

**United States Department of the Interior**  
National Park Service  
**National Register of Historic Places Registration Form**



382

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

**1. Name of Property**

Historic name: Old Georgetown Road  
Other names/site number: Northern Stage Road, King's Highway  
Name of related multiple property listing:  
N/A  
(Enter "N/A" if property is not part of a multiple property listing)

**2. Location**

Street & number: Old Georgetown Road, between the south bank of the South Santee River and SC Highway 45 (from north to south)  
City or town: McClellanville State: SC County: Charleston  
Not For Publication:  Vicinity:

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide x local  
Applicable National Register Criteria:  
x A \_\_\_ B \_\_\_ C \_\_\_ D

Elizabeth M. Johnson 5/15/2014  
Signature of certifying official/Title: Date  
Elizabeth M. Johnson, Deputy State Historic Preservation Officer  
State or Federal agency/bureau or Tribal Government

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

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**Signature of commenting official:** \_\_\_\_\_ **Date** \_\_\_\_\_


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**Title :** \_\_\_\_\_ **State or Federal agency/bureau or Tribal Government** \_\_\_\_\_

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

  
Signature of the Keeper

6/27/14  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____ 1 _____	_____	structures
_____	_____	objects
_____ 1 _____	_____ 0 _____	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: road-related

TRANSPORTATION: pedestrian related

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION: road-related

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**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: \_\_\_\_\_

**Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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**Summary Paragraph**

This 6.6-mile section of the Old Georgetown Road runs through rural land in Charleston County, in the vicinity of McClellanville and is comprised of two sections: a one-mile stretch that runs from the South Santee River to Rutledge Road; and a 5.6 mile stretch that runs from Rutledge Road to SC Highway 45. Unpaved and comprised of packed earth and sand, the Old Georgetown Road is flanked for the first mile, at its northern end, by inland maritime forest and then by longleaf pine forest, including portions of the Francis Marion National Forest.

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

## Narrative Description

The Old Georgetown Road runs through part of the Lowcountry historically known as St. James, Santee Parish, one of ten parishes formed by the South Carolina Assembly via the Church Act in 1706 (St. James Santee Brick Restoration Committee [SJSBRC] 2003, 69). Physically, the road and the land that surrounds it appear much the same that they would have in the colonial period: a dirt road surrounded by forest. The United States' first President George Washington described it as "sand and pine barrens, with very few inhabitants," in his diary as he traveled the road during his 1791 tour of the southern states (Lossing 1860, 181); South Carolina's first poet laureate Archibald Hamilton Rutledge echoed Washington's sentiments when he described the c.1768 St. James, Santee Church on Old Georgetown Road as "a shrine in the wilderness, flanked on three sides by the immense loneliness of the pine forest."

The first section of the road in this application, the northern section, begins at the banks of the South Santee River. Here the land surrounding the road is covered by inland maritime forest, dominated by live oak, water oak, magnolia, loblolly pine, and yaupon (cassina). Varying in width from 12 to 15 feet, this northern section of the road is made from packed earth. Earlier in the 20<sup>th</sup> century, a layer of stone was incorporated into the road to stabilize it and accommodate logging trucks. Beyond the edges of the road, at a distance of 15 to 20 feet are earthen berms, delineating historic property lines. Additional minor berms—on the interior side of the historic berms—were created by the South Carolina Forestry Commission during a March 2011 wildfire to serve as a fire line.

For the first .8 mile, the road forms the dividing line between two tracts: the 341-acre Romney Plantation and the 333.5-acre Montgomery Plantation. Historically, the land that abutted the road on both plantations was kept in forested land—agriculture took place on different parts of the plantation. Today that still holds true. The abutting tracts are privately owned by three entities: White Oak Forestry, Gilbreth Real Estate LLC, and Hampton, Inc. At the .8 mile mark, on the western side, is the property line between Romney and Hampton Plantation, which is protected by conservation easement.

The southern portion of the Old Georgetown Road, which runs from Rutledge Road to South Carolina Highway 45, is a public road maintained by Charleston County. Also unpaved, the road varies in width from 18 to 25 feet and is made from packed coarse sand. At the road's edges, there are raised, mounded borders, approximately six to eight inches in height, which are the result of road grading that takes place as part of normal maintenance. Past the edge of the road following the natural slope of the land are earthen drainage "sideline" ditches—of various widths and depths, but no more than a few feet in either direction—and immediately past the ditches a berm that rises from approximately one to three feet. At intervals running away from the sideline ditches are outfall ditches, which direct water to natural outlets like swamps and creeks. Also at intervals, running perpendicular to and underneath the road, are a series of reinforced concrete 15" and 18" pipes (RCP), installed in 2009 to replace earlier 12" pipes.

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

Beyond the earthen berms that flank the road, the southern portion of Old Georgetown Road is surrounded by longleaf pine forest, the majority of which is protected by the federal government as part of the Francis Marion National Forest and privately by conservation easement. Longleaf pine was once the dominant forest of the coastal plain across nine states from Virginia to Texas, the only region on Earth where it exists. Today, less than 3% of the original 300 million acres of this forest remains. More than 140 species of plants can be found in one square kilometer of longleaf pine forest, and nearly 900 species of plants are endemic to them; this makes longleaf pine forests as biologically diverse as tropical rainforests. Several federally listed endangered species, threatened species, and species of special concern can be found in this longleaf pine forest including red-cockaded woodpeckers, American wood storks, bald eagles, flatwoods salamanders, and American swallow-tailed kites.

From the one-mile mark (the beginning of the southern portion of the road at the intersection of Rutledge Road) until the 2.3-mile mark, Old Georgetown Road runs through land that was historically part of Hampton Plantation. Today, the land to the west of the Old Georgetown Road is still part of Hampton Plantation, protected by conservation easement and owned by the Rutledge family, the original owners of the land. This land includes a Carolina Bay, a unique isolated wetland, dominated by a pond-cypress swamp, called Jones Pond. The eastern portion is now owned by White Oak Forestry, which is cooperating with the U.S. Forest Service and the U.S. Fish and Wildlife Service on prescribed burning programs necessary to maintain the longleaf pine ecosystem. To date, White Oak Forestry has planted 130,000 longleaf pine trees on this site, and is preparing to plant another 150,000.

