

We are overjoyed to announce the protection of the portion of Old Georgetown Road on which the Brick Church at Wambaw stands...Many thanks to Bud Hill and Michael Prevost who led the project, and to Jessica Garrett who authored the statement below. Read on for a glimpse of the fascinating history of the road. The bibliography, in particular, is very helpful.

Excerpts from the Application to the United States Department of the Interior-National Park Service - National Register of Historic Places Registration Form to designate a portion of Old Georgetown Road as a Protected Road.

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.)

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 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 20th century, a resurgence of interest in the state's history brought travelers to the region and road for tourism.

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 30 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 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, Turkeys, 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 Sewee were “in amity with the English” (Gregorie 1925, 9). Later in 1698, Boone applied for a survey of 500 acres where the Sewee 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).

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 15 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” which suggests that the road was a route for 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 18th-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 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 Huguenot settlers of St. James, Santee were primarily occupied with Indian trade, by the middle of the 18th-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 19th century (Bonner 2002, 87). The amount of rice processed in St. James, Santee increased substantially after the 1787 invention of the rice mill in St. James, Santee by English millwright Jonathan Lucas. 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.

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).

While agriculture continued to drive the economy of St. James, Santee during the 19th 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. 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. David 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).

The second iteration of the naval stores industry to become successful in St. James, Santee was the production of turpentine, which was used in the production of lampblack, lamp oil, paint thinner, wood preservers, and rubber. Unlike the tar and pitch industry, which relied on dead pine, the production of turpentine required slashing of mature pine trees to collect sap, which was then distilled to make the final product. As Bonner reports, this made the industry a “migratory” one “because orchards of mature pines were exhausted in five to ten years” (Bonner 2002, 86). Bonner notes that Henry Michael Lofton, who moved to St. James, Santee in 1872, purchased thousands of acres for this purpose. Doar also notes the success of a Mr. Boswell Skipper, who came to the region from North Carolina in 1858, but he subsequently mentions that while Skipper’s operation had grown to “large proportions” it was, by the time of his 1907 address, “languishing for lack of trees” (Doar 1907, 10). Bonner reports that the final stage of the naval stores industry involved the extraction of resin, which Bonner himself remembers seeing on trips to the region in the 1930s and during World War II (Bonner 2002, 86).

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 1-mile portion of the road that runs from the South Santee River to Rutledge Road in this application, stone was incorporated into the roadbed at some point during the 20th-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 when the family sold its lands to the government due to losses in 1936 (Bonner 2002, 86).

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 21-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 “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 20th, 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’s “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.

With the start of the Revolutionary War came changes to the postal system. In 1775 at the Second Continental Congress, just three weeks after the battles of Lexington and Concord, Benjamin Franklin became chair of a committee to consider a national postal system; just two months later, Congress formed the postal service with Franklin as Postmaster General. The U.S. Constitution gave Congress the power to “establish post offices and post roads,” and henceforth the national postal system grew at a rapid rate (The Constitution and the Post Office, about.usps.com). According to the U.S. Postal Service, while there were just 75 post offices in 1790, by 1828 there were 7,530. (The Postal Role in U.S. Development, about.usps.com) Later references to the Old Georgetown Road’s use as a postal route are prevalent in the first quarter of the 19th 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 32-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, are 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 a singular 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.”
- 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 28th 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 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 17th 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 rout 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. John Rutledge, President of the Republic of South Carolina put this area—from Charleston to the Peedee River along the Atlantic Coast, and inland along the Peedee to Camden and back down to Charleston—under the command of Brigadier General Francis Marion in 1780 (Boddie 2000, 109). Marion, who was given the moniker "the Swamp Fox" by British Colonel Banastre Tarleton. was at least twice the only commander of American troops in all of South Carolina: first, after the fall of Charles Town on May 12, 1780 until General Nathaniel Greene arrived on December 4, 1780; again, in March of 1781 when Gen. Greene and Col. Lee left South Carolina ahead of Cornwallis (Boddie 2000, 93 and 161). According to Boddie, Marion was "the man who had kept [the British] from the complete domination of the province since the fall of Charles Town, the only man who held an acre of its territory for American independence" (Boddie 2000, 161). In fact, during the earlier period, Marion was the only person in South Carolina or Georgia who "held or tried to hold" land from the British—that portion being equal to 1/3rd of South Carolina (Boddie 2000, 93-94).

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 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 are evidence of the crucial role that the region, and its primary road, the Old Georgetown Road, played in the Revolutionary War:

1. In a letter dated August 17th, 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.
2. 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.
3. 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 was a singular route, down the Old Georgetown Road.

