1977) 22-23; BCD Commission, Historic Preservation Plan, 3; Wallace, A Short History, 189; William P. Baldwin, Jr. and Agnes L. Baldwin, Plantations of the Low Country; South Carolina, 1697-1865 (Greensboro, N.C., 1985) 14; Rogers, Age of the Pinckneys, 9-11; Keith, unpublished notes.

²⁵Elise Pinckney, Thomas and Elizabeth Lamboll: Early Charleston Gardeners (Charleston, 1969) 7, 26.

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²⁷Information furnished by I.K. Heyward, IV, President of the Heyward Family Association, July 31, 1989; Bresee, Sea Island Yankee, 5, 14, 49; BCD Commission, Historic Preservation Plan, 45.

²⁸BCD Commission, Historic Preservation Plan, 48; National Register Nomination, Stiles-Hinson House.

²⁹Robert Stansbury Lambert, South Carolina Loyalists in the American Revolution (Columbia, 1987) 175, 217, 225, 289, 294-295; Stoney, Plantations, 24-25, 45, 57-58, 124-137; Baldwin and Baldwin, Plantations, 33-35; BCD Commission, Historic Preservation Plan, 50.

³⁰Fairfax Harrison, The John's Island Stud (South Carolina), 1750-1788 (Richmond, 1932) 30-31, 34-36, 52-54; Hennig Cohen, The South Carolina Gazette, 1732-1775 (Columbia, 1953) 71; Rogers, Age of the Pinckneys, 113-114.

³¹Charles Joyner, Down By the Riverside: A South Carolina Slave Community (Urbana, Ill., 1984) 13-15, 205-206; Wood, Black Majority, xiii-xiv, 43-49; Jackson, Slaughter and Blake, "The Sea Islands As a Cultural Resource," 33-34.

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³³Patricia Jackson-Jones, When Roots Die: Endangered Traditions of the Sea Islands (Athens, Ga., 1988) 4-5; Joyner, Riverside, 196-224; Wood, Black Majority, 167-191; Jackson, Slaughter and Blake, "The Sea Islands as a Cultural Resource," 35, 39.

³⁴Jones-Jackson, When Roots Die, passim; Joyner, Riverside, 131-132, 163-169, 172-175; Jackson, Slaughter and Blake, "The Sea Islands as a Cultural Resource," 36.

³⁵Joyner, Riverside, 150-153.

³⁶Jones-Jackson, When Roots Die, 8.

³⁷Jackson, Slaughter and Blake, "The Sea Islands as a Cultural Resource," 34.

³⁸Joyner, Riverside, 13-15; Wood, Black Majority, 30, 59-62.

³⁹Joyner, Riverside, xxii, 15, 37, 71, 148-149; Wood, Black Majority, 119-124, 127.

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50Ramsay, History of South Carolina, 184.

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52For a fuller account of the colonial grievances, see Irwin Unger, These United States: The Questions of Our Past (Englewood Cliffs, N.J., 1978, repr. 1989) 84-107; also, Wallace, A Short History, 231-242.

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⁵⁴Franklin B. Hough, ed., The Siege of Charleston by the British Fleet and Army Under the Command of Admiral Arbuthnot and Sir Henry Clinton, Which Terminated with the Surrender of that Place on the 12th of May, 1780 (Albany, 1867, repr. Spartanburg, 1975) 3; National Register Nomination, Fort Johnson/Powder Magazine; Coker, Charleston's Maritime Heritage, 75.

⁵⁵Glover, Narratives of Colleton County, 89.

⁵⁶William Thomas Bulger, The British Expedition to Charleston (Ann Arbor, 1988) 46-48, 85.

⁵⁷The Robert Gibbes House ruins are also known as the Kinsey Burden House ruins (Burden was a major planter of the first quarter of the nineteenth century), which may indicate a data discrepancy (Rogers, Age of the Pinckneys, 45-46; BCD Commission, Historic Preservation Plan, 51; Stoney, Plantations, 30).

⁵⁸Bulger, The British Expedition, 85-88; Hough, The Siege of Charleston, 36, 46.

⁵⁹Bulger, The British Expedition, 88, 90-91, 98-99, 125; Hough, The Siege of Charleston, 37, 39, 72, 191-192; Coker, Charleston's Maritime Heritage, 103, 114.

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⁶³Ravenel, Architects of Charleston, 82.

⁶⁴Bresee, Sea Island Yankee, 48, 94; Information provided by I.K. Heyward.

⁶⁵Lawrence Fay Brewster, Summer Migrations and Resorts of South Carolina Low Country Planters (Durham, N.C., 1947) 3-9, 16-17, 27-28; Childs, Malaria and Colonization, 264; Stoney, Plantation, 34-35; Thomas, A Historical Account, 334-335, 339; BCD Commission, Historic Preservation Plan, 4, Figure 3.

⁶⁶Brewster, Summer Migrations and Resorts, 28; National Register Nomination, Secessionville Historic District.

⁶⁷Brewster, Summer Migrations and Resorts, 27-28; Thomas, A Historical Account, 334-335.

⁶⁸Brewster, Summer Migrations and Resorts, 28; BCD Commission, Historic Preservation Plan, 4, Figure 3; National Register Nomination, Secessionville Historic District; Thomas, A Historical Account, 339.

⁶⁹Unger, These United States, 358-381.

⁷⁰Unger, These United States, 381-383; E. Milby Burton, The Siege of Charleston, 1861-1865 (Columbia, 1970) 62; BCD Commission, Historic Preservation Plan, 4; National Register Nomination, Fort Johnson/Powder Magazine; Coker, Charleston's Maritime Heritage, 209.

⁷¹BCD Commission, Historic Preservation Plan, 4-5.

⁷²National Register Nomination, Civil War Defenses of Charleston Thematic Resources; Idem, Fort Pemberton; Idem, Secessionville Historic District; Burton, The Siege of Charleston, 120-123; Coker, Charleston's Maritime Heritage, 222.

⁷³Charles Edward Cauthen, South Carolina Goes to War, 1860-1865 (Chapel Hill, 1950) 151.

⁷⁴National Register Nomination, Civil War Defenses of Charleston Thematic Resources.

⁷⁵National Register Nomination, Civil War Defenses of Charleston Thematic Resources.

⁷⁶For details on the role of James and Johns Islands in the defense of Charleston, see Warren Ripley, ed., Siege Train: The Journal of a Confederate Artilleryman in the Defense of Charleston (Columbia, 1986) *passim*; John Johnson, The Defense of Charleston Harbor, Including Fort Sumter and the Adjacent Islands, 1863-1865 (Charleston, 1890) *passim*; and Burton, The Siege of Charleston, *passim*; BCD Commission, Historic Preservation Plan, 5, Figure 6.

⁷⁷W. E. McLeod, "An Outline of the History of James Island, S.C."

⁷⁸Thomas, A Historical Account, 335; Leiby, Presbyterian Church, James Island, 5.

⁷⁹Thomas, A Historical Account, 339.

⁸⁰Hayes, James and Related Sea Islands, 131.

⁸¹Information provided by Elijah B. Freeman, Chairman of the Historical Committee, Mt. Hebron Presbyterian Church.

⁸²Information provided by Elizabeth Stringfellow, who interviewed Jessie Qualls, resident of Johns Island and member of Promised Land Church.

⁸³Information provided by Ruthie Washington, interviewed 1 July 31, 1989, at Peas Hill Road (Site No. 2490057).

⁸⁴Information from cornerstones, Greater St. John AME Church and St. Stephens AME Church.

- ⁸⁵Information provided by Loretta J. Saunders, church historian, Wesley United Methodist Church. (See Survey Card)
- ⁸⁶See Survey Card.
- ⁸⁷Information provided by Elizabeth Stringfellow; see survey card.
- ⁸⁸See Survey Card.
- ⁸⁹Signboard and inscriptions at site.
- ⁹⁰Information from signboard and inscriptions, Payne RMUE Church.
- ⁹¹National Register Nomination, Moving Star Hall; BCD Commission, Historic Preservation Plan, 51.
- ⁹²See Survey Card.
- ⁹³Hayes, James and Related Sea Islands, 134.
- ⁹⁴Ibid., 132; Jackson, Slaughter and Blake, "The Sea Islands as a Cultural Resource," 37-38; Wallace, A Short History, 628, 630-632.
- ⁹⁵Hayes, James and Related Sea Islands, 86, 88, 132-133.
- ⁹⁶Debi Hacker and Martha Zierden, Initial Archaeological Survey of the Dill Wildlife Refuge (Charleston, 1986) 9, 39; Michael Trinkley, The Archaeology of Sol Legare Island, Charleston County, South Carolina (Columbia, 1984) 11; Brockington, et al., Rural Settlement, 44-48, 62, 66-67.
- ⁹⁷McLeod, "An Outline of the History of James Island."
- ⁹⁸Hayes, James and Related Sea Islands, 88.
- ⁹⁹Ibid.; National Register Nomination, Secessionville Historic District.
- ¹⁰⁰Sass, The Story of the South Carolina Lowcountry, 1:237.
- ¹⁰¹Brockington, et al., Rural Settlement, 72-73.
- ¹⁰²Hayes, James and Related Sea Islands, 88.
- ¹⁰³Bresee, Sea Island Yankee, 102.
- ¹⁰⁴Hayes, James and Related Sea Islands, 84.
- ¹⁰⁵Information gathered in survey.
- ¹⁰⁶Hayes, James and Related Sea Islands, 87, 133.

107Bresee, Sea Island Yankee, 2.

108*ibid*, 4.

109Information gathered in survey.

110Sass, The Story of the South Carolina Lowcountry, 1:233; News and Courier, January 25, 1925; C. Bissell Jenkins and Sons, Inc., A Charming Spot for Your New Home. Amid Romantic Settings, on Historic James Island. Greater Charleston's Master Development. Riverland Terrace (Charleston, 1926) *passim*; Charleston County, Register of Mesne Conveyance, Plat Book E:23, 29, 33, 70, 97.

111Interview with F. L. Howard, former Seaboard Coast Line freight agent, Belvedere Road, Johns Island, July 7, 1989.

112Charleston Evening Post, July 18, 1958, August 26, 1958, September 4, 1958; News and Courier, May 28, 1958, September 4, 1958.

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11. Properties in the Survey Area that are listed on the National Register of Historic Places

JAMES ISLAND

a) Individual National Register Listings:

- 52 Fort Pemberton (Site #0890111)
- 50 Fort Johnson Powder Magazine (Site #0890112)
- " Unnamed Beach Battery at Fort Johnson (Site #2490083)
- 82 Marshlands Plantation House (Site #0890096)
- 126 Stiles Point Plantation (Site #0890104)
- 78 McLeod Plantation (Site #0890095)

b) National Register Historic District:

Secessionville Historic District.

- 118 Fort Lamar and Union Soldiers Grave Site (Site #2490082)
- " Seabrook-Freer House (Site #2490079)
- " William B. Seabrook House (Site #2490081)
- " Elias Rivers House (Site #2490080)
- (Marshland and open space included within the district boundaries are also listed)

c) National Register Thematic Resources Listing:

Civil War Defenses of Charleston. - no * assigned

- 52 Fort Pemberton (Site #0890011)
- 50 Unnamed Beach Battery at Fort Johnson (Site #2490083)
- ? Fort Lamar (Site #2490082)

- ? Battery #1, James Island Seige Line (Site #2490089)
- ? Unnamed Battery #1 (Site #2490085)
- ? Unnamed Battery #2 (Site #2490086)
- ? Historic Battery #5 (Site #2490087)
- ? Fort Pringle (Site #2490091)
- ? Battery Leroy (Battery Zero) (Site #2490090)
- ? Battery Tynes (Site #2490092)
- ? Battery Cheves (Site #2490084)

JOHNS ISLAND

a) Individual National Register Listings:

- 47 Fenwick Hall (Site #2570016)
- 67 Johns Island Presbyterian Church and Cemetery (Site #2970025)
- 86 Moving Star Hall (Site #2970037)

b) National Register Thematic Resources Listing:

Civil War Defenses of Charleston.