At the 2.3-mile mark, on both sides of the road was the property line that divided Hampton Plantation from Wambaw Plantation, owned by the Lucas family and comprised of three lots totaling 3,112 acres. Today, the land on both sides is owned by White Oak Forestry, and the portion of their land on the eastern side of the road is protected by conservation easement. At the 2.8-mile mark on the eastern side of the road today is the northern property line for a 100-acre tract (historically part of Wambaw Plantation), known as the Wambaw Tract, purchased by The Nature Conservancy and sold to the Village Museum in 2005 and under conservation easement in perpetuity with The Nature Conservancy. The St. James Santee Brick Church Restoration Committee currently owns this tract.

At mile three, on the western side of the road is the St. James Santee Church property, which fronts the road for 560.5 feet and includes two structures: a wood-frame caretaker's house built in 1995 and the St. James, Santee Church, also known as the Brick Church at Wambaw, constructed in 1768 and declared a National Historic Landmark in 1970. Along the property line that fronts the road is a brick and wood fence, built in 2000, designed in the mode of colonial fences. The land surrounding the St. James, Santee Church property is owned by White Oak Forestry.

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

Historically, the road then passed through the Baxley Tract, the McClellan Tracts, the Marlow Tract, and finally the C.W. Moore Tract before intersecting Highway 45. Today property owners of this abutting land include the St. James, Santee Brick Church Restoration Committee (the southern portion of the aforementioned Wambaw Tract); White Oak Forestry, whose land is protected by conservation easement; private citizens; and the U.S. Forest Service (Francis Marion National Forest). All of these abutting tracts are forested. The final 1.8 miles of the road are the only ones that include dwellings, and then only on the western side. Surrounding the tracts with private dwellings is the Francis Marion National Forest on the western side.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

Transportation

**Period of Significance**

ca. 1670 – ca. 1940

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

**Significant Person**  
(Complete only if Criterion B is marked above.)

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**Cultural Affiliation**

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\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Old Georgetown Road is eligible for listing in the National Register of Historic Places under Criterion A in the area of transportation at the local level for its significance as an intact early transportation route used continuously from the colonial period into the early twentieth century. This 6.6-mile section of the Old Georgetown Road is one of the last and longest continuously unpaved public portions of the 1,300-mile pre-Revolutionary road that connected Charleston, South Carolina to Boston, Massachusetts (Dollarhide 1997, 1). Located near McClellanville, South Carolina, the road passes through the region of South Carolina known as St. James, Santee, after the parish of the same name formed by the Church Act of 1706 (SJSBRC 2003, 69). The road's historic significance lies in its long history as a transportation route. Originally, this portion of the road was an Indian trading path, known as the Sewee Broad Path and associated with the Sewee Indians who lived on the 30-mile strip between Charleston Harbor and the Santee River (Miles 2001, 6). As the colony of South Carolina developed, the trading path became a stage road, critical to economic development in the St. James, Santee region. In addition, the Old Georgetown Road also played a role in the development of national transportation routes. It was part of the primary north-south route for travel up the coast of South Carolina and between

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

colonies, as evidenced by its use during the Revolutionary War, as part of National Post Route, and by President George Washington, as part of his tour of the southern states in 1791. By the end of the first quarter of the 20<sup>th</sup> century, a resurgence of interest in the state's history brought travelers to the region and road for tourism.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### **Transportation**

The Old Georgetown Road's significance lies in its long use as a transportation route. As David Doar recounted in his 1907 *Sketch of the Agricultural Society of St. James, Santee*, "From the earliest of times until the railroad was established the road running through the Parish formed one of the links which made the most direct route of travel from Charleston to the North, then our people were in the world, for all who were bound to the most settled part of the United States had to pass this way" (Doar, 1907, 26).

The Old Georgetown Road's origins as a transportation route predate the arrival of European settlers and lie with the Sewee Indians and their trading path, known as the Sewee Broad Path. According to Susannah Smith Miles, the Sewee inhabited the land between Charleston Harbor and the Santee River, a distance of approximately thirty miles (Miles 2001, 6). Miles notes that the Sewee were "proficient hunters"; deer and bear were especially important because the Sewee could derive so many necessities from these animals—from food to clothing, fishing line, and glue (Miles 2004, 11). For necessities the Sewee could not procure locally, the Broad Path enabled them to travel and trade with tribes to the north and farther inland, including the Santee, Kiawah, Stono, Edisto, Ashepoo, Combahee, Wimbee, Coosa, and Santee (Miles 2004, 10).

The first Europeans to settle the region around the Old Georgetown Road were French Huguenots. During his 1700-1701 trip, Lawson notes that there were about "seventy Families seated upon the [Santee] River" (Lawson 1709, 12). He continually refers to them as French and "all of the same Opinion with the Church of Geneva" (Lawson 1709, 13). The settlement of French Huguenots in South Carolina followed Louis XIV's revocation of the Edict of Nantes in 1685, which had previously allowed Protestants limited worship rights. According to Lawson, "Many of the French follow a Trade with the Indians, living very conveniently for that Interest" (Lawson, 1709, 12). Lawson notes that he traveled fifteen miles up the Santee River, where he stayed at the home of "Mons. Eugee," after which point he continued his travels on land (Lawson 1709, 12). After a day's travel on this land route, Lawson arrived at the house of "Mons. Gallian's the elder." Here he makes reference to the Old Georgetown Road for the first time: "Near here comes in the Road from Charles-Town, and the rest of the English Settlement, it being a very good Way by Land, and not above 36 Miles, altho more than 100 by Water" (Lawson 1709, 14). Lawson's reference to Charles Town marks the road's use within the colony, but it is his reference to "the rest of the English Settlement" that suggests the road was a route for

Old Georgetown Road

Name of Property

Charleston County, SC

County and State

transportation between the English colonies, and thus a critical part of early colonial infrastructure to facilitate communications and commerce.

While no map of Lawson's 1700-1701 journey exists, the Old Georgetown Road appears on a number of 18<sup>th</sup>-century maps, including James Cook's 1773 Map of the Province of South Carolina; Henry Mouzon's 1775 An Accurate Map of North and South Carolina With Their Indian Frontiers, Shewing in a distinct manner all the Mountains, Rivers, Swamps, Marshes, Bays, Creek, Harbours, Sandbanks and Soundings on the Coast, With the Roads & Indian Paths; the 1778 Parte Orientale della Florida, della Giorgia, e Carolina Meridionale map by Antonio Zatta, John Mitchell, and G.T. Raynal; and Jedidah Morse's 1794 South Carolina map.

