
7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Ashley River Road (South Carolina Highway 61) is situated in Charleston and Dorchester Counties, adjacent to the Ashley River. The portion of the road to be nominated is an approximately eleven-and-one-half-mile stretch between Church Creek in Charleston County and the intersection of the Ashley River Road with South Carolina Highway 165 in Dorchester County and encompasses only the state-owned right-of-way. The road, which was officially authorized in 1690-91, runs essentially the same course shown on maps as early as 1771. Although the Ashley River Road has been paved, few modern buildings have been constructed along the nominated stretch of the road, and the trees lining this section have been retained, preserving the road's historic integrity.

Additional Information:

The approximately eleven-and-one-half-mile section of the Ashley River Road included in this nomination is a two-lane, paved state highway running adjacent to the Ashley River. The road is lined on either side by dense growth, pine trees and ancient oak trees. At several points along the route, the oaks meet over the road forming a natural canopy. Few modern structures have been constructed along this section of the road, and most of those are shielded from the road by rows of trees and bushes. The road provides access to many of the remaining Ashley River plantations including Drayton Hall (NHL, 1960), Magnolia Gardens (NR, 1972), Middleton Place (NHL, 1971), St. Andrews Church (NR, 1973) and Runnymede Plantation. The nomination includes only the state-owned right-of-way.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input checked="" type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates NA Builder/Architect NA

Statement of Significance (in one paragraph)

The Ashley River Road, located along the south side of the Ashley River in Charleston and Dorchester Counties, has been in existence as a major transportation route since at least 1691. The road, which today follows essentially the same route found on the Lodge-Cook Map (1771), is highly significant in the history of the development of the state and in the history of transportation in South Carolina as perhaps the oldest road in the state still in use.

Additional Information:

The earliest maps of Carolina do not show any roads outside the village of Charles Towne. They do, however, show a concentration of settlers along the south side of the Ashley River, and it is probable that a road or path of some sort linked their residences from the first years of European occupation.¹ As early as 1671, paths were cut from the Ashley River plantations to Charles Towne, then located on the south side of the Ashley.² Charles Towne moved to Oyster Point, between the Ashley and Cooper Rivers, about 1679, and the need for a proper road with access to river crossings became imperative.³

A bill officially establishing a road on the south side of the Ashley River was enacted by the Lords Proprietors in 1690-91. The road, to be "made, mended, and kept clear," ran from Charleston to the Earl of Shaftesbury's plantation, 12,000 acres which began just above the town of Dorchester.⁴ In 1707 the road was described in the colonial statutes, and commissioners were appointed for its upkeep.⁵ In 1711 the Ashley River Ferry was officially commissioned, although it had been in use before that time. It is likely the ferry, which was located near the present railroad bridge above St. Andrews Church, began operation soon after Charleston moved to Oyster Point.⁶ In 1721 the statutes prohibited the cutting of shade trees when roads were "laid out, altered, or mended."⁷ It is believed that many of the trees shading the Ashley River Road today date at least from the time of this statute and probably from the founding of the colony.

The Lodge-Cook map (1771) and Mouzon's map (1775) both show a road on the south side of the Ashley River in essentially the same configuration as the present road.⁸ During the latter years of the Revolutionary War, the Ashley River Road was utilized for troop movement and was the site of extended encampments by General Nathanael Greene. Greene stationed his troops first at the crossroads which corresponds to the intersection of South Carolina Highways 61 and 165 and then at Ashley Hill Plantation near the present Dorchester-Charleston County line. He was joined shortly after by General Anthony Wayne who headquartered at Drayton Hall.⁹

Continued.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreege of nominated property appx. 95 acres

Quadrangle name Stallsville, Ladson, Johns Island

Quadrangle scale 1:24000

UMT References (A - G) (H&I) (J & K)

A	<u>1 7</u>	<u>5 7 4 7 1 0</u>	<u>3 6 4 5 4 2 5</u>
Zone	Easting	Northing	

B	<u>1 7</u>	<u>5 7 5 0 8 2</u>	<u>3 6 4 5 3 0 5</u>
Zone	Easting	Northing	

C	<u>1 7</u>	<u>5 7 6 3 0 0</u>	<u>3 6 4 4 6 1 6 0</u>
---	------------	--------------------	------------------------

D	<u>1 7</u>	<u>5 7 8 2 6 0</u>	<u>3 6 4 2 8 1 0</u>
---	------------	--------------------	----------------------

E	<u>1 7</u>	<u>5 7 9 5 6 0</u>	<u>3 6 4 1 3 6 0</u>
---	------------	--------------------	----------------------