- 57 Fort Trenholm (Site #2490088)

12. **Evaluation of Survey Data, Including a List of Potential National Register Properties in the Survey Area**

James Island and Johns Island possess a wealth of historic resources. A number of buildings and sites have been identified as potentially eligible for listing on the National Register of Historic Places. Additional sites may be found potentially eligible for listing, pending further research and analysis by the South Carolina Department of Archives and History (see recommendations below at (g) and (h)). There are also sites and districts which may be considered worthy of local designation. (See Appendix B: South Carolina Department of Archives and History "Preservation Hotline: National Register Listing/ Local Designation.")

(a) The variety of historic and cultural resources on the islands can be seen through a breakdown of the types of sites surveyed in 1989:

245	Residences
5	Slave Cabins
2	Kitchen Houses
3	Barns
1	Carriage House
1	Privy
1	Boarding House
28	Cemeteries
8	Churches
3	Lodges
3	Meeting Halls
2	Schools

- 5 Stores or Related Commercial Structures
- 2 Offices
- 4 Vegetable Packing Structures
- 1 Dairy
- 1 Oyster Packing Factory
- 1 Cotton Gin
- 1 Fire Tower
- 2 Gates
- 2 Allees
- 2 Railroad Service Structures
- 1 Road
- 1 Bridge
- 2 Trees
- 3 Ruins

Several barns and other structures, family cemetery sites, and designed landscapes were surveyed as ancillary features to survey sites, and included as "outbuildings" on cards for those sites. Sites of historic importance that are not easily addressed through the standard survey methodology of cards, photographs, and maps include those referred to as "Rural Cultural Landscape Features:" on James Island and Johns Island these include agricultural landscapes; scenic roads; and marsh and river vistas.

(b) Agricultural Landscapes

Agricultural usage has been an important feature of the landscape since the first colonial settlements on the islands. Historical values are imparted through continuity of ownership or usage, and farmland vistas are easily recognizable as significant features of the islands' cultural landscape. Both island plans recognize this in stating the goal of retaining agricultural use where appropriate for the cultural and visual value of farmlands themselves. Two kinds of agricultural landscapes were evaluated: areas retaining agricultural functions, and sites containing the record of earlier use.

Agricultural land usage is especially prevalent on Johns Island. Shaded by its oak canopy, River Road from Legareville to Mullet Hall Plantation passes through large areas of farmland. The Legareville peninsula east to Hanscomb Point retains vistas of cropland, particularly on the south side of Abbapoola Creek. Bohicket Road, especially toward its southern end, is lined with vegetable stands and vegetable fields on either side. The northwest area of the island, between the Stono River and Church Creek, was historically very lightly inhabited; much of the land is marshy, with fields scattered on high land.

There are many small farm/ garden plots on James Island, and large crop fields can be seen along Riverland Drive and Grimball Farm Lane. Near the Bayview Farms Development, tomatoes are still grown in fields adjacent to Fort Johnson Road.

Vegetable stands offering fresh produce, often from small family plots, are found on principal roads on both islands. The view of a country road dotted with produce stands expresses an integral relationship among residents, the land and its transportation routes. Cultivated fields and small stands are significant features of the island environment and provide context for the historic properties which they surround.

The Stono Station site on Main Road, Johns Island, exemplifies early twentieth-century changes in the historical relationship between agriculture and transportation. With the coming of the railroad line, farms and plantations shipped their crops by rail, and refrigerated rail cars made large single-crop farms possible. About the time of World War II rail shipping operations became more centralized. Finally, tomatoes became a principal crop and the use of trucks replaced rail shipping: the packing facility is now served by trucks both from the farm and to market, and the rail lines have been removed from the right-of-way (See Sites #2570007 and 2570008).

Tree lines, embankments, irrigation systems, and the layout of farmsteads can provide valuable information about rural land use and farming practices. The oak avenue at Ravenswood Plantation; the site of Pickett Farm's Vegetable Stand; remaining slave cottages at McLeod Plantation; private landing sites at Belvedere (on Johns Island) and the Clark House (on James Island) have lost much of their historic context but in various ways retain the ability to transmit knowledge of how site features at plantations and riverfront farms were oriented. [Such information can be found on the survey cards for each site: see Sites #2570008; 0890095; 2570001; 2490064.] These sites are also typical of those considered likely to provide archaeological information.

(c) Relationship to Water

Early settlement on the islands was oriented toward the water, as it was initially the most practical means of transportation. Although road transportation supplanted water routes, the benefits of locating adjacent to the water - for the sea breezes as well as because of the continuing practice of shipping produce and dairy products by water - remained a primary influence in the selection of home sites. Such sites demonstrate the value of a waterfront location for health or comfort. The orientation and architecture of houses in the summer villages of Secessionville and Legareville and other sites, ranging from the early (ca. 1745) portion of Stiles Point Plantation to houses on James Island Creek and Wappoo Creek (as late as the 1940's), are influenced by their waterfront location. The waterfront elevation is often designed as a principal feature of the house, even when the front elevation and primary entry do not actually face the water. The survey found that buildings oriented so completely to the water and marsh retain integrity of setting only to the extent that the open waterfront context is retained.

(d) Scenic Roads and Vistas

The 1987 James Island plan and 1988 Johns Island plan detail important roadscapes on each island, stressing the importance of these historic routes in communicating the rural landscape values of the islands. The deliberate retention of naturally-occurring trees adjacent to the islands' earliest roads reflects land use patterns, and is an example of the interrelationship of natural and manmade rural resources. Some naturally-occurring features (Angel Oak, Site #2970072; Butcher Oak, Site #2570011) are recognized to have influenced meeting and transportation patterns, and their intentional conservation over time has achieved historic significance in its own right. Tree and hedge lines growing up along fences and ditches between cropfields, on the other hand, are generally not considered to be designed plantings, although their presence can be useful in defining historic land uses.

Bohicket Road on Johns Island was the first state legislatively designated "Scenic Road" in South Carolina. Canopied by huge live oaks, it winds eleven miles to the southern tip of the island. River Road's southern end, below Maybank Highway, also retains the rural historic

sense of time and place. To its east, Exchange Landing Road (Site #2970007) retains its hard-packed earth surface and avenue of oaks.

Principal routes on James Island which are considered historically significant include Harborview Road from Theresa Drive to Northshore Drive; Wappoo Drive, from Plymouth Drive to the Stono River; Dills Bluff Road, from Camp Road to North Shore Drive; and all of Riverland Drive, Camp Road and Fort Johnson Road. At the west side of Clearview Road, south of Fort Johnson Road, is an undisturbed row of live oak trees which does not appear to have been part of a formal allee.

Planted trees and avenues can be considered a manmade resource. Oak allees at plantation sites such as Fenwick Hall and Ravenswood (Sites #2570016 and 5320010, Johns Island) and McLeod (Site #0890095, James Island) are a part of the designed landscape, and the allee of magnolia trees along Maybank Highway on James Island (Site #0890035) represents a distinctive landscaping feature that has come to be a recognizable visual landmark. Also on James Island, just south of Fort Johnson Road, within Bayview Farms Development, is a single remaining row of large live oaks, presently being maintained as part of the development.

Site cards and photographs were prepared for those naturally-occurring and planted landscape features which retain historic integrity and definable boundaries. Those for which survey site numbers were not assigned are shown on the "Rural Cultural Landscape Features" maps for each island.

River, creek and marsh vistas are an important cultural resource on the islands that is difficult to assess with regard to historic significance and integrity. Using James Island as an example, the field survey noted such views as the vista of marsh to either side of Maybank Highway as it continues west of the Municipal Golf Course to the Stono River, and Folly Road from Battery Island Drive to Mariner's Cay. Unpaved, with several historic dwellings and grand oaks alongside a small creek, Peas Hill Road retains a strong sense of the rural heritage of James Island. Sol Legare Island's main thoroughfare, Sol Legare Road, runs down the middle of the small island. Except three very large live oaks opposite Holly Creek Road, the view to either side is of marsh, creek, and work boats. Equally notable views and vistas were found on Johns Island. Although this project did not include the documentation of this aspect of the islands' cultural heritage, it acknowledges its importance to the context of those sites which were surveyed.

(e) Cemeteries

Cemeteries, graveyards, and churchyards were an important focus of this project. Several church or private cemeteries (Mount Hebron, Chaplin's Plantation) are notable for the information they have provided to the historical record. Other cemeteries (St. James Episcopal, St. Johns Episcopal, Johns Island Presbyterian, James Island Presbyterian, Stanyarne Family or Brick House) are also important for the artistic quality of individual tombstones. Because development pressures on the islands, combined with the historic pattern of establishing and discontinuing small family or plantation cemeteries, have led to several disturbances of historic burial sites, the need for recording cemetery sites dictated that some be surveyed despite their lack of remaining above-ground markers or complete locational and historical information.