The road is also referenced in colonial South Carolina records, including a compilation of records published as *The Statutes at Large of South Carolina*, Volume 9, published in 1840 by A.S. Johnson and edited by David J. McCord, and *The Journal of the Commons House of Assembly*. David McCord's book includes the following statutes, among others, relevant to establishing the significance of the road to the residents of St. James, Santee Parish, to communication and transportation in the colony, and to communication and transportation along the Eastern seaboard:

- Statute 376 (ratified on June 29, 1717): "An act for repairing the road from the plantation of the late Daniel Huger, deceased, in the parish of St. James Santee, to the plantation of Captain Bartholemew Gaillard" (McCord 1840, 39). Daniel Huger is likely the man mentioned by Lawson on his 1701 journey—"Eugee," whose plantation was located about 15 miles up the Santee River. This points to the road's importance for local travel.
- Statute 442 (assented to September 15, 1721): "An Act to empower the several Commissioners of the high-roads, private paths, bridges, creeks, causeys, and cleansing of water passages, in this province of South Carolina, to alter and lay out the same, for the more direct and better convenience of the inhabitants thereof" (McCord 1840, 49). This statute later names six commissioners to the St. James Santee region, including Mr. John Lane, Mr. John Bell sen., Mr. John Bell, Jr., Mr. Jonas Collings, Capt. Daniel Megigry, Mr. Elias Horry (McCord 1840, 51).
- Statute 463 (assented to June 23, 1722): "An Act for Building Bridges in the Parish of Santee." The Act specifically references bridges for Wambaw, Echaw, and Labardee Creeks for benefit of the parishoners "for want of a free and easy passage to the church, the place of rendezvous for musters, and the county court" (McCord 1840, 59). Wambaw and Echaw are located to the west of the Old Georgetown road, and travel over these creeks, more or less parallel to the South Santee River, was necessary to get to the Old Georgetown Road. George Howe, in his book *This History of the Presbyterian Church in South Carolina, Vol. 1* includes a note explaining that part of the Santee was referred to as Labardee Creek (Howe 1883, 149). Thus, this statute establishes the significance of

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

these routes in St. James, Santee to the local community and to regional governmental business.

- Statute 687 (assented to March 8, 1741) “An Act for settling a ferry on Santee River on the way leading from Charlestown to Williamsburgh, and for vesting the said ferry in Joseph Murray, his Executors, Administrators, and Assigns, for the term of seven years; and to enable the Commissioners of the public roads near the said ferry to lay out, make, and keep in repair, a road on each side of the said river, leading towards the said ferry” (McCord 1840, 121). This statute is particularly noteworthy because it establishes that the Old Georgetown Road was considered an inter-colonial transportation route, connecting Charleston to at least Williamsburg, Virginia by 1741.
- Statute 776 (assented to May 31, 1751): “An act for establishing a Ferry over Santee River in the Parish of St. James, Santee, from the Plantation commonly called Courage’s Plantation, on the North side of the said River, to the Place commonly called Jonathan Skrine’s on the South Side of the said River; and for vesting the said Ferry in Alexander Dupont his Executors, Administrators and Assigns for the term of seven Years” (McCord 1840, 153). Interesting to note that the *Journal of the Commons House of Assembly*, edited by Nicholas Olsberg, includes notes about the justification for the location of the ferry as “a public House having been always kept on the same for the convenience and entertainment of Travellers,” which further suggests that this route was frequently used by individuals traveling north and south along the eastern coast, as opposed to just residents of the Parish (Olsberg 1989, 65).

One of the features of the Old Georgetown Road that marks it as an important transportation route are the public houses, like the one mentioned above in Statute 776, that were interspersed along the route. According to David Doar, “All along the road from Charleston to Georgetown houses were built and kept for accommodation of passengers and for furnishing relay of horses. The first at ten mile, called in my day ‘Mulatto Town,’ one at 15 mile, one at 21, one at 32, and one at Lynch’s now Mazyck’s Ferry” (Doar, 1907 26). This last public house, which was located on the south side of the South Santee River, was called Halwell’s Tavern (Neuffer, vol. 14: 35). Doar notes that “Lumbering four-horse stages went along to and fro daily, carrying passengers and connecting at Georgetown with others bound further north...along the road between each house large wells were dug, beside the road, for the purpose of watering the horses” (Doar, 1907, 26).

While John Lawson notes that the French Huguenot settlers of St. James, Santee were primarily occupied with Indian trade, by the middle of the 18<sup>th</sup>-century, the economy had shifted toward indigo and then rice cultivation, and St. James, Santee plantations became part of the vast rice economy of the South Carolina Lowcountry. By 1754, the colony’s largest export was rice, and its exportation allowed the region to become the wealthiest in the nation from the 1750s through the first quarter of the 19<sup>th</sup> century (Bonner 2002, 87). The amount of rice processed in St. James, Santee increased substantially after 1787. In that year Jonathan Lucas, an English-born

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

millwright who had recently immigrated to South Carolina, developed a new water-powered, pounding mill design for dehusking rice grains. Lucas constructed mills on Peachtree Plantation, on Washo plantation for Mrs. Middleton; on the Winyah Bay property of Gen. Peter Horry on his, on Fairfield Plantation on the Waccamaw of Gen. Peter Horry, and on Millbrook for Andrew Johnstone (McLaughlin and Todman 2004, 42). The proliferation of rice mills in St. James, Santee and the dependable connection between St. James, Santee and Charleston afforded by the Old Georgetown Road thus advanced the economic success of the region during the colonial period.

While agriculture continued to drive the economy of St. James, Santee during the 19<sup>th</sup> century, “indigo and rice on upper Santee was abandoned, and cotton took their place,” (Doar 1907, 13). The cotton planted was a grade “called in the market ‘Santees,’ and better staple than common short cotton” (Doar, 1907, 13). With the advent of the cotton gin in 1794 came cultivation and production increases in the region. David Doar remembers one building at Mr. McClellan’s place—modern day McClellanville—that housed several gins “in rooms above turned by mules walking in a circle below” (Doar 1907, 14).

The Old Georgetown Road also became a vital transportation route for the region’s naval stores industry from the years prior to the Revolutionary War through the 1930s. The industry, which developed because of the rich longleaf pine forests in St. James, Santee, evolved from tar and pitch to turpentine and then resin (Bonner 2002, 85). Tar and pitch were used as caulking materials in the shipping industry and were harvested from dead pine. Doar reports that John Palmer was the “progenitor” of the naval stores industry in the region and that he was so successful, he was known as “Turpentine John” (Doar 1907, 10). According to Walter Bonner, Palmer lived in the upper portion of St. James, Santee, later incorporated into St. Stephen Parish, and the two Palmer Bridges over Wambaw Creek were named after him (Bonner 2002, 85).