On the British side, while Major General Lord Charles Cornwallis was stationed primarily in Charleston and then in Camden, he did keep his headquarters for a time at Wambaw Plantation, along the Old Georgetown Road (Doar 1907, 34). At some point during his time in St. James, Santee, Cornwallis arrested Rev. Samuel Warren of the Brick Church (SJSBRC 2003, 24). British troops traveled throughout St. James, Santee under the command of Colonel Banastre Tarleton. An 84-year old St. James, Santee resident, Francis deLieseline, who wrote a narrative about his experiences during the Revolutionary War—likely in or around 1849 since he mentions that he was 15 before the Siege of Charleston in 1780—twice stated that “Tarleton with his legion and other troops overrun and had possession of all the country from Charleston to Santee River (Transactions 1897, 28). deLieseline’s description of Tarleton’s actions on his own family’s plantation, located “a little below Santee Ferry” suggest that Tarleton did more than travel through the region: he traversed “without opposition all the country between Charleston and Santee, plundering and destroying all the property of Whigs with an unsparing hand (Transactions 1897, 28 and 30).

The United States' first President George Washington's 1791 "Tour of the Southern States"—which took him down the entire 6.6-mile portion of the Old Georgetown Road in this application—indicates that the Old Georgetown Road remained the primary 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 (Lipsomb, 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—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 authenticating the historical nature of the road 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 1st: "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 application continued to be 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 times for a shortening of the road" (Allan, 1930 12). Her speech not only explains how this

section of the Old Georgetown Road in this application was left unpaved (since the highway that was paved was a new, straighter route to the east), but it also illustrates South Carolinians burgeoning interest in history and heritage tourism.

Articles in Charleston's newspapers during the 1920s and 1930s, including letters to the editor, further illustrate the growth of tourism in this region. These same articles most often center on McClellanville, located in St. James, Santee several miles east of the Old Georgetown Road, and right off the newly constructed Route 40, along Jeremy Creek. While the town was incorporated in 1926, as its first intendant H.T. Morrison explained to the *Evening Post* in 1929, "as a village, the summer resort of the rice and cotton planters of this end of the country, it dates back for many years" (*Evening Post*, August 8, 1929). In the interview, Morrison not only gives a short history of the town but also essentially markets the region as a tourist destination, saying "In full view of Cape Romain, and on the waters of Bull's Bay, it affords ample opportunity for bathing, boating, fishing, and hunting. With its magnificent liveoaks, flower gardens, and sea breezes it is a delightful place in which to spend a vacation and to visit." In a letter to the editor of *The News and Courier* six months earlier on February 9th, 1929, L.A. Beckman admonishes *The News and Courier* for failing to name McClellanville in an article on the cities celebrating the completion of Route 40. Beckman goes on to write, "People from all over the country are attracted to McClellanville in winter by the abundance of game that is fond in the woods and marshes that surround the town and in summer by the delightful seabreezes and excellent fishing."

While these newspaper articles illustrate the development of tourism based on the region's beauty and natural resources, it is Mrs. W.S. Allan's 1930 speech to the Rebecca Motte Chapter of the Daughters of the American Revolution that captures South Carolinians' growing interest in heritage tourism. After a brief description of Washington's travels down the Old Georgetown Road, Mrs. Allan provides a thorough physical description of the route and the plantations that lined the road from Mt. Pleasant, where Milton's Ferry once stood, to Georgetown. More importantly, at each location along the way, she places emphasis on the important events that took place along the road and connects the individuals who were born at or lived at these plantations to other important events in South Carolina history. In this way her virtual tour of The King's Highway becomes a lesson in broader South Carolina history. For example, in her description of Eldorado plantation, Mrs. Allan not only notes that it was built by General Thomas Pinckney, "the first American Minister appointed to the Court of St. James, and Minister to Spain in 1795," but she also tells the story of how Pinckney's marriage to a daughter of Rebecca Motte connects this site to the "patriotic burning of her home at Fort Motte to prevent its falling into enemy hands," (Allan, 1930, 8). Mrs. Allan's description of Hampton Plantation is similar: she describes the late husband of the original owner, Daniel Horry, as a "friend of Francis Marion" and goes on to tell how Marion once avoided capture by the British by escaping out the house's rear door (Allan, 1930, 9 and 10). Mrs. Allan's final statement captures the emotional side of heritage tourism—of connecting with the past through travel—which continued to bring people like her to the Old Georgetown Road in the first half of the 20th century: "But oh! For those who can sense it, the glamor of the past is still there over it all as surely as the gray moss on the age old oaks along 'The King's Highway'" (Allan, 1930, 18).

The Name of the Road: From the Sewee Broad Path to the Kings Highway

As documented earlier in the application, the Old Georgetown Road has been referred to by many names over the centuries. Suzannah 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*. John 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 19th 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 come into use sometime after the first quarter of the 20th 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 12th, 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*.

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