(f) Archaeological Resources

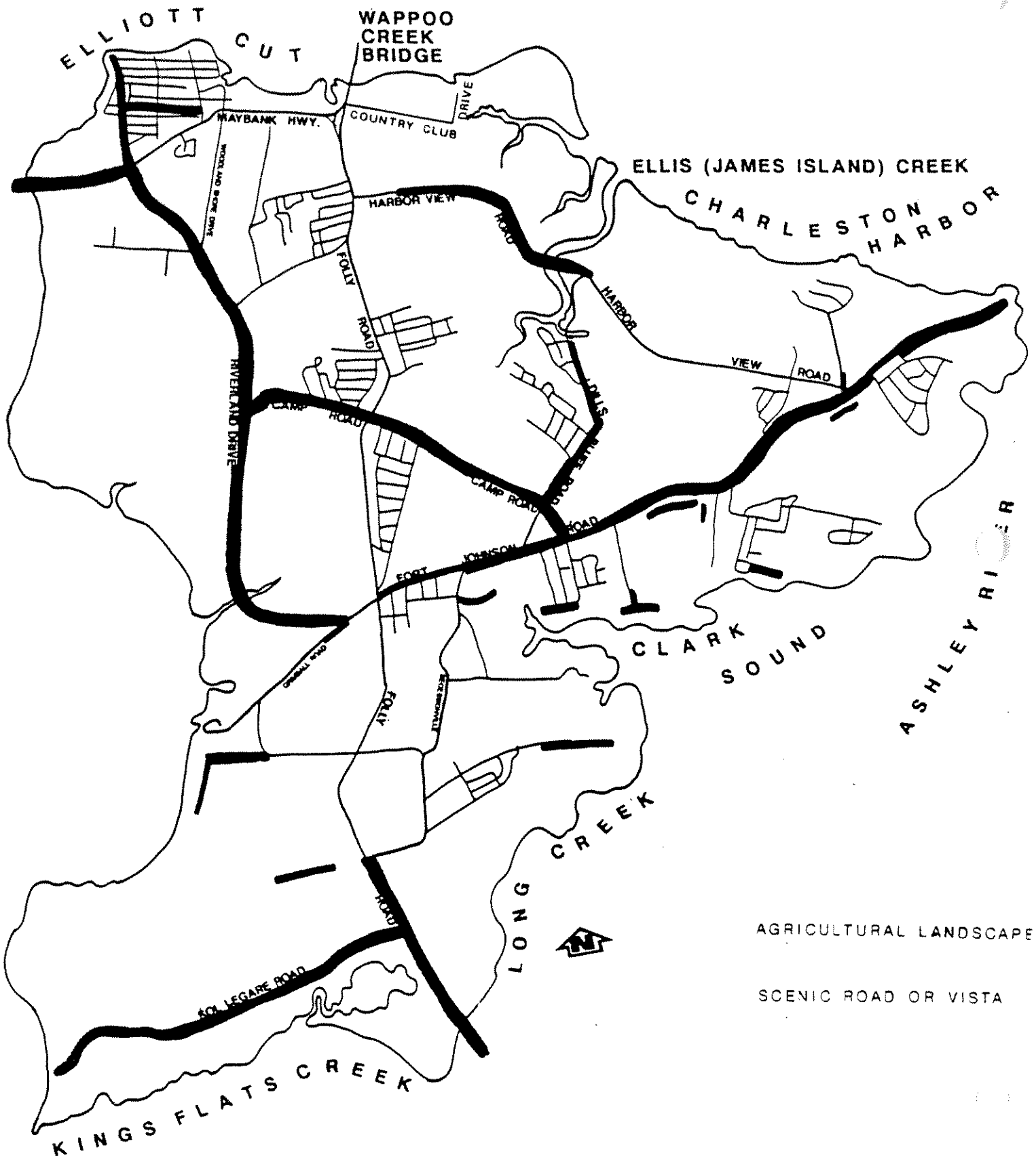
Many sites on James Island and Johns Island are likely to contain archaeological resources. It should be noted that the South Carolina Institute of Archaeology has restricted-usage files which contain information about archaeological reconnaissance and investigations which have been undertaken throughout Charleston County. This information has not been incorporated into this report, because the purpose of the survey was to identify and document above-ground sites.

Much of the survey area was inhabited both historically and pre-historically; therefore the potential for significant archaeological information is present almost everywhere on the islands, and every undeveloped or otherwise undisturbed parcel could contain the potential for providing archaeological information. The National Register "Civil War Defences of Charleston Thematic Resources" includes many of the remaining Civil War batteries on the islands. All of these sites can be considered to possess archaeological significance. Those survey sites identified as pre-Civil War as well as those which include landings and evidence of farmsteads should be considered valuable as potential archaeological resources.

The "Researcher's Map" shows approximate locations of early ferries, bridges, plantations, towns and villages which were not located during the field survey. These locations could prove valuable in predicting where archaeological remains are likely to be found; however, it must be kept in mind that this map is somewhat conjectural and should be used in conjunction with other sources. Cultivation of fields, large-scale clearing of land, and erosion or quarrying may have compromised the archaeological integrity of certain sites. Sites which have not been tested will require investigation by a professional archaeologist.

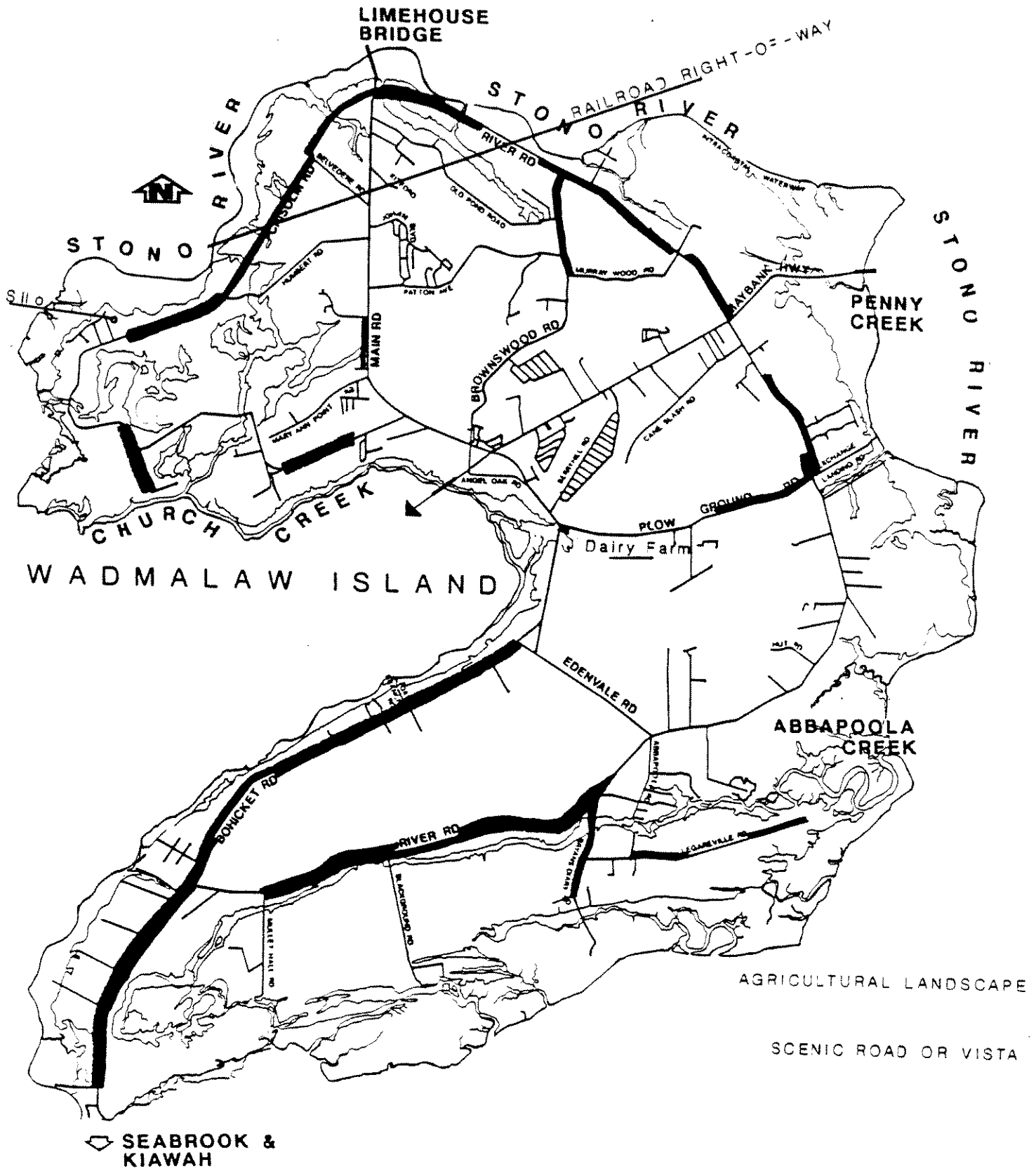
RURAL CULTURAL LANDSCAPE FEATURES

JAMES ISLAND



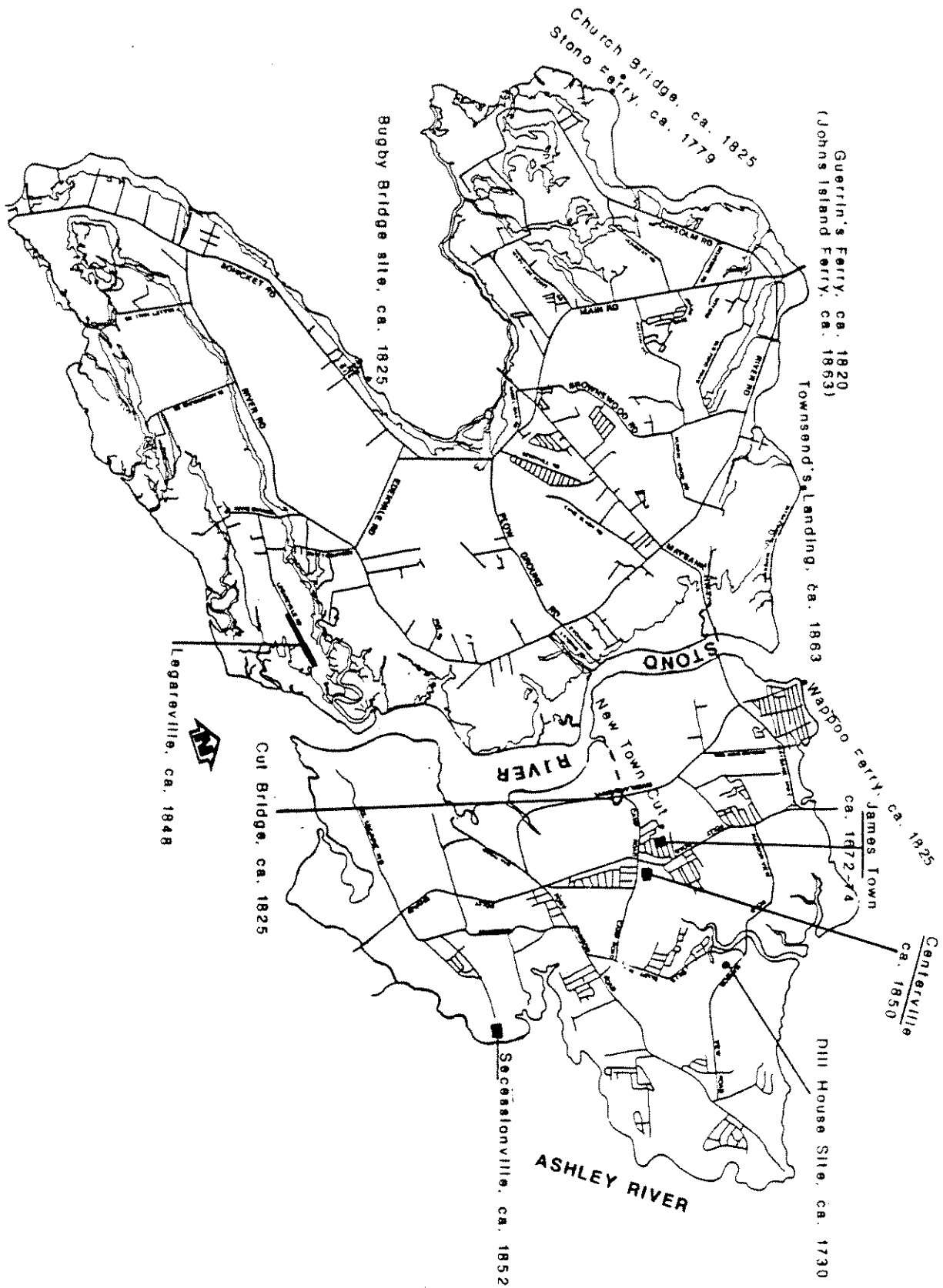
RURAL CULTURAL LANDSCAPE FEATURES

JOHNS ISLAND



RESEARCHER'S BASE MAP

JAMES ISLAND AND JOHNS ISLAND



(g) Evaluation of Potential National Register Properties in the Survey Area

The following recommendations are based upon the completed evaluation of the James Island and Johns Island Historical Survey (1989) by the State Historic Preservation Office staff, which feels that these properties meet the eligibility criteria for inclusion in the National Register of Historic Places. These recommendations are based on the present architectural integrity and available historical information for the properties included in the survey. Should changes occur or additional information become available, additional properties may be determined potentially eligible by that office.