Beyond its role in the development of St. James, Santee’s economy, the Old Georgetown Road also played a role in national transportation as part of the national post route. According to the United States Postal Service, organized mail service came to the colonies in 1692 when the British Crown made a twenty-one year grant to Thomas Neale to develop a North American postal system (Colonial Times, about.usps.com). Among the postmaster generals to serve the crown was Benjamin Franklin, appointed in 1753. Under Franklin, “new surveys were made, milestones were placed on principal roads, and new and shorter routes were laid out” (Colonial Times, about.usps.com). Franklin is also credited for enabling the postal service to turn a profit. By the time Franklin was dismissed from his post in 1774 because of his colonial sympathies, post roads existed between Florida and Maine and between New York and Canada.

Evidence exists as early as 1773 that the Old Georgetown Road was part of the official postal route. In the early 1770s, Hugh Finlay, as part of his position as postal surveyor under the British Postmaster General, was assigned the job of mapping the most expeditious postal routes in British North America. This resulted in a trip to Charleston in December of 1773, from where he traveled first to Savannah and then north to Wilmington. He left Charleston on January 13, 1774

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

“proceeded to Hobcau 4 miles in a boat, and on horseback 17 miles before dinner, and 23 ½ after dinner to Santee ferry—the road very good, but sandy in a few places” (Finlay 1867, 62).

Finlay’s notes are also indicative of the rural nature of the road and the fact that the land nearest the road was not the site of many dwellings. He writes that were travelers to stay with “Gentlemen and Planters living on the road...one would be obliged sometimes to ride 6 or 8 miles out of the road to get to the gentlemen’s seat, at which you intend to lodge” (Finlay 1867, 62).

Upon reaching Georgetown, Finlay notes that he found “Post Masters bills from Charles Town but none from any other place” (Finlay 1867, 63). His later journal entries from North Carolina also suggest that the route he was traveling was the primary land route from Charleston to New York. On January 20<sup>th</sup> he writes: “At present it is long before an answer can be had between Charles Town and New York (they say it requires ten weeks)...but would be of infinite utility if it were once so regulated as to convey letters from New York to Charleston in 16, 18 or 28 days” (Finlay 1867, 70). Finlay goes on to say that while there was “a Post for the Northward [from Charleston] every fortnight,” there are problems with the north-south postal route “owing to some mismanagement at the Junction of the Northern and Southern Districts” (Finlay 1867, 70). This statement suggests that Old Georgetown Road was part of the established route and that this single land route—including the Old Georgetown Road, which Finlay had earlier traveled—connected the cities.

Later references to the Old Georgetown Road’s use as a postal route are prevalent in the first quarter of the 19<sup>th</sup> century as part of notices in various east coast newspapers. In most of these articles, the reference is specific to the 32 Mile House, the tavern located at the thirty-two mile point of the Old Georgetown Road. The fact that these postal notices were printed not only in Charleston papers, but also in papers in New York, Connecticut, and Maryland, is further proof that the Old Georgetown Road was part of the national postal route and thus significant to national communication and transportation. Specific references include:

- October 18, 1815 in New York’s Commercial Advertiser: “October 10—We are sorry to learn, that on Saturday last, the kitchen and stables, attached to the 32 Mile House, (the stopping place for the northern mail stage, between this city and Georgetown, S.C.) were entirely consumed by fire.” The notice also mentions a Mr. Jones, “on whom this heavy loss has fallen” who served as the postmaster at the 32 Mile House. That this notice was printed in New York suggests that the results of this fire—and any disruption in service it caused—would affect residents in New York City, likely because the north-south postal route was the only route. A break in the line would disrupt service throughout.
- November 21, 1818 in Charleston’s City Gazette and Daily Advertiser: “Ran away from the subscriber at the 32 Mile House on the Northern Stage Road...” This was posted by Elias Jones “at the 32 Mile House.”

Old Georgetown Road

Name of Property

Charleston County, SC

County and State

- August 12, 1819 in Charleston's City Gazette and Daily Advertiser: "No Northern Mail was received yesterday. Mr. Jones, the Mail Contractor, writes thus: '32 Mile House, Aug. 10, 1819. The Driver arrived at Pee Dee this morning, without a mail. He could not tell where the failure is.'"
- October 15, 1822 the Baltimore Patriot printed an excerpt of a letter from the Mail Contractor, Elias Jones to Charleston's Post Master in regards to mail stoppages due to a September Hurricane. Jones writes, "the driver which went to the north with the mail on the 28<sup>th</sup> of Sept. has never been heard of, that there has been no communication with Fayetteville since the storm." That Jones mentions a lack of communications with Fayetteville, North Carolina suggests that communication and travel between the Old Georgetown Road and Fayetteville had previously been regular. That this notice was printed in Baltimore again suggests that the postal system had a single route, and thus a disruption in South Carolina would affect communication and deliveries in the mid-Atlantic region.
- October 17, 1822 in Middletown, Connecticut's Middlesex Gazette an article appeared about mail stoppages due of a hurricane "of the 17<sup>th</sup> ult." The article states, "At Georgetown and the neighborhood the disasters were more calamitous than at Charleston." Specifically, "No mail had reached Charleston from the northward of Georgetown since the storm." The article quotes a letter from the Contractor posted at the 32 Mile House (see above excerpt from the Baltimore Patriot), and continues: "The Postmaster at Charleston has given notice that no mails will be dispatched for the North on the usual route at present." The article ends by stating that back mail would be forwarded by a schooner. It is particularly significant to note that the back-up route was not another land route. Again, this points to a single, primary north-south transportation and communications route between the states at the time.
- March 10, 1832 in Charleston's The Southern Patriot: A notice was printed stating that the Charleston Post Master had received "no papers this day North of Baltimore." This notice included a letter from John Brewerton from the 32 Mile House stating that "the Santees are rising very fast...I shall try to forward the mail as usual, but should there be any time lost you will have to attribute it to the freshet." This notice is further evidence of the use of the Old Georgetown road as a regular stage, communications, and inter-state transportation route.

As an established transportation route, Old Georgetown Road also played a role in the movement of troops and supplies during the Revolutionary War, as well as in establishing control of the region between Georgetown and Charleston. The lands east and west of the Santee Rivers were the sites of many skirmishes and battles, including at Nelson's Ferry, Black Mingo, Fort Motte, Fort Watson, and Georgetown, Lenud's Ferry, and Sampit Bridge. As has previously been established, the Old Georgetown Road was the primary, if not the only, dependable north-south

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

transportation route from Charleston, up and across the Santee Rivers, to Georgetown and the Peedee River beyond, and thus was critical to maintaining control of the region and of allowing and prohibiting troops to reach Charleston.