F	<u>1 7</u>	<u>5 7 9 8 7 8</u>	<u>3 6 4 0 7 5 0</u>
---	------------	--------------------	----------------------

G	<u>1 7</u>	<u>5 8 1 5 7 9</u>	<u>3 6 3 9 2 3 8</u>
---	------------	--------------------	----------------------

H	<u>1 7</u>	<u>5 8 2 5 8 0</u>	<u>3 6 3 8 9 9 0</u>
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See Continuation Sheet 3

Verbal boundary description and justification

See Continuation Sheet 4

List all states and counties for properties overlapping state or county boundaries

state	NA	code	county	Charleston	code	019
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state	NA	code	county	Dorchester	code	035
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11. Form Prepared By

name/title	Suzanne Pickens Wylie Norman McCorkle
------------	--

organization	South Carolina Department of Archives and History	date	8-23-83
--------------	---	------	---------

street & number	1430 Senate Street	telephone	(803) 758-5816
-----------------	--------------------	-----------	----------------

city or town	Columbia	state	South Carolina 29211
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12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature	<i>Charles E. Lee</i>
title	State Historic Preservation Officer
date	9-22-83

For NPS use only	
I hereby certify that this property is included in the National Register	
<i>Patrick Andrews</i>	11/21/83
Keeper of the National Register	
Chief of Registration	

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
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Continuation sheet 1

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Page 1

Significance (Continued)

The Ashley River Road was labeled as such on Mills Atlas (1820), the earliest documented use of that name.¹⁰ By this time the road was the link between large plantations with stately residences belonging to some of South Carolina's most prominent families, including the Draytons, Middletons, and Bulls. A detailed Civil War era map (1863) showed the Ashley River Road; the trees along the road were illustrated and plantations were located. Fort Bull, located near St. Andrews Church, was also shown.¹¹

After the Civil War, the area along the Ashley River Road was devastated. Most of the plantation houses along the road were burned by Union troops; today only Drayton Hall and a wing of the Middleton Place house survive from the antebellum period. It was not until the discovery of phosphate deposits along the Ashley River that the area began to pull out of the depression of the Reconstruction years.¹² It is likely the Ashley River Road was the major land artery for transportation of workers, supplies and phosphate shipments.

The historic city of Charleston began attracting visitors not long after the Civil War, and by the turn of the century the plantation gardens and houses remaining along the Ashley were also bringing visitors. Coming first by steamboat, tourists later made use of the automobile and improved roads to visit the area.¹³ Almost certainly the Ashley River Road, with its ancient, moss-laden oaks sheltering the roadbed, became as much of an attraction as the plantations themselves.

The road remained soft-surfaced (dirt and crushed shell) until 1934 when it was paved almost as far up as Middleton Place; by 1939, all of the road had been paved.¹⁴

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National Park Service**

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Continuation sheet 2

Item number 9

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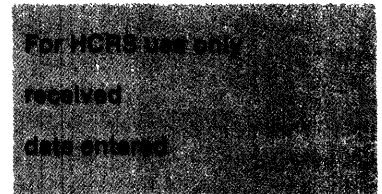
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**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
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Continuation sheet 3

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UTM References (Continued)

I. 17/583940/3638280

J. 17/588510/3633760

K. 17/589100/3633350

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Heritage Conservation and Recreation Service**

**National Register of Historic Places
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Continuation sheet 4

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Page 1

VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

The boundaries of the Ashley River Road nomination are shown on the accompanying South Carolina Highway Department project plans. Project #458, sheets 15-23 are drawn on a scale of 1 inch = 100 feet horizontal, 1 inch = 10 feet vertical. Project S-584, sheets 4-14 are drawn on a scale of 1 inch = 100 feet horizontal, 1 inch = 10 feet vertical.

Project #WPGS404, sheets 6-8 are drawn on a scale of 1 inch = 50 feet horizontal, 1 inch = 5 feet vertical. Project #S-584, sheet 1 drawn on a scale of 1 inch = 2400 feet and docket #10.452, sheet 5 drawn on a scale of 2 inch = 100 feet horizontal, 10 feet vertical. The nomination boundaries include the road bed and the state-owned right-of-way. The state-owned right-of-way is variable, ranging from 25 feet on either side of the center line to 45 feet on either side of the center line. The state-owned right-of-way for the portion of the road shown on project #S-584, sheet 1 was unavailable so a boundary of 25 feet on either side of the center line has been assigned to this section.

Footnotes

1

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2

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6

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7

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8

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12

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13

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14

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