JAMES ISLAND

Site #	Location	Name
2490002	Riverland Drive	Sons and Daughters of Jerusalem Church
2490030	Sol Legare Road	Seashore Farmers Lodge
2490039	Riverland Drive	King Solomon Farmers' Union, Lodge Hall #3
2490041	Grimball Road	White House
2490056	Peas Hill Road	Washington House
2490065	683 Fort Sumter Road	Heyward House

JOHNS ISLAND

*restricted
status
reversed
by owner;
see file
7-11-95*

Site #	Location	Name
2570001	3917 Chisolm Road	Belvidere; Rivers House
2970002	<i>Restricted 1915 River Road / Seven Oaks</i>	
2970023	Hamilton Road, East side	Stanyarne (Brick House) Cemetery
2970045	2624 Burden Creek Road	Gibbes House Ruins * not "Gibbes House" <i>Tabby ruins based on info. provided</i>
2970081.00	River Road (at Johns Island Airport)	Bosomworth House (Ruins) <i>by Harlan B. Lackey 2-12-90</i>
2970081.01	River Road (at Johns Island Airport)	Bosomworth Smokehouse (Ruins) <i>10/95</i>
2970081.02	River Road (at Johns Island Airport)	Bosomworth Kitchen (Ruins) <i>status changed to WFI</i>
4350001	4480 Bohicket Road	Andell House
5320003	4060 Bohicket Road	Mt. Hebron Church

(h) Sites Worthy of Further Investigation to Determine Potential National Register Eligibility

JAMES ISLAND

Site #	Location	Name
2490020	Sol Legare Island	Mosquito Beach Oyster Factory
2490050	1575 Folly Road	Limehouse, W. L., House
2490063	Fort Johnson Road	Stoney Memorial Gates
2490064	1013 Oceanview Road	Clark-Oswald House
2490067	Oak Point Road	Oak Point

↑
see note
on previous
page

JOHNS ISLAND

Site #	Location	Name
2570007-08	Main Road at SCL Railroad	Stono Station/ Market
2970082	Main Road near Chisolm Rd.	Johns Island Fire Tower
5320010	4667 Chisolm Road	Ravenswood Plantation Oak Avenue

13. Data Gaps

- a) The project did not include a review of archaeological site files housed at the South Carolina Institute of Archaeology or at the Charleston Museum.
- b) The location of James Town (ca. 1672) has not been determined. Conflicting information was found regarding early settlers on the islands, i. e. William Rivers' mid-nineteenth century remarks about "Dutch" immigrants. It is known that a number of individual early settlers were Quakers, but the written record did not provide information about Quaker meeting houses or societies.
- c) Primary and secondary source material specific to James and Johns islands is limited. Only incomplete historical research has been done regarding individual plantations. A few sites, such as Fenwick Hall and Stono Plantation, have been researched in depth, but information is limited regarding most plantations. The relationships of planters with each other and planters on other Sea Islands, as well as their connections with Charleston or other cities, has not been documented. Thorough study has not been made into the written record - warrants, plats, grants, deeds and titles - and made available to researchers.
- d) Black ownership data specific to James and Johns islands, including evidence of Reconstruction-era land ownership patterns, has not been researched. Post-War black communities have been identified and researched at Sol Legare Island and Stono Plantation. It was expected that evidence would be found of antebellum free black land ownership on the islands, but no information was found to prove this assumption.
- e) Insufficient research has been done to determine whether rice cultivation has been a part of the agricultural history of James and Johns islands. Only limited primary or secondary source material was found regarding agriculture, or early industries on James and Johns islands. Available references to Bennett's Mill and the James Island shipyard do not permit locating their sites exactly. It is known that there were several sawmills on the islands, but no information was found in the written record, and their locations remain unknown. With the exception of the Mosquito Beach Oyster Factory, no sites were identified pertaining to the seafood industry or its economic role, although it had been expected that seafood would have been important to the islands.
- f) There is a lack of primary and secondary source material regarding roads, ferries and other transportation routes, including private roads and landings, on the islands. Research into railroad history particular to Johns Island has not been done.
- g) Only limited primary or secondary source material was found regarding emerging political patterns, white and black, after the Civil War. Site-specific data was found helpful in identifying locations of agricultural clubs, military societies, and community service

organizations (including churches), but further information is needed, especially concerning partisan political organizations.

h) Little information exists concerning New Deal-era programs on James and Johns islands. The Johns Island Fire Tower was probably built as part of the statewide effort to provide these structures in rural areas through the 1930's and 1940's, but this has not been definitely determined. The effects on Johns Island of the Clemson Agricultural Station, on Highway 17 directly across the Stono River, have not been researched. It is not known whether the changes at the Stono Station site, which were made about the time of World War II, resulted from government planning.

i) Further information is needed about the early summer villages of Johnsonville and Centerville.

j) Further information is needed about the Johns Island Fire(s) of 1864 and the James Island Fire of 1864.

k) Several small stores were identified during the fieldwork, but detailed site-specific research has not been done into commercial patterns on the islands. The locations of Limehouse's Store and Hutchinson's Store, both near the present Limehouse Bridge over the Stono River on James Island, or Wigger's Store at Secessionville and Fort Johnson's Road, on James Island, were not identified. Little information regarding post office locations was available; stores frequently housed post office functions.

l) Only limited information was available regarding schools and school buildings on the islands, particularly pre-twentieth century sites. School buildings sometimes housed post office functions.

m) The project did not include site investigation of the eleven hundred acre tract bequeathed by Miss Pauline Dill to the Charleston Museum in 1985. The tract includes Batteries Pringle, Tynes and LeRoy, listed on the National Register of Historic Places; Turquetts Plantation; Stono Plantation; and two probable eighteenth century plantation sites. (See Debi Hacker and Martha Zierden, "Initial Archaeological Survey of the Dill Wildlife Refuge," (The Charleston Museum, Archaeological Contributions 13, August 1986.)

n) Information provided in the James Island plan, by attendees at meetings, and in field interviews identified a number of sites which have not been located at the time of this report. These sites are listed as the Addendum to Appendix A provided as part of this report, with a notation as to the source of the information provided to date.

14. Survey information is stored in the Survey Office of the South Carolina Department of Archives and History. A duplicate set of cards and photographs, slides, indexes and maps has been filed with the City of Charleston Department of Planning and Urban Development and Charleston County Planning Department.

15. Goals and Objectives

These consultants' recommendations, based on evaluations of the completed historical research and survey fieldwork, are provided for approval and action by interested citizens and governmental bodies having jurisdiction over protection of historic resources.

a) National Register Listings.

A number of sites in the survey area were found to be potentially eligible for listing on the National Register of Historic Places. The research and documentation necessary for these listings should be undertaken. The best information regarding protections which are provided through listing, and other advantages accruing to a property through listing, can be obtained from the National Register Division, South Carolina Department of Archives and History. The research necessary for preliminary determination of potential eligibility of the sites indicated as "Worthy of Further Investigation", and for determining boundaries of potential National Register or locally-designated historic districts not yet proposed, should be undertaken.

b) Historic Preservation Ordinance.

Preservation ordinances in South Carolina generally include several components: provisions for design review for designated historic properties, whether individual or districts; maintenance of an inventory of historic resources; public participation in the designation and review processes; educational goals; and provisions for dealing with archaeological resources. James Island and Johns Island are both wholly within Charleston County; the corporate boundaries of the City of Charleston include areas of each island. The City's Zoning Ordinance includes historic preservation provisions, with different levels of design review for historic district zones within the peninsular City. Charleston County is presently drafting an historic preservation ordinance which will address the identification, local designation and protection of sites in the unincorporated areas of the county. We recommend that the County ordinance include those components cited above, with its most important goals being to protect historic resources and provide for compatible growth and development. If areas within the islands are to be designated for design review under City or County ordinance, maximum participation by residents will be needed to ensure that design review provisions further the goals of protection and preservation of historic resources on the islands.

c) Zoning and Response to Development Pressures.

Both islands are wholly within Charleston County; the corporate boundaries of the City of Charleston include areas of each island. There are differences between the zoning ordinances of the two entities, which can lead to a degree of confusion with island residents and planners in their efforts to provide zoning which meets the needs of preservation and protection of the islands' distinctive characteristics while providing for economic growth. Because island citizens need to take the lead in working with both jurisdictions, field work by planners and interested citizens should include visiting sites, and studying present zoning and pressures in relation to the sites themselves. It will be important that preservation organizations (such as Historic Charleston Foundation, the Preservation Society of Charleston, Lowcountry Open Land Trust) support the goals established on the local level.

d) Archaeological Resource Protection.

An archaeological planning study should be undertaken of the entire survey area. This study should be undertaken by professional archaeologists with the intent of predicting areas most likely to possess archaeological remains. Until the study has been completed, it should be the policy of all planning agencies with environmental review responsibilities to assume that every undeveloped or otherwise undisturbed parcel on James and Johns Islands contains archaeological resources.

Next, legislation to protect archaeological resources and abandoned cemeteries should be developed and implemented. It is important that policies be adopted to regulate the treatment of known resources, and also for responding when unexpected archaeological resources are encountered during the course of a development. Provision must be made for determining the extent of archaeological review that will be required; the determination of a waiting period; and the oversight of the archaeological review itself. (See Appendix C: City, County, and State Ordinances regarding cemeteries and human burials.)

e) Survey Update.

The City and County of Charleston should establish a methodology for updating and expanding this Historical Inventory in accordance with Survey Standards of the South Carolina Department of Archives and History. A valuable suggestion included in the 1972 Historic Preservation Plan compiled by the Berkeley- Charleston- Dorchester Regional Planning Council is that each building, structure, site and object should be revisited every five years as a way of updating survey files, adding places as warranted, and re-evaluation of condition and possibility of adaptive use. The City and County should adopt a fixed schedule for updating the survey.

Because the survey will become one of the tools for implementing local legislation designed to protect historic resources, periodic updating will serve to retain its accuracy. As new information becomes available, additional sites will need to be included in the inventory, and the recorded information about other sites will need to be updated. Community recognition of the historic resources on James Island and Johns Island, and support for the protection of those resources, will always be enhanced by the availability of current information.

While every effort has been made to document all sites identified on James Island and Johns Island, no survey is ever complete. The present survey represents to the best of our ability an inclusive listing of historic sites on James and Johns Islands as of September 20, 1989, but it is also a flexible document, which can be added to and updated from time to time.

e) Public Awareness of Historic Resources.

The products of the survey should be used to promote public awareness of historic resources. In addition to brochures and other publications, programs can include slide presentations, orientation field trips for planners and citizens' groups, and other tours as appropriate. Survey data, maps, photographs, and slides can all be valuable resources in developing programs for varied audiences: historic preservation organizations, planning departments, museums, schools, and groups unique to James Island or Johns Island. Because of the expressed need to protect the privacy of residents and sites, it is important that owner consent be gained in each phase of the attempt to increase public awareness of historic sites on the islands, particularly before historical markers are erected. Plaques are available for owners of

National Register sites who wish to display them; these as well as markers placed by local preservation organizations can serve to increase awareness and appreciation of historic sites. Due to the danger of looting at archaeological sites, their locations should not be marked.

During the project, it was stated by meeting participants that information should be provided to owners of all sites surveyed regarding the survey and its findings. Additionally, it is imperative that owners of sites found to be potentially eligible for listing on the National Register of Historic Places be made aware of this determination. In many cases, the owners will be the most capable researchers in developing the information needed for sites "Worthy of Further Research."

f) Other Preservation Tools.