The following provide evidence of the crucial role that the Old Georgetown Road played as a transportation corridor during the Revolutionary War:

- In a letter dated August 17<sup>th</sup>, 1780 to Peter Horry, General Marion writes, “You will take command of such men as will be collected from Capts. Bonneau, Mitchell and Benson companies and proceed to Santee from the lower ferry to Lenud’s, and destroy all boats, and canoes on river and post guards so as to prevent persons crossing to or from Charleston on either side of the river” (Gibbes 1853, 11). The lower ferry on the Santee was Mazyck’s Ferry, the site of Halwell’s Tavern, along the Old Georgetown Road. Horry’s statement suggests that the Old Georgetown Road was the route through which the British would try to pass to and from Charleston.
- In a letter dated January 23, 1782 to Peter Horry, General Marion writes, “I think you had best move to Wambaw, where forage can be had...as your new position at Wambaw will be more secure, your men will not be so much harassed. I wrote to you in my last that no boats or persons should pass from or to Charles Town without you or my passport, and you will therefore regard no other” (Gibbes 1853, 240-241). The road to Charles Town—the Old Georgetown Road—was just to the east of Wambaw, and thus Horry’s position would have enabled him to stop passage of those going to and from Charleston along the road. At the time, Marion was at the general assembly meetings in Jacksonborough as a representative of St. Stephen’s Parish.
- In February 1782, when General Marion received word through General Greene that the British Colonel Coffin was attacking Col. Horry and Col. Maham’s troops south of the Santee, he set off from Jacksonborough to the Santee. Both Simms and Boddie state that Marion collected Col. Maham’s cavalry, and stopped to rest at Tidyman’s plantation, just west of Wambaw Creek and the Old Georgetown Road on the south side of the South Santee (Boddie 2000, 244). After restoring the brigade at Snow’s Island, Marion moved his brigade “back to its place south of the Santee” (Boddie 2000, 245). Boddie goes on to describe that while the brigade had departed this area, the British had stolen thousands of slaves and cattle from the region. Upon returning, Marion “ordered scouts to ride all over that section north of the city every day, as far south as Haddrell’s Point, within sight of Charles Town, and the Red Coats foraged no more” (Boddie 2000, 245). As previously established, traveling from the South Santee to Haddrell’s Point followed a single route, down the Old Georgetown Road.

After the war, George Washington utilized the road during his 1791 “Tour of the Southern States,” which took him down the entire 6.6-mile portion of the Old Georgetown Road included in this nomination. This usage indicates that the Old Georgetown Road remained the primary



Old Georgetown Road

Charleston County, SC

Name of Property

County and State

north-south transportation route on the east coast after the Revolutionary War. According to Terry W. Lipscomb, in his book *South Carolina in 1791: George Washington's Southern Tour*, Washington had several goals for this trip, including learning more about the southern states' leaders, citizens, and economies; "promoting the new federal union;" improving his health after suffering from what was originally diagnosed as a fatal case of pneumonia, and "assessing the danger of a 'whiskey rebellion'" after implementing an excise tax on distilled spirits. (Lipscomb, 1993, 1-2). As Washington put it, he wanted to become "better acquainted with [the states'] principal characters and internal circumstances, as well as to be more accessible to numbers of well-informed persons who might give useful information and advice on political subjects" (Ford 1891, 392). According to Lipscomb, Washington was a meticulous planner: "he had mapped the route, calculated the mileage, estimated the rate of progress, and planned the length of his stop at each town (Lipscomb, 1993, 2). This level of attention to detail reinforces the theory that the Old Georgetown Road was known to be a dependable road to those outside St. James, Santee—or else the President would not have planned to travel down it. From Washington's travel equipage—"a coach and four, a two-horse bagged wagon, four horses for his outriders, and a riding horse for himself"—it can be inferred that the Old Georgetown Road was wide enough and continued to be in good-enough condition to support carriages and stages (Lipscomb, 1993, 3).

Washington's description of the road itself parallels—to a great extent—the present day description of the road: "sand and pine barrens, with very few inhabitants" thus lending support the historical integrity of the rural setting that the road retains today (Lossing 1860, 181). Prior to reaching St. James, Santee, Washington writes that he arrived at "Capt. Wm. Alston's on the Waggemau to Breakfast" (Lossing 1860, 178). Here Washington reports that he was met by "General Moultrie, Colonel Washington, and Mr. Rutledge (son of the present Chief Justice of South Carolina), who had come out thus far to escort me to town" (Lossing 1860, 178). The town in question is Charleston. After visiting Georgetown, Washington writes on May 1<sup>st</sup>: "Left Georgetown about 6 o'clock and crossing the Santee Creek at the town and the Santee River, 12 miles from it at Lynch's Island, we breakfasted and dined at Mrs. Horry's about 15 miles from Georgetown" (Lossing 1860, 179). The Horry's Plantation was Hampton Plantation, through which the Old Georgetown Road runs, both north and south of Rutledge Road. This stop was more than a social one. Harriott Pinckney Horry's mother, Eliza Lucas Pinckney, lived with her at Hampton, and Washington hoped either Thomas or Charles Cotesworth Pinckney, Eliza Pinckney's sons, would take a job as part of his administration (Lipscomb, 1993, 17). Washington's route then took him to the Manigault's Salt Hope Plantation, along Awendaw Creek, to Governor Pinckney's at Snee Farm, and then to ferry at Haddrell's Point.

The portion of the Old Georgetown Road in this nomination continued as part of the primary transportation route along the eastern coast of South Carolina until the construction of Route 40 (modern-day Highway 17) a few miles east of the Old Georgetown Road in 1929. As Mrs. W.S. Allan wrote in her April 1930 presentation, entitled "The Kings Highway," this new route, "after the manner of modern highways, demonstrates its belief in the geometric axiom that a straight line is the shortest distance between two points, by leaving the old winding King's Highway at

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

times for a shortening of the road” (Allan, 1930 12). Her speech helps to explain how the section of the Old Georgetown Road in this nomination was left unpaved—because the highway that was paved was a new, straighter route to the east. With the modern paved highway now serving as the main thoroughfare, this section of the Old Georgetown Road was able to retain a high degree of integrity and continue to convey its history as a largely intact section of one of the country’s earliest, and most well-travelled, transportation corridors.

**Developmental history/additional historic context information (if appropriate)**

The Old Georgetown Road has been referred to by many names over the centuries. Susannah Smith Miles explains that the road was originally known as the Sewee Broad Path in her book *The Sewee: The Island People of the Carolina Coast With Notes on Carolina Coastal Tribes*. The most detailed early documentation on the region and the Sewee Indians comes from John Lawson, the British naturalist and explorer and Surveyor General of North Carolina, in his book *A Journal of a Thousand Miles among Indians, from South to North Carolina* (1709). Lawson’s travels through the colonies began in Charleston on December 28, 1700, and his first destination was the Santee River. Upon arriving at the mouth of the river, Lawson describes coming upon the Sewee Indians “firing the Canes Swamps, which drives out the Game, then taking their particular Stands, kill great Quantities of both Bear, Deer, Turkies, and what wild Creatures the Parts afford” (Lawson 1709, 10). An earlier account of the Sewee comes from John Boone, a Barbadian planter who came to South Carolina in the early 1670s and became an Indian trader. He reported before the Grand Council in Charleston in 1675 that the Seewee were “in amity with the English” (Gregorie 1925, 9). Later in 1698, Boone applied for a survey of 500 acres where the Seewee lived (Gregorie 1925, 9). Called Mockand, it is part of Wadmacon Island, located in the fork of the North and South Santee Rivers, 15 miles inland, not far from where Lawson would later encounter the Santee. In his travel journal, Lawson reports that “These Sewees have been formerly a large Nation, though now very much decreas’d since the English hath seated their Land” (Lawson 1709, 10). Specifically, he notes that the Sewee lost a majority of their adult male population after a failed attempt to sail to England to participate in direct trade with the English. According to Lawson some of the sailing party were lost in a storm at sea, and others were sold as slaves (Lawson 1709, 12).

Lawson, from whom we have some of the earliest first-person written documentation of the road, refers to it simply as the “road from Charles-Town.” During the 19<sup>th</sup> century, newspaper accounts up and down the east coast refer to the road as the Northern Stage Road. An early reference to the Old Georgetown Road by the name “Georgetown Road” appears in Charleston’s *City Gazette and Daily Advisor*. A notice printed in the June 17, 1803 issue by Principal Assessor Sanders Glover announces the opportunity to appeal measurement and valuation of lands to the Assistant Assessors “in St. James Santee, on Wednesday the 22d of June, at Murrell’s old tavern on the Georgetown road.” David Doar uses the name “Georgetown Road” in his 1907 “Sketch of the Agricultural Society at St. James, Santee.” Today, many residents of the St. James, Santee region refer to the road as the King’s Highway, a name that seems to have

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

come into use sometime after the first quarter of the 20<sup>th</sup> century. Mrs. W.S. Allan gave a presentation entitled "The King's Highway" to the Rebecca Motte Chapter of the Daughters of the American Revolution in Charleston on April 12, 1930. In her speech, she describes the route north from Charleston through Georgetown. Walter Bonner also uses the name "The King's Highway" to describe the portion of the Old Georgetown Road by the 32-mile house in his 2002 book *Home in the Village: McClellanville in Old St. James Santee Parish*.

In addition to its evolving name, the Old Georgetown Road's role as a main transportation also helped to facilitate the development of the social, cultural, and economic life of the surrounding region, and the area surrounding this 6.6 mile long section of that road continues to bear evidence of these developments. Arguably, the single most important addition to the Old Georgetown Road in the colonial period was the construction of The St. James Santee Church, also known as the Brick Church at Wambaw, in 1768. This church was designated a National Historic Landmark in 1970. The church became the primary place of worship for the descendants of the original French Huguenot community in St. James, Santee, and its location along the Old Georgetown Road marks the road as important transportation route within the developing region. According to local historians Anne Baker, Leland Bridges and Roy Williams III, "The prosperity of the planters of the lower Santee is reflected in the beauty and proportions of St. James Santee Parish Church or Wambaw Church" (Bridges and Williams 1997, 57).

The land surrounding the Old Georgetown Road also demonstrates the legacy of economic development along its path. The forested land surrounding Old Georgetown Road still shows evidence of various phases of the naval stores industry. Doar states that the "many tar mounds in our woods testify" to the prevalence of tar production throughout St. James, Santee (Doar 1907, 9). On the northern one-mile portion of the road in this nomination, which runs from the South Santee River to Rutledge Road, stone was incorporated into the roadbed at some point during the 20<sup>th</sup>-century to accommodate heavy logging trucks. On the southern portion of the road are lands that once belonged to the turpentine producer Lofton; Lofton's tracts became part of the Francis Marion National Forest in 1936 when the family sold its lands to the federal government due to financial losses (Bonner 2002, 86). This visible legacy serves as evidence of the important role played by this thoroughfare to the development of the surrounding region and also suggests the high degree of historic integrity retained by this portion of the Old Georgetown Road.

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

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Old Georgetown Road

Charleston County, SC

Name of Property

County and State

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Name of Property

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County and State

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Charleston County, SC

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Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_



Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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## 10. Geographical Data

Acreeage of Property 16.57

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: NAD 1927

(enter coordinates to 6 decimal places)

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- 02 Latitude 33.0731692284 Longitude -79.2920472491
- 03 Latitude 33.0742564134 Longitude -79.2909478295
- 04 Latitude 33.0742293016 Longitude -79.2908868628
- 05 Latitude 33.0750106493 Longitude -79.2904722001
- 06 Latitude 33.0750139036 Longitude -79.2904045579
- 07 Latitude 33.0759729357 Longitude -79.2904596687
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- 10 Latitude 33.0808829001 Longitude -79.2907475513
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- 12 Latitude 33.0825706371 Longitude -79.2910963312
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- 20 Latitude 33.0917101079 Longitude -79.2843033967
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- 24 Latitude 33.0951568494 Longitude -79.2817136821
- 25 Latitude 33.1004846060 Longitude -79.2815435537
- 26 Latitude 33.1004432848 Longitude -79.2814666447
- 27 Latitude 33.1016259382 Longitude -79.2758307859
- 28 Latitude 33.1015725878 Longitude -79.2757818685

Old Georgetown Road

Charleston County, SC  
County and State

Name of Property

- 29 Latitude 33.1031992100 Longitude -79.2735667238
- 30 Latitude 33.1031587649 Longitude -79.2734918422
- 31 Latitude 33.1044446546 Longitude -79.2712788505
- 32 Latitude 33.1044026948 Longitude -79.2712089370
- 33 Latitude 33.1103839050 Longitude -79.2637511849
- 34 Latitude 33.1103399027 Longitude -79.2637099167
- 35 Latitude 33.1122768176 Longitude -79.2601219111
- 36 Latitude 33.1122254494 Longitude -79.2600852727
- 37 Latitude 33.1133611597 Longitude -79.2539438851
- 38 Latitude 33.1133213007 Longitude -79.2538844133
- 39 Latitude 33.1147078050 Longitude -79.2529028969
- 40 Latitude 33.1146833008 Longitude -79.2528468116
- 41 Latitude 33.1150445645 Longitude -79.2523504073
- 42 Latitude 33.1149958021 Longitude -79.2523070539
- 43 Latitude 33.1155051833 Longitude -79.2515284752
- 44 Latitude 33.1154650923 Longitude -79.2514783530