The development of an advocacy group on James and Johns Islands can help interested citizens to achieve preservation goals. At the public meetings held as part of this project, the role of a historic preservation organization was discussed. This could be developed as an arm of the James Island Commission or Residents' Association of James Island, or Johns Island Commission; as an independent local organization (for each or both islands); or as a body within an already-established group such as the Preservation Society of Charleston. Meeting participants agreed to pursue the idea and to begin work toward forming such a local group.

Ongoing programs could provide education and training in order to increase awareness of the positive goals to be attained through preservation; a resource center for builders and homeowners to offer information and technical training; assistance in the identification and funding of archaeological projects; and coordination of volunteer groups in providing maintenance at historic sites, especially abandoned cemeteries, churches which request such aid, and publicly owned sites as appropriate.

Conservation/ facade easements as well as deeds and donations of open space can be used as tools for preservation of historic resources as well as for other culturally significant resources such as marshes, green spaces and riverfronts. Several area organizations accept conservation easements: Lowcountry Open Land Trust, Historic Charleston Foundation, and the Preservation Society of Charleston.

Funding for preservation should be addressed by preservation advocacy groups, citizens, and planners. Issues of how to make "good" preservation no more expensive than "bad" and when and how to make moneys or other assistance available for private or public preservation projects should be considered. State enabling legislation to permit some form of tax abatement for historic properties is an option which should be pursued, along with investigation of the possible effects of restrictive zoning and easements on property taxes.

g) Agricultural Landscape and Associated Resources.

To long-time island residents, the islands represent "the country" and that term, at least as they use it, is to a large extent defined by agricultural use. The field survey corroborated the findings of the James Island and Johns Island plans that such use is rapidly disappearing on the islands, and we endorse the recommendation that efforts be undertaken to slow or halt this trend and to preserve selected areas for agricultural use. Certain farmlands are significant in terms of open space and culturally significant vistas should be recognized and protected as such.

Structures related to agriculture such as barns, vegetable stands and siloes, are an integral part of the island landscape; it is also recognized that these are often abandoned and endangered resources. On Johns Island, Bryan's Dairy was a major enterprise into the twentieth century; what appears to be a silo or soybean elevator remains in the recent housing development at Chisolm Green; and dairy farm buildings and a silo remain at the south side of Plowed Ground Road, west of Glover Road. These mid-twentieth century sites are important to the cultural landscape of Johns Island and ways to protect and adaptively reuse them should be sought.

h) Scenic Roads and Vistas.

Bohicket Road has been legislatively designated as a "State Scenic Road," a recognition which carries with it little or no protection. Scenic roads are so designated because they represent significant cultural resources and provide a sense of continuity and place for their communities. Long segments of two of Johns Island's principal thoroughfares, River Road and Chisolm Road, are deserving of further study toward designation as scenic highways. In addition, at least one secondary road, Exchange Landing Road, deserves consideration for such designation. With the current development pressures facing Johns Island, it is imperative that thoughtful measures be taken to protect these highly significant avenues, and that protective mechanisms be added to the "State Scenic Road" designation. The decisions involved in balancing preservation of historic roads against selecting appropriate new routes should be made with maximum input by residents well-informed about the factors involved.

Angel Oak, the Butcher Oak, the Maybank Highway magnolia allee, and other significant trees, allees, and stands of trees should be preserved. While the County of Charleston's tree ordinance represents a highly successful preservation tool for such resources, it exempts public utilities and agencies from its guidelines. This has recently come to public attention through a highway department plan to remove the Butcher Oak. It is recommended that this exemption be revoked to provide greater protection to the county's most significant trees, formal avenues and other groupings of trees.

As mentioned above, certain agricultural lands represent significant cultural vistas worthy of protection. Marsh and river views, an equally important cultural resource, are perhaps the most rapidly disappearing vistas on the islands. New development currently seems to be targeted toward river and marshfront homes, removing more vistas from the public's view. It is recommended that methods be identified to preserve river and marsh vistas, through lowered residential development density, siting of development to leave sight lines open, and increased landscape buffering where it is appropriate. Donations of conservation easements and deeded restrictions to such organizations as Lowcountry Open Land Trust should also be utilized as a longterm, highly effective way of protecting open spaces.

Finally, a procedure for a formal inventory of important trees and roadscaapes, waterways and marshes, should be developed, which would take into account scenic qualities which do not necessarily fall within the purview of historic resources survey. With their clearly defined geographic boundaries, James and Johns Islands represent an opportunity to implement the first such inventory in the state.

i) Riverland Terrace, James Island

Riverland Terrace is significant as the most prominent of the early automobile suburbs of Charleston on James Island. While the area is not evaluated as potentially eligible for listing

as a historic district on the National Register of Historic Places, it is recommended that the houses in Riverland Terrace that are included in this inventory, and potentially a large number of houses constructed immediately after World War Two, be given local protection. The Riverland Terrace entrance gates, the allee along Wappoo Drive and the municipal golf course, and the plan and historic landscaping of Parkway Drive should be protected. Efforts to protect the subdivision and its component parts should be recognized and encouraged.

j) Sons of Elijah Lodge, Folly Road, James Island

The loss or removal from its site of the historic lodge, originally constructed as a parsonage for St. James Presbyterian Church, should be avoided. A new lodge is being constructed adjacent to the historic building. County zoning regulations permit only one building on the lot; local informants report that to comply with this requirement, the old lodge will be demolished upon completion of the new structure. The lot is large; based on the historic integrity and associations of the old lodge, a zoning variance would seem justifiable. Although moving the building could be seen as a solution, the location of the lodge on Folly Road, with the opportunity for thousands of people daily to see part of James Islands' historic built environment, should be deemed highly important.

k) Exchange Landing Road, Johns Island

Before any decision is made regarding the recommendation in the Johns Island plan that the Exchange Landing site be considered for use as a public boat ramp, archaeological reconnaissance work should be undertaken. The public landing was important to Johns Island history, and the narrow unpaved road is lined with large oak trees. Any plans for a public landing should include specific ways to protect the live oak canopy.

l) Fort Trenholm, Johns Island Airport, Johns Island

Archaeological reconnaissance work should be undertaken before any decision is made regarding the recommendation in the Johns Island plan that the Fort Trenholm site be considered for use as a passive park.

16. Acknowledgements

The James Island Study Committee and Johns Island Steering Committee, in their 1987-88 plans and recommendations, laid the groundwork for surveying historic resources on the islands. Their reports were very helpful to an understanding of the pressures bearing on the islands, and the aspects of their cultural resources considered most important.

The survey was administered locally by the staff of the City of Charleston and Charleston County, particularly Carolee Williams and Steve Dykes. Without their determination, expertise, and accessibility throughout the project, we would have found it impossible to coordinate. Problems from meeting space to mapping techniques to review schedules were solved through their professional assistance.

We appreciate the talents of the staff of the South Carolina Department of Archives and History, especially Mary Parramore and Tom Shaw. They have each made several trips to meet with us and with community groups during the project, and were vital to our efforts to respond to the many people involved.

The Preservation Society of Charleston provided office space and volunteer time, generously donated by Sarah Phillips, who responded to telephone inquiries, made appointments, and pursued historical information. Sarah was invaluable to the project, and her efforts deserve special recognition.

John Meffert, Executive Director of the Preservation Society; Jon Poston, Director of Programs with Historic Charleston Foundation; and Elizabeth Hagood, Louise Maybank, and Susan Kidd of the Lowcountry Open Land Trust worked with us to plan a format for discussions of goals and objectives for further preservation efforts on the islands. Along with Tom Shaw, they participated in panel discussions at two community meetings focussing on these goals. We were fortunate to have the strong capabilities of Nancy Hadley on James Island and George Miller on Johns Island in moderating these sessions.

Special thanks go to those people who came to meetings to set strategy for the project and discuss local history and preservation goals; who found or made time to read and comment on our work; who helped us locate sites; and who shared their concerns, objectives, and objections with us. Field work is most rewarding when a site is interpreted by its owner or resident, and we were given several opportunities to enjoy river breezes and shade trees while gathering information. A number of people filled out information forms or telephoned responses to our questionnaires. To all these individuals we give the credit for the depth of information provided in this report and on the survey site cards:

Sandiford S. Bee, Jane Brown, Millicent Brown, Charles B. Bryan, Jack Bryant, Larry Cadigan, Rev. Cornelius Campbell, William R. Christie, Mary Clark, Frank Clement, Agnes West Dority, Mr. and Mrs. Jack Dunfee, John Barry Hart, I. K. Heyward, IV, Julia C. Hills, Mr. and Mrs. M. W. Hills, Mr. and Mrs. J. B. Humbert, Abraham B. Jenkins, Elaine Jenkins, Thomas and Carolyn Johnson, Andrea J. Jones, Willis J. Keith, Mr. and Mrs. Richard Kerr, Mrs. and Mrs. Howard Krauss, Easter LaRoche, Gerald Mackey, Mr. and Mrs. Pinckney Moorer, Robert Morgan, Lois Newbauer, Esther Pivnick, Brian Rawl, Mrs. Loretta Saunders, William Saunders, Mrs. D. Van Smith, Mr. and Mrs. J. A. Stalvey, Elizabeth Stringfellow, Jay Walpole, Mr. and Mrs. Legare Walpole, Robert E. Welch, Prince and Sarah White, Mr. and Mrs. Fred Wichmann, William G. Wilder, Joseph Witt, Martha Zierden, Mrs. N. F. Zittrauer.

Any factual mistakes and errors of interpretation are ours alone.

Appendix A: Index of Sites, James and Johns Islands

Island	Q*	* S	St*	Address or Location	Historic Name	Other Name
	297	56.00		Maybank Highway over Stono River	Stono Bridge	
James	89	1.00	214	Woodland Shores Dr.		
James	89	2.00	216	Woodland Shores Dr.		
James	89	3.00	222	Woodland Shores Dr.		Elsay House
James	89	4.00	230	Woodland Shores Dr.		
James	89	5.00	238	Woodland Shores Dr.		
James	89	6.00	242	Woodland Shores Dr.		
James	89	7.00	324	Woodland Shores Dr.	Fleming House	Fleming House
James	89	8.00	328	Woodland Shores Dr.		
James	89	9.00	370	Woodland Shores Dr.		
James	89	10.00	404	Woodland Shores Dr.		
James	89	11.00	408	Woodland Shores Dr.		
James	89	12.00	462	Woodland Shores Dr.		
James	89	13.00	468	Woodland Shores Dr.		
James	89	14.00	490	Woodland Shores Dr.		
James	89	15.00	493	Woodland Shores Dr.		
James	89	16.00	489	Woodland Shores Dr.		
James	89	17.00	471	Woodland Shores Dr.		
James	89	18.00	447	Woodland Shores Dr.		
James	89	19.00	403	Woodland Shores Dr.		
James	89	20.00	347	Woodland Shores Dr.		
James	89	21.00	325	Woodland Shores Dr.		Bowick House
James	89	22.00	321	Woodland Shores Dr.		Coleman House
James	89	23.00	315	Woodland Shores Dr.	Dority House	
James	89	24.00	245	Woodland Shores Dr.		
James	89	25.00	239	Woodland Shores Dr.		
James	89	26.00	233	Woodland Shores Dr.		
James	89	27.00	229	Woodland Shores Dr.		
James	89	28.00	223	Woodland Shores Dr.		
James	89	29.00	217	Woodland Shores Dr.		
James	89	30.00	215	Woodland Shores Dr.		
James	89	31.00	1989	Maybank Highway		
James	89	32.00	2043	Maybank Highway		
James	89	33.00	2047	Maybank Highway		
James	89	34.00	2049	Maybank Highway		Murden House
James	89	35.00		Maybank Highway	Maybank Highway Magnolias	
James	89	36.00	2184	Wappoo Drive	Jenkins, Bissell, House	Pratt House
James	89	37.00	2174	Wappoo Drive		
James	89	38.00	2166	Wappoo Drive		
James	89	39.00	2155	Wappoo Drive		
James	89	40.00	2131	Wappoo Drive		
James	89	41.00	2109	Wappoo Drive		
James	89	42.00	2074	Wappoo Drive		
James	89	43.00	2066	Wappoo Drive		
James	89	44.00	2062	Wappoo Drive		