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The portion of the Old Georgetown Road in this nomination extends a total of 6.6 miles. Its northern terminus is where the Old Georgetown Road meets the South Santee River. Its southern terminus is at the intersection of the Old Georgetown Road and SC Highway 45. The boundary encompasses the road and its right of way. The boundary of the Old Georgetown Road is also shown on the accompanying map entitled "Old Georgetown Road,"

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

-79.2515284752) and 44 (Lat: 33.1154650923, Long: -79.2514783530) and on its southern terminus by points labeled 1 (Lat: 33.0732239318, Long: -79.2921237158) and 2 (Lat: 33.0731692284, Long: -79.2920472491).

**Boundary Justification** (Explain why the boundaries were selected.) The boundaries were selected because they encompass both the unpaved private section and the unpaved public section of the Old Georgetown Road. The boundary was drawn to include all of the contiguous section of the Old Georgetown Road that retains the highest degree of historic integrity from the period of significance.

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**11. Form Prepared By**

name/title: Selden Hill  
organization: The Village Museum  
street & number: 401 Pinckney Street (PO Box 595)  
city or town: McClellanville state: SC zip code: 29458  
e-mail: villagemuseum@tds.net  
telephone: 843.887.3030  
date: February 28, 2013

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Old Georgetown Road  
Name of Property

Charleston County, SC  
County and State

### Property Owners:

The southern portion of the road in this application, from Rutledge Road to SC Highway 45, is a Charleston County road. The northern section of the road, from Rutledge Road to the South Santee River, is privately owned by three parties:

1. White Oak Forestry Co.: Michael Prevost, President  
270 North Santee River Road, Georgetown, SC 29440  
(843) 847-1819  
[Mprevost@postandcourier.com](mailto:Mprevost@postandcourier.com)
2. Gilbreth Real Estate, LLC: John Barnwell  
134 Columbus Street, Charleston, SC 29403  
(843) 937-5781  
[jbarnwell@postandcourier.com](mailto:jbarnwell@postandcourier.com)
3. Hampton Inc.: Don Rutledge, President  
3 Formosa Drive, Charleston, SC 29407  
(843) 830-0009  
[don\\_rutledge@kiawahisland.com](mailto:don_rutledge@kiawahisland.com)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Old Georgetown Road

City or Vicinity: McClellanville

County: Charleston

State: SC

Photographer: Selden Hill

Date Photographed: December 2012 and March 2013

Description of Photograph(s) and number, include description of view indicating direction of camera: For miles noted, mile marker 0.0 refers to the northern terminus, and 6.6 to the southern terminus.

Old Georgetown Road

Charleston County, SC

Name of Property

County and State

Photo #1 View of the southern terminus of the portion of the Old Georgetown Road (mile 6.6) in this application, the intersection of Old Georgetown Road and SC Highway 45. The camera faces north in this photo.

Photo #2 View of the Old Georgetown Road at mile 1.2. The camera faces south in this photo.

Photo #3 View of St. James Santee Parish Church, located at mile three of Old Georgetown Road. The camera faces west in this photo.

Photo #4 Close up of young longleaf pine trees, located along the edge of Old Georgetown Road at mile 2.8. The camera faces east in this photo.

Photo #5 View of Old Georgetown Road at mile 2.9. The camera faces north in this photo.

Photo #6 View of Old Georgetown Road at mile 2.7. Note the White Oak Forestry signage on a longleaf pine tree, located on the edge of Old Georgetown Road. The camera faces north in this photo.

Photo #7 View of the Old Georgetown Road at mile 2.7. The camera faces south in this photo.

Photo #8 View of Jones Pond, part of the Carolina Bay located along the western side of Old Georgetown Road, at mile 1.4. The camera faces west in this photo.

Photo #9 View of the intersection of Rutledge Road and Old Georgetown Road at mile one. This photo was taken from the private portion of the road (foreground) looking south across Rutledge Road and down the public Charleston County portion of the road.

Photo #10 View of the private portion of Old Georgetown Road at mile one. The camera faces north in this photo, toward the South Santee River.

Photo #11 View of the northern terminus of the portion of Old Georgetown Road on the banks of the South Santee River. The camera faces north in this photo.