Appendix A: Index of Sites, James and Johns Islands

Island	Q#	#	St#	Address or Location	Historic Name	Other Name
James	89	45.00	2048	Wappoo Drive		
James	89	46.00	2045	Medway Road		
James	89	47.00	2050	Medway Road		
James	89	48.00		Wappoo Drive, East Side		(Unnamed Commercial Bldg)
James	89	49.00		Wappoo Drive, West Side	Psaras Store	
James	89	50.00		Stono Dr., .1 mile N of Maybank	Riverland Terrace Entry Gates	
James	89	51.00	2016	Wappoo Drive		
James	89	52.00	2102	Wappoo Drive		
James	89	53.00		Frampton Dr., South side		
James	89	54.00	2027	Frampton Dr.		
James	89	55.00	173	Plymouth Ave.		
James	89	56.00	171	Plymouth Ave.		
James	89	57.00	160	Lake Shore Drive		
James	89	58.00	162	Lake Shore Drive		
James	89	59.00	164	Lake Shore Drive		
James	89	60.00		Frampton Road, North side		
James	89	61.00	161	Lake Shore Drive	Smith, Gordon, House	Rowell House
James	89	62.00	175	Woodland Shores Drive		
James	89	63.00	167	Woodland Shores Drive		
James	89	64.00	1974	Minott St.		
James	89	65.00	2048	Coker Ave.		
James	89	66.00	2054	Wappoo Hall Rd.		
James	89	67.00	2050	Wappoo Hall Rd.		
James	89	68.00	2046	Wappoo Hall Rd.		
James	89	69.00	2038	Wappoo Hall Rd.		
James	89	70.00	107	Plymouth Ave.		
James	89	71.00	2059	Clarke Ave.		
James	89	72.00	166	Clarke Ave.		
James	89	73.00	172	Clarke Ave.		
James	89	74.00	2082	Seabrook Ave.		
James	89	75.00	2078	Seabrook Ave.		
James	89	76.00	169	Clarke Ave.		
James	89	77.00	165	Clarke Ave.		
James	89	78.00	2125	St. Luke's Dr.		
James	89	79.00	2178	St. James Dr.		
James	89	80.00	2174	St. James Dr.		
James	89	81.00	2154	St. James Dr.		
James	89	82.00	2146	St. James Dr.		
James	89	83.00	2173	St. James Dr.		
James	89	84.00		St. James Dr., corner of Coker		
James	89	85.00		Pemberton Dr., W side		
James	89	86.00	16	Pemberton Drive		
James	89	87.00	2170	Westrivers Rd.		
James	89	88.00	2166	Westrivers Rd.		
James	89	89.00	2162	Westrivers Rd.		

Appendix A: Index of Sites, James and Johns Islands

Island	Q#	#	St#	Address or Location	Historic Name	Other Name
James	89	90.00	2150	Westdrivers Rd.		
James	89	91.00	2132	Westdrivers Rd.		
James	89	92.00	2111	Westdrivers Rd.		
James	89	93.00	2131	Westdrivers Rd.		
James	89	94.00	2171	Westdrivers Rd.		
James	89	95.00	325	Country Club Dr.	McLeod Plantation, House	
James	89	95.01	325	Country Club Dr.	McLeod Plantation, Kitchen	
James	89	95.02	325	Country Club Dr.	McLeod Plantation, Dairy	
James	89	95.03	325	Country Club Dr.	McLeod Plantation, Cabin #1	
James	89	95.04	325	Country Club Dr.	McLeod Plantation, Cabin #2	
James	89	95.05	325	Country Club Dr.	McLeod Plantation, Cabin #3	
James	89	95.06	325	Country Club Dr.	McLeod Plantation, Cabin #4	
James	89	95.07	325	Country Club Dr.	McLeod Plantation, Cabin #5	Green House
James	89	95.08	325	Country Club Dr.	McLeod Plantation, Slave Kitchen	Drayton House
James	89	95.09	325	Country Club Dr.	McLeod Plantation, Carriage House	
James	89	95.10	325	Country Club Dr.	McLeod Plantation, Privy	
James	89	95.11	325	Country Club Dr.	McLeod Plantation, Cotton Gin	
James	89	95.12	325	Country Club Dr.	McLeod Plantation, Barn	
James	89	95.13		Country Club Drive, North Side	McLeod Plantation Cemetery	
James	89	96.00	217	Ft. Johnson Road	Marshlands Plantation House	
James	89	97.00		Harborview Lane, S end		
James	89	98.00	1244	Harborview Road	Harborview House; Frampton House	Baran House
James	89	99.00	1821	Maybank Highway		
James	89	100.00	1838	Maybank Highway	Mikell House; Haskell House	Oliver House
James	89	101.00	1844	Maybank Highway	Gilbreth House	
James	89	102.00	1912	Maybank Highway		Gilreath House
James	89	103.00	1920	Maybank Highway		
James	89	104.00	940	Paul Revere Dr.	Stiles Point Plantation	Stiles-Hinson House
James	89	104.01	940	Paul Revere Dr.	Stiles Point Cemetery	
James	89	105.00	1938	Maybank Highway	Thornhill House	Blackburn House
James	89	106.00	2150	Wappoo Hall Road	McDonald House	Richardson House
James	89	107.00	2112	Wappoo Hall Road	Hemmingson House	Wagner House
James	89	108.00	2104	Wappoo Hall Road	Van Ness House	
James	89	109.00	110	Plymouth Avenue		
James	89	110.00		Maybank Highway		Terrace Electronics
James	89	111.00		Civil War Defenses National Reg. Listing	Fort Pemberton	
James	249	1.00	1872	Camp Road	St. James Epis. Church Cem.	(missing yard)
James	249	2.00		Riverland Drive @ Delaney Dr., SE corner		Sons & Daughters ... Church
James	249	3.00		Riverland Drive, E side, S of Delaney Dr.		
James	249	4.00	1926	Camp Road		
James	249	5.00	769	Delaney Dr.		
James	249	6.00	716	Riverland Dr.		Roper Tenant House
James	249	7.00	680	Riverland Dr.		Blake, Edith, House
James	249	8.00	659	Riverland Dr.		
James	249	9.00	615	Riverland Dr.		

089 111 541 Harborview Circle

Brockington House

Reed House

Appendix A: Index of Sites, James and Johns Islands

Island	Q#	#	St#	Address or Location	Historic Name	Other Name
James	249	10.00	601	Riverland Dr.		
James	249	11.00	524	Woodland Shores Rd.		Copeiland, W. P., House
James	249	12.00	518	Woodland Shores Rd.		
James	249	13.00	516	Woodland Shores Rd.	Taylor, J. Frank House	Johnson, M. E., House
James	249	14.00	2033	Woodland Shores Rd.		Alexander House
James	249	15.00	2106	Woodland Shores Rd.		
James	249	16.00	2114	Woodland Shores Rd.	Groves House	Groves House
James	249	17.00	2222	Woodland Shores Rd.		
James	249	18.00	2120	Sol Legare Rd.	Singleton House	Singleton House
James	249	19.00	2117	Sol Legare Rd.		
James	249	20.00		Mosquito Beach Rd., S side	Mosquito Beach Oyster Factory	
James	249	21.00	2221	Mosquito Beach Rd.		(Unnamed Boarding House)
James	249	22.00	2050	Sol Legare Rd.		Rogers Higgs House
James	249	23.00	2048	Sol Legare Rd.		
James	249	24.00	2191	Sol Legare Rd.		
James	249	25.00	2022	Sol Legare Rd.	Jackson House	
James	249	26.00	2016	Sol Legare Rd.	Cromwell House	
James	249	27.00		Sol Legare Rd. S side	Wilder House	
James	249	28.00		Sol Legare Rd., N side	Brown, Emma, House	
James	249	29.00	2190	Richardson Rd.	Richardson House	
James	249	30.00		Sol Legare Rd. @ Old Sol Legare Rd.	Seashore Farmers Lodge	
James	249	31.00	1805	Sol Legare Rd.		
James	249	32.00	2013	Folly Rd.		
James	249	33.00		Folly Rd. vicinity @ Riverfront	Stem Point Cemetery	
James	249	34.00	1812	Battery Island Dr. (1812A)	Richardson House	
James	249	35.00	1814	Battery Island Dr. (1814A)	Richardson House	
James	249	36.00		Battery Island Dr. (west of 1814A)	Richardson House	
James	249	37.00		Battery Island Dr.		
James	249	38.00	1831	Folly Rd.	St. James Pres. Church Parsonage	Sons of Elijah Lodge
James	249	39.00		Riverland Dr., S side	King Solomon Farmers' Union Lodge	
James	249	40.00		Riverland Dr., N side	Dill Plantation Cottage	
James	249	41.00		Grimball Rd., SE side		White House
James	249	42.00	1766	Grimball Rd.		Cromwell House
James	249	43.00		Grimball Rd., N side, E of 1842 Grimball		
James	249	44.00		Seawater Dr., S side, E of jct. w/ Ellis		(Unnamed Cemetery)
James	249	45.00		Nathaniel Dr., W side, N of Baxter Patrick	Evergreen Cemetery	
James	249	46.00	1825	Folly Rd.		
James	249	47.00	1756	Folly Rd.		
James	249	48.00		Grimball Rd., S side, W of 1569 Grimball		
James	249	49.00	1550	Grimball Rd.		
James	249	50.00	1575	Folly Rd.	Limehouse, W. L., House	Hotel Rose Antiques
James	249	51.00	1640	Folly Rd.	Haller House	
James	249	52.00	1644	Folly Rd.	Haller House	Stewart House
James	249	53.00	1629	Folly Rd.	Haller House; Haller Office	
James	249	54.00	1632	Fort Johnson Rd.	James Island Pres. Church	

Appendix A: Index of Sites, James and Johns Islands

Island	Q#	#	SI#	Address or Location	Historic Name	Other Name
James	249	54.01		Fort Johnson Rd.	James Island Pres. Church Cemetery	
James	249	55.00		Fort Johnson Rd. @ Secessionville Rd.	St. James Pres. Church	James Island Senior Citizens
James	249	55.01		Fort Johnson Rd.	St. James School	St. James Head Start Center
James	249	55.02		Secessionville Rd.		St. James Presbyterian Church
James	249	56.00		Peas Hill Rd., N side, 1st house on road	Washington House	
James	249	57.00		Peas Hill Rd., N side, 2nd house on road	Washington, William & Nancy, House	Washington, Ruthie, House
James	249	58.00	331	Camp Road	First Baptist Church Cemetery	
James	249	59.00	1560	Camp Rd.	Payne RMUE Church Cemetery	
James	249	60.00	1179	Stone Post Rd.	Welch, Thomas, House	
James	249	61.00	1163	East and West Rd.	Lebby House	
James	249	62.00	1141	Cottage Rd.	Harper House	
James	249	63.00		Fl. Johnson Rd., S side, facing Camp Rd.	Stoney Memorial Gates	
James	249	64.00	1013	Oceanview Road	Clark House	
James	249	65.00	683	Fort Sumter Drive	Heyward House	Lawton Bluff House
James	249	66.00	924	Folly Rd.	Poozer House	
James	249	67.00		Oak Point Rd.	Oak Point; Welch House	
James	249	68.00		Oak Point Rd.		
James	249	69.00		Oak Point Rd.		
James	249	70.00	685	Folly Rd.		Frampton, H. W., House
James	249	71.00	699	Folly Rd.		Bozard House
James	249	72.00	1836	Central Park Road		
James	249	73.00		Central Park Road		
James	249	74.00		Mill Point Road, West end	US Agricultural Field Station Office	James Island Agricultural Soc
James	249	75.00	1138	Cottage Road	James Island Magistrate's Office	Judge Royall's Office
James	249	76.00		Grimball Farm Road	Grimball Farm	
James	249	77.00	735	Cutter Drive		Hawk House
James	249	78.00		Cutter Drive, East End		Frost House
James	249	79.00		Secessionville Historic District	Seabrook-Freer House	
James	249	80.00		Secessionville Historic District	Elias Rivers House	
James	249	81.00		Secessionville Historic District	Seabrook, William B., House	
James	249	82.00		Secessionville Historic District	Fort Lamar	
James	249	83.00		Civil War Defenses National Reg. Listing	Beach Battery at Fort Johnson	
James	249	84.00		Civil War Defenses National Reg. Listing	Battery Cheves	
James	249	85.00		Civil War Defenses National Reg. Listing	Unnamed Battery #1	
James	249	86.00		Civil War Defenses National Reg. Listing	Unnamed Battery #2	
James	249	87.00		Civil War Defenses National Reg. Listing	Unnamed Battery #5	
James	249	89.00		Civil War Defenses National Reg. Listing	Battery #1, JI Seige Line	
James	249	90.00		Civil War Defenses National Reg. Listing	Battery Zero	Battery LeRoy
James	249	91.00		Civil War Defenses National Reg. Listing	Fort Pringle	
James	249	92.00		Civil War Defenses National Reg. Listing	Battery Tynes	
James	257	12.00	183	Stone Dr.		
James	257	13.00	173	Stone Dr.		
James	257	14.00	311	Stone Dr.		
James	257	15.00	304	Stone Dr.		
Johns	249	88.00		Civil War Defenses National Reg. Listing	Fort Trenholm	

Properties not intensively surveyed - no site forms

James / 249 / 94 / 1790 / between Oceanview & Bayview Farms Rd /
 James / 249 / 93 / c.1555 / Grimball Rd Rivers Cemetery

Appendix A: Index of Sites, James and Johns Islands

Island	Q*	St*	Address or Location	Historic Name	Other Name
Johns	257	1.00	3917 Chisolm Rd.	Belvidere Plantation	Rivers House
Johns	257	2.00	549 Main Road	Glover, Clarence, House	Glover-Collins House
Johns	257	3.00	560 Main Road	Williams House	
Johns	257	4.00	Main Rd., S of jct. w/Old Pond Rd.	Davis House	
Johns	257	5.00	1270 River Road	Brown House	
Johns	257	6.00	1329 River Road		
Johns	257	7.00	Main Rd. ● Belvedere Rd.		Stonoca Farms Corp.
Johns	257	7.01	Main Rd. ● Belvedere Rd.		Stonoca Farms Corp.
Johns	257	7.02	Main Rd. ● Belvedere Rd.		Stono Market; Palmetto Point
Johns	257	7.03	Main Rd. ● Belvedere Rd.		DiMare/ Stonoca
Johns	257	8.00	Main Rd. ● Belvedere Rd.	Tool Shed, Seaboard Coast Line	
Johns	257	8.01	Main Rd. ● Belvedere Rd.	Bridge Tender's Shack	
Johns	257	8.02	825 Main Road	Section Foreman's House	
Johns	257	9.00	Chisolm Rd., N side		Pickett Farm Vegetable Stand
Johns	257	10.00	Chisolm Rd. ● Main Rd., NW corner		
Johns	257	11.00	Chisolm Rd. ● Main Rd., SW corner	Butcher Oak	Butcher Oak
Johns	257	16.00	1709 River Road	Fenwick Hall	
Johns	297	1.00	1917 Pineland Drive	Cox, Johnny, House	
Johns	297	2.00	1415 River Road	Seven Oaks	
Johns	297	3.00	River Road		
Johns	297	4.00	2167 River Road		
Johns	297	5.00	2191 River Road		
Johns	297	6.00	River Road, jct. Plowed Ground Road	Exchange Plantation Cemetery	
Johns	297	7.00	Exchange Landing Road	Exchange Plantation Landing Rd.	
Johns	297	8.00	Plowed Ground Road, North Side		
Johns	297	9.00	Bohicket Road		
Johns	297	10.00	Blackground Rd. Vicinity		
Johns	297	11.00	Blackground Rd., S end, at Bryans Creek		
Johns	297	12.00	River Rd., S side		
Johns	297	13.00	4038 River Rd.	Burriss, E. L., House	Jones, R. P., House
Johns	297	14.00	4046 River Rd.		
Johns	297	15.00	River Rd., N side	Burriss Tenant House	
Johns	297	16.00	3850 River Rd.		
Johns	297	17.00	Bryans Dairy Rd., W side	Chaplins Plantation Cemetery	Roper Cemetery
Johns	297	17.01	Bryans Dairy Rd., W side	Chaplins Plt. Cemetery (Black)	
Johns	297	18.00	Legareville Rd., East end	Hay, E. Gordon, House	
Johns	297	19.00	Legareville Rd. vicinity		
Johns	297	20.00	3404 Legareville Rd.	Hay, Daniel E., House	
Johns	297	21.00	3512 Legareville Rd.		
Johns	297	22.00	Legareville Rd., S side		
Johns	297	23.00	Hamilton Road, East Side	Brick House Plt. Cemetery	Stanyarne Family Cemetery
Johns	297	24.00	Royal Oak Drive, N side		
Johns	297	25.00	2550 Bohicket Rd.	Johns Island Pres. Church	
Johns	297	25.01	2550 Bohicket Rd.	Johns Island Pres. Ch Cemetery	
Johns	297	26.00	2545 Bohicket Rd.	Holy Spirit Catholic Church	

Appendix A: Index of Sites, James and Johns Islands

Island	Q#	#	St#	Address or Location	Historic Name	Other Name
Johns	297	27.00	2967	Edenborough Rd.	Wright, Johnny, House	
Johns	297	28.00	3491	River Rd.		
Johns	297	29.00		River Rd. N side		
Johns	297	30.00		Hanscomb Point Rd.		
Johns	297	30.01		Hanscomb Point Rd.		(Store)
Johns	297	31.00		Hanscomb Point Rd.	Jenkins, D. F., House	
Johns	297	32.00	2442	Hanscomb Point Rd.		
Johns	297	33.00	3281	River Rd.		
Johns	297	34.00		Abram Rd., N side		
Johns	297	35.00		Abram Rd., N side		
Johns	297	36.00	3118	River Rd.		Gathers, Claudia, House
Johns	297	37.00		River Rd., N side	Moving Star Hall	
Johns	297	38.00	3048	River Rd.	Johnson House	
Johns	297	39.00	2996	River Rd.	Robertson, L. H., House	
Johns	297	40.00	2890	River Rd.	Wine, Leo and Alice, House	
Johns	297	41.00		River Rd., W side	Zander-Glover House	Fisk House
Johns	297	42.00	2915	River Rd	Grimball House	
Johns	297	43.00		River Rd., W side		
Johns	297	44.00	2732	River Road		
Johns	297	45.00	2624	Burden Creek Rd.	Gibbes House Ruins	Burden House Ruins
Johns	297	46.00		River Road, North Side	Wesley Methodist Episcopal Church	Wesley United Meth. Church Ca
Johns	297	47.00	2495	River Rd.		Bellinger House
Johns	297	48.00		River Rd., E side		
Johns	297	49.00	2830	Maybank Highway	St. Stephens AME Church Cem.	
Johns	297	50.00	2890	Maybank Highway		
Johns	297	51.00	2968	Maybank Highway	Spires Grocery Store	Brown House
Johns	297	52.00	2972	Maybank Highway		
Johns	297	53.00	2984	Maybank Highway		Hudgins House
Johns	297	54.00	3058	Maybank Highway		
Johns	297	55.00	3112	Maybank Highway		Tumbleston House
Johns	297	57.00		Brownswood Rd., W side		
Johns	297	58.00		Brownswood Rd. vicinity		
Johns	297	59.00		Main Road	St. James Methodist Ch. Cemetery	
Johns	297	60.00		Mary Ann Point Rd., N side		
Johns	297	61.00	3806	Mary Ann Point Rd.		
Johns	297	62.00	2726	Mary Ann Point Rd.		Barnwell House
Johns	297	63.00		Main Rad, West Side	St. Matthews AME Church Cem.	
Johns	297	64.00	5924	Chisolm Road	Madsen House; Wilson House	Whitaker House
Johns	297	65.00	5920	Chisolm Rd.	Madsen House	
Johns	297	66.00	1741	Chaney Brier Rd.		
Johns	297	67.00	6181	Chisolm Rd.		
Johns	297	68.00	1518	Main Road	St. Johns High School	
Johns	297	69.00	1525	Main Rd.		Boshard House
Johns	297	70.00	3752	Maybank Highway	Sams House	Hills House
Johns	297	71.00		Maybank Highway	Seabrook House	

Appendix A: Index of Sites, James and Johns Islands

Island	Q#	#	St#	Address or Location	Historic Name	Other Name
Johns	297	72.00		Angel Oak Road	Angel Oak	
Johns	297	73.00	3673	Maybank Highway	St. Johns Episcopal Church Cemetery	
Johns	297	74.00	1765	Main Road	Hills House	
Johns	297	75.00		Bohicket Road, NE of jct. w/ Plowed Gr		Harvin House
Johns	297	76.00	2867	Maybank Highway		
Johns	297	77.00	2479	Bohicket Rd.	Miles, Louis, House	
Johns	297	78.00		Bohicket Road, S side	Johns Island Rural Center	Johns Island Rural Center
Johns	297	79.00		Plowed Ground Rd., N side	Capes Plantation Cemetery	Cedar Springs Baptist Ch. Cem
Johns	297	80.00		Mullet Hall Pit.	Tobacco Barn Cemetery	
Johns	297	80.01		Mullet Hall Pit.	Cemetery #2	
Johns	297	80.02		Mullet Hall Pit.	Cemetery #3	
Johns	297	81.00		River Rd., ● Johns Island Airport	Bosomworth Ruins (House)	
Johns	297	81.01		River Rd., ● Johns Island Airport	Bosomworth Ruins (Kitchen)	
Johns	297	81.02		River Rd., ● Johns Island Airport	Bosomworth Ruins (Smokehouse)	
Johns	297	82.00		Main Road, East side	Johns Island Fire Tower	
Johns	417	1.00		Chisolm Road, North Side	Belvedere Plantation Cemetery	
Johns	435	1.00	4480	Bohicket Road	Andell House	Stringfellow House
Johns	435	2.00	4326	Bohicket Road	St. John AME Church Cemetery	Greater St. John AME Ch. Cem
Johns	435	3.00		Bohicket Rd, within Hope Plantation	Hope Plantation Cemetery	
Johns	532	1.00	4078	Bohicket Road	Freeman House	
Johns	532	2.00	4080	Bohicket Road	Freeman, James and Hattie House	Brickley House
Johns	532	3.00	4060	Bohicket Road	Mt. Hebron Presbyterian Church	St. Francis Center
Johns	532	4.00		Parker Cemetery Road	Parker Cemetery	
Johns	532	5.00	3972	Bohicket Road	Promised Land Reformed Episcopal Ch	
Johns	532	6.00		Bohicket Road	Glover, Lee, House	
Johns	532	7.00		Bohicket Road		
Johns	532	8.00		Bohicket Road		
Johns	532	9.00		Chisolm Rd., N side	Chaplin Cemetery	
Johns	532	10.00	4667	Chisolm Rd.	Ravenswood Pit. Oak Avenue	
Johns	532	11.00		Frisco Lane		(Unnamed Barn)

Johns / 297 / 80.03 /

/ Mullet Hall Rd /

Johns Island
Parker House

APPENDIX A: ADDENDUM
SITES IDENTIFIED BUT NOT LOCATED OR ASSIGNED SURVEY NUMBERS, SUMMER 1989

JOHNS ISLAND

- 1) Laurels Plantation Cemetery (black)
USGS Topographic Map, Johns Island Quadrangle
North side of Chisolm Road, about one-half mile west of Brownswood Road, near Stono River.
Source: information at Johns Island public meeting.
- 2) Old Wesley Methodist Church Cemetery
USGS Topographic Map, Legareville Quadrangle
East side of River Road, opposite Wesley United Methodist Church and Cemetery (Survey Site #2970046).
-No stones remain.
(Informants unsure of precise location.)
Source: Members of Wesley United Methodist Church.
- 3) Burden Creek Road Cemetery (black)
USGS Topographic Map, Legareville Quadrangle
Stono Point Subdivision, Lot 3 (TMS #317-0-0-017). Approximately 300' west of Burden Creek Road, toward Burden Creek Canal.
-About twelve graves, with headstones remaining on half of them. Unused since 1940's. Said to be oyster shell debris and brick bats on property as well.
Inaccessible during field work.
Source: Harlan Lackey, former owner; David Farr, present owner.

Source: Elizabeth Stringfellow.

- 4) Ravenswood Cemetery (black)
USGS Topographic Map, Wadmalaw Quadrangle
North side of Chisolm Road, at right side of the first dirt road west of Ravenswood Turf Farm (Turf Farm is opposite Survey Site #5320010).
Inaccessible 20 September 1989.
Additional Source: William R. Christie
- 5) Hickory Hill Cemetery (black)
USGS Topographic Map, Wadmalaw Quadrangle
Left side of unmarked dirt road adjacent (parallel) to Hickory Hill Road, off road in woods line. Hickory Hill Road is at west side of Bohicket Road, opposite the River Road intersection.
-Three stones remain.
- 6) Cottage Plantation Cemetery.
Between Bohicket Road and Bohicket Creek.
(Informants unsure of precise location.)
- 7) Brick House Cemetery.
Southwest corner of intersection of River Road with Bryans Dairy Road.
-Stanyarne family cemetery. Stones gone.
-Freer family cemetery, nearby.
- 8) Sand Hill Cemetery.
(Informants unsure of precise location.)
- 9) Orange Hill Cemetery.
-Jane Fowler and her six-month old son; November 1861.
(Informants unsure of precise location.)
- 10) Matthews Family Cemetery.
Between River Road and Stono River, northwest of Fenwick Hall.

- 11) Mathes Cemetery.
(Informants unsure of precise location.)

Source: Abraham B. Jenkins.

- 12) Unidentified cemetery.
Hut Road near home of Mrs. Jessie Bunkham.
(Informants unsure of precise location.)
- 13) Unidentified cemetery.
Exchange Landing Road.
(Informants unsure of precise location.)
- 14) Angel Cemetery.
Vicinity of Bohicket Road, near home of Walter Hill.
(Informants unsure of precise location.)
- 15) Unidentified house.
USGS Topographic Map, Wadmalaw Quadrangle.
Small frame dwelling at east side of Bohicket Road, behind Habitat houses.
Not found during field work.
Source: SC Dept. of Archives and History, 5 September 1989.

JAMES ISLAND

Source: James Island Plan, page 18

- 1) Stono Plantation House
- 2) Seabrook Graveyard off Drake's Causeway
- 3) Graveyard off Three Trees Road
- 4) Devil's Nest Cemetery and Dills Plantation Cemetery
- 5) McLeod Plantation Cemetery #2, at site of James Island Cinemas (Central Park Road)
- 6) Battery at Terminus of Farm Road on Marion King property
- 7) Two cemeteries associated with Wesley United Methodist Church (Site #2970046)

Source: Map notations made during meetings with James Island residents and historians.

- 8) ?British Revolutionary War Hospital?
Site near Willow Wood Road, north of Fort Johnson Road.
- 9) Unidentified Cemetery
Clearview Area, between Clearview Drive and Beauregard Street.
- 10) Swamp Angel Battery
East of Clark Sound.
- 11) Hanahan Cemetery.
In White House Plantation Development, south of intersection Targave Street with MidVale Avenue.
Additional Source: Mary Clark.
- 12) Rivers Burial Site.
Secessionville Road, west side, south of Crestwood Drive. (Due west of the intersection of Valley Road with Honeysuckle Lane.)
Additional Source: Mary Clark.

Source: See Survey Report Bibliography.

These fortifications and battle sites have been identified and their locations described or mapped, but have not to date been listed on the National Register of Historic Places. For this reason, they are neither numbered with the 1989 Survey nor included on the "Researcher's Base Map."

Johns Island

Fort LaRoach, 1715

Battle of Stono Ferry, 1779

Waterloo (Bloody Bridge) Battle Site, July 7-9, 1864

James Island

Secessionville Water Batteries, Civil War

Battle of Secessionville, June 10, 1862

Battle of Grimball's Causeway, February 10, 1865

Battery #4, James Island Siege Line, Civil War

Unnamed Battery #2, Eastern James Island Siege Line, Civil War

Battery Ryan, Civil War

Battery Tatum, Civil War

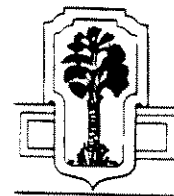
Battery Thomkins, Civil War

Battery Harleston, Civil War

Battery Glover, Civil War

Battery Means, Civil War

**SOUTH CAROLINA DEPARTMENT OF ARCHIVES AND HISTORY
STATE HISTORIC PRESERVATION OFFICE**



Preservation Hotline

National Register Listing/Local Designation

Communities across South Carolina are using National Register listing and local designation to help preserve their historic resources. Both designations recognize and encourage the protection of historic resources, but they are quite different. They are complementary programs that can work effectively either independently or together to meet the historic preservation needs of a community.

National Register Listing

The National Register is the nation's official list of historic, architectural, and archaeological resources worthy of preservation. About one thousand properties in South Carolina, both individual properties and historic districts, have been listed in the National Register.

Authority and Administration: In 1966, the National Historic Preservation Act created the National Register and established federal listing criteria. Each state and territory has a State Historic Preservation Officer who identifies eligible properties and, in conjunction with a State Board of Review, submits nominations to the Keeper of the National Register at the United States Department of the Interior. In South Carolina, the State Historic Preservation Officer is Dr. George L. Vogt, Director of the Department of Archives and History.

Protection: Properties listed in the National Register are eligible for preservation tax credits and preservation grants, and they receive some protection from the adverse effects that federal projects or projects requiring a South Carolina Coastal Council certification or permit could have on them.

Local Designation

Local governments can adopt a historic preservation zoning ordinance, which enables them to designate properties of historical or architectural significance. Usually, the local governing body, guided by the recommendations of its planning, zoning, and historic preservation commissions, chooses the properties. About fifteen cities, towns, and counties in South Carolina have designated local historic districts and individual landmarks by adopting this kind of ordinance. These include Beaufort, Charleston, Cheraw, Chester, Columbia, Darlington, Fort Mill, Georgetown, Greenville, Horry County, Mount Pleasant, Summerville, Sumter, and York.

Authority and Administration: South Carolina cities, towns, and counties can enact zoning laws that provide for "the preservation and protection of historic and architecturally valuable districts and neighborhoods" under South Carolina law S5-23-310. Historic preservation zoning stresses building appearance rather than use.

Protection: A historic preservation zoning ordinance can establish a board of citizens—often called a historic preservation commission, design review commission, town appearance committee, board of architectural review, or historic district commission—to review proposed changes to locally designated historic properties. The ordinance protects historic properties by requiring board approval before property owners can build, demolish, or make alterations within designated areas.

National Register Listing

- Designates historic properties based on uniform national criteria and procedures
- Sets boundaries for historic district based on the actual distribution pattern of intact historic resources in the area
- Provides recognition by the federal government that an area has historical or archaeological significance
- Provides limited degree of protection from the effects of federally-assisted projects and projects certified or permitted by the South Carolina Coastal Council
- Makes available federal tax incentives for preservation projects
- Qualifies property owners for federal survey and planning grants for preservation planning and education projects
- Does not* prevent the demolition of historic properties
- Does not* require conformance to design guidelines when property is rehabilitated unless the project involves federal funds or a federal license, a South Carolina Coastal Council permit or certification, a historic preservation federal tax credit, or a state-funded historic preservation grant

For further information, write or call:

**S C Department of Archives and History
State Historic Preservation Office
P O Box 11669
Columbia, SC 29211-1669**

803/734-8609

Local Designation

- Designates historic properties on the basis of local criteria and local procedures
- Sets district boundaries based on the distribution pattern of historic resources plus other community considerations
- Protects a community's significant properties and areas through such means as a design review process or community planning
- Provides no additional protection from the effects of federally-assisted projects certified or permitted by the South Carolina Coastal Council
- Provides no tax incentives for preservation purposes unless such are provided by local tax law
- Does not* qualify property owners for federal survey and planning grants for preservation planning and education projects
- Can provide for review of proposed demolitions within the district; usually delays and may prevent demolitions to allow for preservation alternatives
- Can require local commission review and approval for new construction and changes in exterior appearance of historic properties

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APPENDIX C

Regulations Concerning Cemeteries, Graveyards and Burial Grounds

South Carolina State Law

§ 27-43-10 through 27-43-40
Removal of Abandoned Cemeteries.

§ 49-9-10 through 49-9-70
Flooding of Cemeteries or Burial Grounds by Power or Water Companies.

§ 39-55-15 through 39-55-305
"South Carolina Cemetery Act of 1984"
Statute which attempts to more comprehensively regulate the manner in which cemeteries are operated and the burial of human bodies.

§ 16-17-590, 600
Mutilation of Monument or Tombstone; Destruction of Graves and Graveyards.

Charleston County Zoning Ordinance

§ 30.80.6242. Cemeteries
Zoning and setback requirements for cemeteries and burial lots.

City of Charleston City Code

Chapter 7.5

§ 7.5-1.
Establishment and Use of Burial Places.

§ 7.5-2.
Burials Restricted to Established Burial Grounds.

§ 7.5-3.
Burial Permit Required.