Old Georgetown Road  
Name of Property

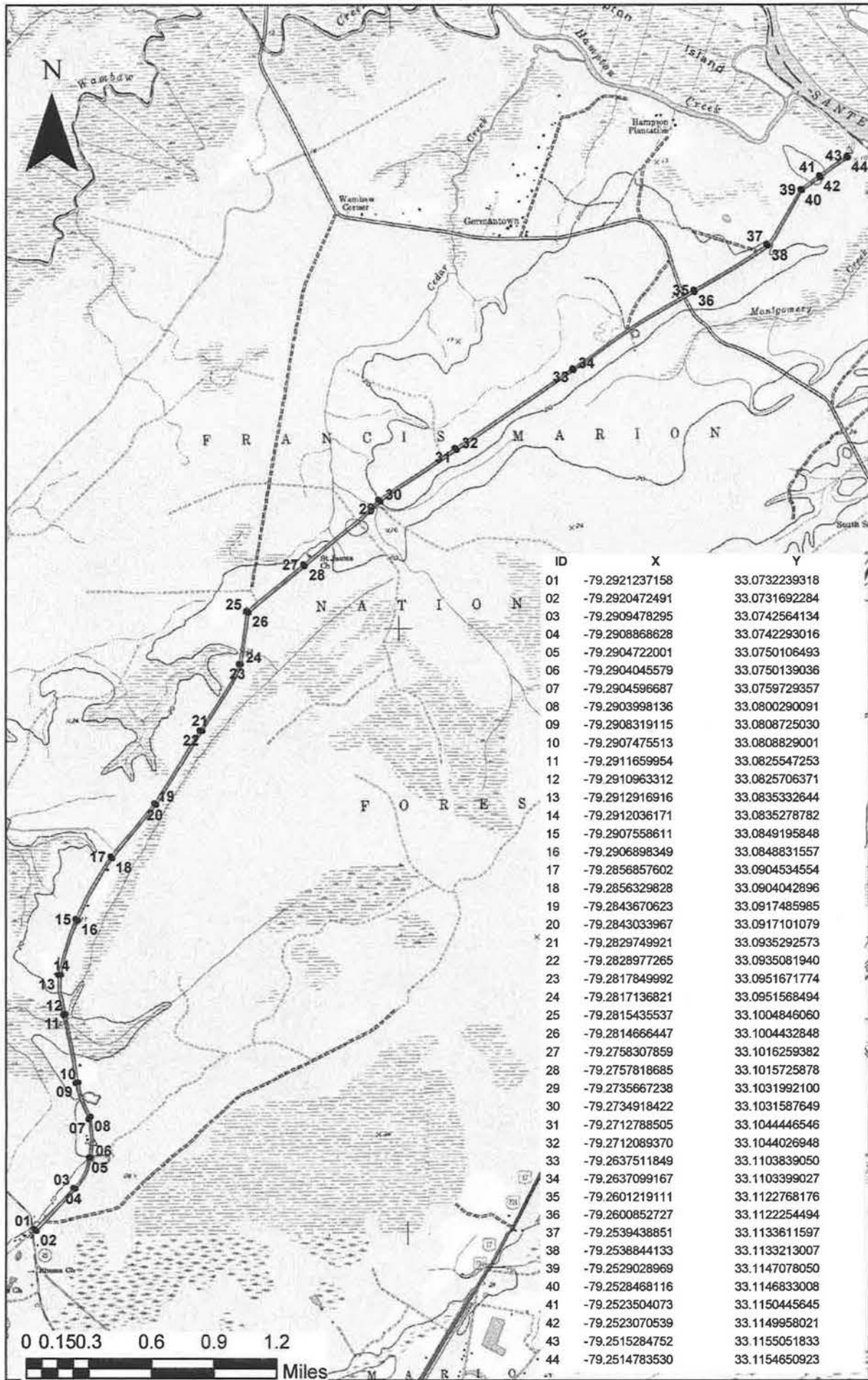
Charleston County, SC  
County and State

Photo #12 View of the northern terminus of the portion of Old Georgetown Road in this application, on the banks of the South Santee River. The camera faces south in this photo.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**Old Georgetown Road**  
 Charleston County, South Carolina  
 NAD 1927 UTM Zone 17N



ID	X	Y
01	-79.2921237158	33.0732239318
02	-79.2920472491	33.0731692284
03	-79.2909478295	33.0742564134
04	-79.2908868628	33.0742293016
05	-79.2904722001	33.0750106493
06	-79.2904045579	33.0750139036
07	-79.2904596687	33.0759729357
08	-79.2903998136	33.0800290091
09	-79.2908319115	33.0808725030
10	-79.2907475513	33.0808829001
11	-79.2911659954	33.0825547253
12	-79.2910963312	33.0825706371
13	-79.2912916916	33.0835332644
14	-79.2912036171	33.0835278782
15	-79.2907558611	33.0849195848
16	-79.2906898349	33.0848831557
17	-79.2856857602	33.0904534554
18	-79.2856329828	33.0904042896
19	-79.2843670623	33.0917485985
20	-79.2843033967	33.0917101079
21	-79.2829749921	33.0935292573
22	-79.2828977265	33.0935081940
23	-79.2817849992	33.0951671774
24	-79.2817136821	33.0951568494
25	-79.2815435537	33.1004846060
26	-79.2814666447	33.1004432848
27	-79.2758307859	33.1016259382
28	-79.2757818685	33.1015725878
29	-79.2735667238	33.1031992100
30	-79.2734918422	33.1031587649
31	-79.2712788505	33.104446546
32	-79.2712089370	33.1044026948
33	-79.2637511849	33.1103839050
34	-79.2637099167	33.1103399027
35	-79.2601219111	33.1122768176
36	-79.2600852727	33.1122254494
37	-79.2539438851	33.1133611597
38	-79.2538844133	33.1133213007
39	-79.2529028969	33.1147078050
40	-79.2528468116	33.1146833008
41	-79.2523504073	33.1150445645
42	-79.2523070539	33.1149958021
43	-79.2515284752	33.1155051833
44	-79.2514783530	33.1154650923





















Rutledge Rd  
Old Georgetown W









UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Old Georgetown Road  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: SOUTH CAROLINA, Charleston

DATE RECEIVED: 5/21/14 DATE OF PENDING LIST: 6/12/14  
DATE OF 16TH DAY: 6/27/14 DATE OF 45TH DAY: 7/07/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000382

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: ~~N~~ LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 6/27/14 DATE

ABSTRACT/SUMMARY COMMENTS:

*transportation local level*  
*POS*  
*c. 1670 - c. 1940*

Entered in  
The National Register  
of  
Historic Places

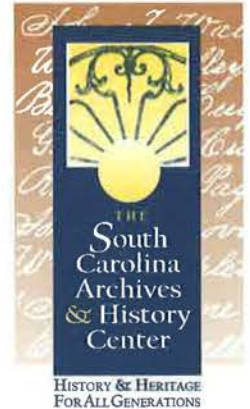
RECOM./CRITERIA A

REVIEWER Paul Loeber DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE 6/27/14

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



May 16, 2014

Ms. Carol Shull  
Interim Keeper, National Register of Historic Places  
U.S. Department of the Interior  
National Park Service  
1201 Eye (I) Street, NW, 8th Floor  
Washington, DC 20005

Dear Ms. Shull:

Please find enclosed the National Register nomination for the Old Georgetown Road, McClellanville vicinity, Charleston County, South Carolina, recently approved by the South Carolina State Board of Review.

We are submitting this nomination for listing in the Register.

If we may be of any further assistance, please do not hesitate to contact me at the address below, at (803) 896-6172, by fax at (803) 896-6167, or by e-mail at sauls@scdah.state.sc.us.

Sincerely,

Bradley S. Sauls  
Supervisor of Survey, Registration and Grants  
State Historic Preservation Office

Recommendation: SLR Return      Action: SLR Return None

**Documentation Issues-Discussion Sheet**

State Name: SC    County Name Charleston      Resource Name Old Georgetown Road

Reference No. 14-382      Multiple Name \_\_\_\_\_

**Solution:**

**Problem:** 44 UTMS in interest of time entered ~~108~~ (each end and major deviations) ~~was~~ Decides taken out to 10 decimal places. only 6 are required and were coded centered coord. 1, 5, 14, 23, 26, 38, 40, & 44.

**Resolution:**

SLR:    Yes    No

Database Change: