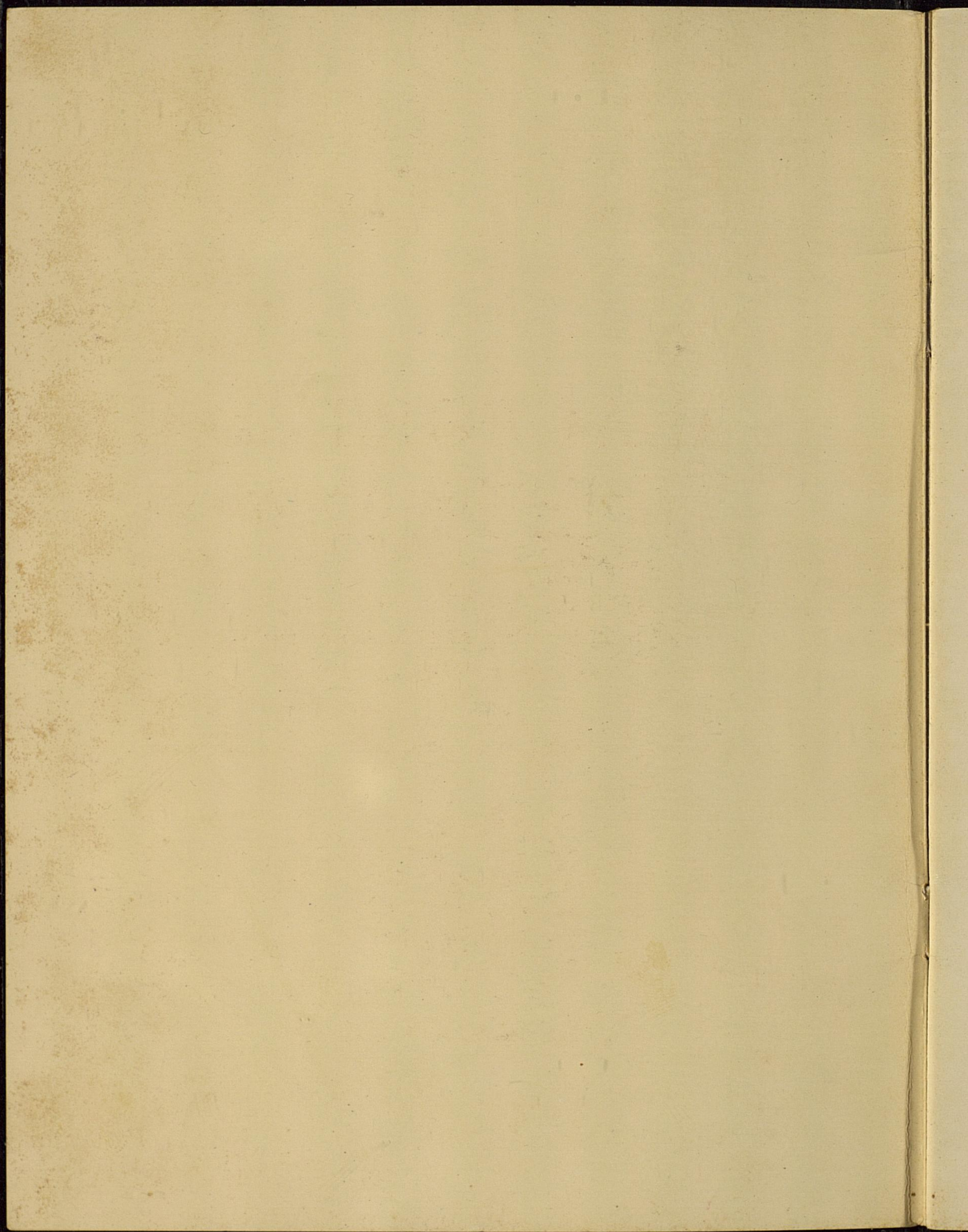




BEAUFORT

South Carolina

AMERICAN
G U I D E
S E R I E S



AMERICAN GUIDE SERIES



BEAUFORT *and*
The SEA ISLANDS

Prepared by

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WORKS PROGRESS ADMINISTRATION
SOUTH CAROLINA

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BEAUFORT *and* THE SEA ISLANDS

GENERAL INFORMATION

RAILROAD STATION: W. end of Depot St., Charleston and Western Carolina.

BUS STATION: West Street, Greyhound Lines.

AIRPORTS: Landing field, Lady's Island, 4.9 m. from Beaufort; U. S. Marine Corps Training Station, Parris Island, 12 m. from Beaufort.

PIERS: Bay St. between Scott and West Sts., Beaufort-Savannah Steamship Line, three round trips to Savannah weekly, fare \$1 each way; numerous docks on Bay St. between Carteret and Charles Sts. may be used by visitors following Intracoastal Waterway in their own ships.

TAXIS: Rates vary according to number of passengers and distance.

TRAFFIC REGULATIONS: Usual. Many one-way streets.

ACCOMMODATIONS: Three hotels; several tourist homes.

INFORMATION SERVICE: Chamber of Commerce, or City Manager, City Hall, SW. corner of Carteret and Craven Sts.

THEATERS: One motion picture theater in Beaufort, one on Parris Island, 10.3 m. from Beaufort.

SWIMMING: Burckmyer's Beach, Lady's Island, 3.7 m. from Beaufort; Colony Gardens, designed for use of residents there, 6.4 m. from Beaufort.

FISHING: Boats may be rented separately or with their owners acting as guides. Surf bass fishing on the Atlantic side of outlying islands; the vicinity of Beaufort is one of the few places where cobia can be caught. Best fishing seasons are March and April, black bass, sea bass, and drum fish; summer months, whiting, sheephead, flounder, and mullet; September and November, speckled sea trout.

HUNTING: Membership in a club is not essential. Local hunters owning dogs and preserves will serve as guides for reasonable compensation. Season's license for a non-resident is \$15.25. Seasons: September 1 to January 1, deer; September 15 to November 15 and December 15 to January 15, doves; Thanksgiving Day to March 1, quail.

TENNIS: W. end of Boundary St., public; U. S. Marine Corps Training Station, Parris Island, 12 m. from Beaufort.

GOLF: Colony Gardens, nine-hole course open to public, 50c greens fee, 6.4 m. from Beaufort; U. S. Marine Corps Training Station, 18 holes, Parris Island, 12 m. from Beaufort.

LIBRARY: Beaufort Library, NW. corner Carteret and Craven Sts., open to public; hours 4-6 week-days except Wednesdays; 10-12 Wednesdays; 8-10 Friday evenings.

ANNUAL EVENTS: Sailboat regatta, three days during middle of July. Boats from Charleston, Savannah, and neighboring islands participate. Evenings are featured by dances and parties; "Decoration Day," May 30, and preceding Sunday afternoon celebrated by Negroes; St. Helena Island annual fair, in fall, under auspices of Penn School.



River Scene — Annual Regatta

THE COUNTY

Conflict and a sense of destiny might characterize Beaufort. Calm and peaceful, now, with its flowers, palms and shade trees, its acres of vegetables for northern markets, its numerous islands and beaches, sleepy in the sun, its procession of oyster and shrimp boats going out in the morning, coming in late in the afternoon—there is little to testify to its past of Indian warfare, Spanish conquest, despairing French settlers, Scotsmen who were massacred, British attacks in Revolutionary times, capitulation to Federal troops, storms and hurricanes. From luxury and wealth to desolation and poverty, the county has bounced back and forth ever since its known history began in 1521.

Its charm has been preserved and is daily discovered anew. That it has conceded little to the average tourist taste is one of its most delightful features.

EARLY HISTORY

From its discovery by the Spanish in 1521, the rich land around Beaufort has been a center of contest, though little trace of the three unsuccessful contestants is evident today, except in some of the county names derived from them—Saint Helena from the Spanish "Punta de Santa Elena," "Port Royal" from the French of Ribaut, "Pocotaligo," "Coosaw," and others surviving from the Indians.

The determining factor in founding the town, as given by the Lords Proprietors, was that "a port upon the River called Port Royal" would be "the most proper place in that part of the province for ships of Great Britain to take in masts, pitch, tar, turpentine, and other naval stores."

From the early days when the Yamasee Indians in 1715 nearly wiped out the little band of colonists, until the present time the history of Beaufort has been one of wars and fluctuating prosperity.

BASIS OF PROSPERITY

Early settlers on this controversial frontier were adventurers from many sections and of many types—prosperous planters from Barbados, enterprising tradesmen from England, and indentured servants driven overseas by poverty. Contrary to instructions of the Lords Proprietors, they did not give much attention to cultivation of semi-tropical plants; they first exploited the county's natural resources, the naval stores and timber, sources of wealth more easily accessible.

As these were depleted, three crops successively served to revive the prosperity of the section: rice with its cultivation developed the plantation and Negro slave system which was to distinguish the South Carolina Low Country for the next century and a half; indigo next became the most important source of wealth until the bounty from England was discontinued after the American Revolution; and later sea island cotton proved vastly profitable.

EARLY PROSPERITY

Throughout these early days well-to-do planters of the section made Beaufort their summer home and established, according to a South Carolina historian, McCrady, "the foundation of a settlement which became the wealthiest, most aristocratic and cultivated town of its size in America."

Visitors came from many parts of the country and from abroad. A port of importance and on the regular coastal route which included Wilmington, North Carolina, Charleston, South Carolina, and Savannah, Georgia, Beaufort was then more in the direct line of travel than today. John Wesley and Bishop Francis Asbury stopped in Beaufort, as did Parson Weems, who died here. Stephen Elliott, the botanist, was born in Beaufort and figured as one of its important citizens.

With hundreds of acres of rich soils at their disposal, the planters began to experiment with long staple cotton on Hilton Head. This proved to be even finer than that of the Bahama Islands where the seed had been obtained. The characteristic plantation system of the sea islands, evolved from the production of this cotton, again brought wealth to this section.

A year after the first successful growth of the crop, a St. Helena planter's wife said the islanders were so interested in owning slaves that the profits of their crops were "mostly expended in the purchase of Negroes, and nothing is so much coveted as the pleasure of possessing many slaves."

WARS

During the Revolution General Prevost established a post here which proved very important for the British, for by means of the inland waterways in the vicinity, the Red Coats could penetrate into any part of the coastal region without fear, since the Carolinians had no navy.

In the War of 1812 Beaufort was again threatened. British warships came into Port Royal Harbor but the town and townsfolk suffered no actual damage at the hands of the invaders.

During the War between the States Beaufort was one of the few places along the line of Sherman's march that survived practically unscathed the devastation wrought by the Union army. The town had already been occupied by Federals before the march took place. Only one white person was in the town of Beaufort when the Federals arrived and he had recently come from the North.

LOSS OF HOMES IN THE WAR BETWEEN THE STATES

The planters and their sons had left to join the Confederate armies. Their defenseless families, at the approach of the Federal troops, were forced to pack a few necessities and flee into the interior, leaving their lovely

old homes full of splendid Colonial furniture, silver, glass, and china to the mercy of ex-slaves and invaders.

No more than two dozen of the old Beaufort families were ever able to recover their possessions and today far more of the old houses are owned and occupied by descendants of northern soldiers, teachers, and preachers than by former owners. The homes and estates were sold for taxes by the national government between 1863 and 1870; and the greater number of the owners, unable to redeem them, went elsewhere to rebuild fortunes which had been taken away so suddenly and dramatically.

EXPERIMENTS WITH FREEDMEN

Most of the island estates of the Southerners were eventually sold in small tracts to the Negroes, former slaves, when they had been taken under protection of Federal Government. Deeds to practically all these plots are still in the names of the Negroes who bought them, and their children and grandchildren pay taxes in the names of forefathers, long since dead, rather than in their own names as actual owners. The adjustment of the slave Negro to home ownership was one of the prime ideals of the Federal Government which had to step in and take charge of the thousands of freedmen left by their owners when the troops invaded the section.

These Negroes, of doubtful status, accustomed to the paternalistic regime of slavery constituted an unexpected problem which the United States had to face. Edward L. Pierce, a lawyer of Boston, was selected by the Treasury Department to visit the conquered territory and devise some scheme for taking care of them. He conceived the sociological experiment of fostering land ownership and the North caught enthusiastically at the idea. Benevolent societies were organized to help with the work and the county was flooded with teachers and missionaries. The newcomers were bewildered at the enormity of the work which they had undertaken.

Results with the freedmen were not immediately what had been expected. It was many years before the slave life of dependency could be turned into productive channels of initiative and even today, those who have been most successful in learning and adhering to the white man's institutions leave the islands. It was a dream, an idealistic approach, to think that strangers could enter an isolated area, suddenly change the mores of an integrated group, and impose standards of culture and civilization upon the Negroes who had always held fundamental beliefs in charms, spells, and signs; years had to elapse before far reaching changes could take place and today, superstitions, highly emotional religious activities, and incomplete independence are still to be found. From the earliest, however, the experiment produced discoverable gains, and these have continued and increased in spite of hardships.

The first years of freedom were extremely difficult. Adaptation of education to the situation consumed decades. One of the early schools put in courses in classical instruction and not until about 1901 were other departments organized for home demonstration and agricultural extension work which would touch the life of the majority of Negroes who were not connected with the school.

CONTEMPORARY LIFE

Through these more practical efforts of educators many of the thousands of Negroes have been reached, and their home life and farming improved. There is still, however, a great deal to be done. Most of the Negroes, who are educated in the special schools in the county, do not remain among their people, and as a consequence, their influence is lost to the community. Those who do stay on the islands are so few in number that their work for the good of the thousands of other Negroes is hard and discouraging. The vast proportion of the islanders

still cling to old customs, though as the years pass, their primitive habits are slowly and gradually conforming to a normal farm life.

A picturesque group, these Negroes seem to wear life easily, and show the extremes of indolence and industry, unmorality and deep religion. Many still scratch half-heartedly at the soil of their little farms, planting straggling patches of corn, peas, potatoes, rice, and peanuts. In the summer, they take their ease in the shade, little concerned that the grass chokes their crops. "Nut-grass bin lak sin," they observe philosophically, "it cum for stay."

Many sea-islanders have known other standards only by dubious report. Breadwinning, in spite of the mild climate, is difficult for them, as for so many Southern farmers. Great help in eking out their living comes from the numerous tidal streams and the woods—where they get fish, shrimp, oysters, crabs, rabbits, 'possums, deer, 'coons, and birds. Many work part time on truck farms and in the shrimp and oyster industry. Some are satisfied with enough money to pay their "tax," prevent the roof from leaking too much, and keep up their burial society and "onsurance dues"—for almost all island Negroes are members of some burial society, their form of insurance company. But the tradition of unhurried contentment is not the only one. Many of the farmers are energetic and soberly industrious, and some run model farms.

The island Negro is shrewd and calculating, and his simple-mindedness may be more apparent than real. He may not be able to read and write, but he has his own way of circumventing the white man. The chicken salesman who came to the back door and when asked how many chickens he had for sale, replied "two pontop two en t'ree tied togedder," did not know how to figure with the number seven, but the housewife who bought them didn't get any bargain. To inquiries about his neighbors, he will reply courteously but efficiently, as did one Negro

in answering a white man who had asked about his neighbor, "'E is de one to manufacture 'e own business.'" But once a white person has proved himself trustworthy, the Negro will be loyal through thick and thin. Although somewhat close-mouthed toward outsiders, he can be graciously hospitable. There is no racial conflict, and outrage of one race against the other is practically unknown.

Of all "de buckra's" institutions, the Negro fears most and is most suspicious of "de law." There is very little crime, and that is of the petty sort, often committed by non-residents. Traceable in part to the tradition of African polygamy and to the lightness of the slave marriage yoke, illegitimacy is still frequent, although declining, and without the expected odium attached to it. One woman frankly admitted that the father of her children was not "muh lawful husban'" but implied their good intentions by this: "Us nebber bin able for scrape up 'nuf for buy a wail (veil) en a license." Securing a home for the children of unmarried mothers is no problem. Children are well loved; in the poor homes of many old widows are to be found adopted children, affectionately styled "leetle pick-ups."

Lord Chesterfield himself did not have better manners than these folk. They will pull their carts to the side of the road to allow one to pass, remove their hats or curtsy and give a friendly smile. It is a self-respecting politeness. "Unmannussubbleness" is as bad as "sin." To be unclean, to fail to "pull de foot" and curtsy to one's elders, or to violate any one of a complicated set of taboos is "no manners" and consequently disgraceful. Politeness sometimes dictates that instead of strict truth, the Negro obligingly tell what he believes his questioner wishes to hear. But he can be ironic, or forthright, when he believes that he is being put upon.

Many of the old Negroes seem to boast of their poor health and are subject to curious symptoms and vague

pains, such as "misery een muh chist," "shootin pains een de foot w'en de moon change," or a "paralyze stroke." This, however, is but a time-honored prerogative of the aged. Herb and root doctors, such remedies as rat tea, dried frogs, and washing in the outgoing tide are still known to some of the oldest inhabitants, but these are yielding to modern medical practice. The infant death rate is surprisingly low in spite of some superstitions that remain among midwives. The physician is still called too tardily, and much remains to be done in the instruction of mothers in hygiene. But the community is a healthy one: the Sea Islands are good places "in which to die of old age."

The islands themselves serve as fitting background for the philosophy and belief of their inhabitants. Acres of sand threaded by tidal streams that recede and leave rank black salt mud, tropical palmettos raising bouquets of spears above tangles of jungle-like undergrowth, strips



CRITTER HOUSE, made of palmetto fronds, a type of stable used to house domestic animals on St. Helena Island.

of marsh grass—green in summer, gold in winter—bordering the streams, and mounds of bleached and ancient oyster shells; all this intrigues the visitor and he expects a difference in the ordinary habits of life.

Roads wander willy-nilly and are either of shell or deep with sand; many lead over mashes. Farm animals, called "critters," are allowed to wander at will over the marshes and fields except in seeding time. Then they, even the pigs and chickens, are tied by one leg to a stake until the plants become large enough not to be injured or destroyed by them. When given shelter of any kind, the animals are kept in "critter houses," very primitive and temporary structures of poles and palmetto fronds.

Plowing is done with the ox or the marsh tacky, a wiry little horse with flowing mane and tail. According to the belief of some, the tackies are degenerate horses left from the early days of Spanish occupation. Others hold that they deteriorated from horses which escaped from plantation owners. They require little food, existing mainly on marsh grass, and run wild when not in use. The two-wheeled cart, drawn by an ox or a tacky, is the principal mode of conveyance of the Negroes, though since the bridges to the island have been built, cars are sometimes met along the sandy roads. When this occurs one of the vehicles usually has to pull aside to let the other pass.

Along the winding roads are the little houses of the Negroes. Some of them have been constructed from material of the old slave quarters and almost without any exception the doors and windows are painted blue, to keep away evil spirits, according to general opinion. Another explanation of the blue doors in the Low Country is connected with the indigo industry. It is said that the slaves were given the residue of this dye, which was left in big vats, and they used it for decoration of their houses. Though indigo has not been planted commercially in the State for 150 years, the blue doors still remain.

The majority of these Negroes will make every sacrifice to send their children to school; the desire for education is as intense as it was immediately after the War between the States. One father of a family walked nine miles to get to the Penn School. Transportation is still a problem, pupils walking long distances across bogs and through woods for book-learning. In spite of difficulties, the schools, notably Penn, Mather, and Beaufort Training School, have exerted quite a fine influence on home-making, health, agriculture, and community life.

PHOSPHATE MINING

The economic life of the island Negroes was changed little by the War between the States, except that they were supporting themselves. They continued to plant sea island cotton but many were careless and felt the pinch of hard times until a new industry, phosphate mining, developed. This again brought work to the Negroes and wealth to the almost destitute white people of Beaufort. Companies were formed and there was work for everyone. The county teemed with prosperity, and it was a boast that there was not a poor person in Beaufort County.

Then three forces contributed to ruin the phosphate mining—the storm of 1893, a State tax of a dollar for every ton of phosphate mined, and the discovery of rock nearer the surface in Florida.

After the failure of phosphate mining and while the boll weevil was ruining sea island cotton, Beaufort County was turning to yet a new field, truck farming.

TRUCK FARMING

The soil was admirably suited for this purpose and thousands of acres were planted in lettuce, potatoes, tomatoes, cabbage, beans, beets, peppers, and radishes. Truckers' associations were organized and money for financing was easy to secure.

Once again, Beaufort planters rolled in wealth. As they had once made the acquisition of slaves their object, so they now bought land and more land for growing truck. To quote one Beaufort resident, "They did not plant to live, but lived to plant."

The banks became insolvent, truckers' associations failed, and disaster came again to the planters. Some of them were completely ruined financially; a few were able to continue; many of the old estates were sold to Northerners as game preserves.

INDUSTRIES TODAY

Plans are being made to revive the phosphate industry and truck farming is again becoming profitable. Beaufort County's largest commerce is at present in the line of shrimp and oyster shipping and canning, the county being a veritable network of tidal rivers and creeks. These waters are well stocked with fish, shrimp, crabs, oysters, and other sea foods, which furnish both food and a means of livelihood for the thousands of island Negroes, as well as for many white people.

The oyster and shrimp fleets form one of the most picturesque sights of the coast as the sailboats go down the river in early morning and return late in the afternoon. Sea gulls frequent the waterfront, particularly on the docks back of the stores, where food may be found. Many of the birds will eat from the hands of people who habitually feed them. Artists find provocation in these scenes and their sketches may be bought in Beaufort.

TOWN OF BEAUFORT



The approach to the town through an avenue of palmettos gives the initial impression of semi-tropical calm which now prevades Beaufort, S. C.

The approach to the town of Beaufort (21 alt., 2,776 pop.) from the main roads of the State through an avenue of palmettos gives the initial impression of semi-tropical calm which now pervades this little city with its history of fiery contests, of storms, of wealth followed by disaster.

Originally the town was laid out as Beaufort Town according to orders issued in 1710 by the Lords Proprietors. The town, county seat of Beaufort County, was named for the Duke of Beaufort (Bufort) and be-

came the first successful settlement in the section.

One of the few county seats in South Carolina without a monument, the entire town, with its tabby ruins and its mellow Colonial homes irregularly strung out along winding streets, is in itself more interesting and attracts the visitor's attention more effectively than any conventional monument.

That Beaufort until recent years was rather inaccessible has helped to preserve the individuality of the town; and this individuality, together with the semi-isolation, has served to attract writers, artists, and Northern visitors who desire seclusion and a setting pleasant and detached from the unrest of modern urban life.

There appears to be nothing unusual to Beaufort residents in the fact that a person on a clear sunny day of winter lies down on the grass along the river shore to take a nap; that young men habitually don track suits and circle the town to keep in trim; that every morning at a regular hour a young woman may be seen walking briskly out the Port Royal Road; that there is no gate in the fence around a front yard; or that an old man goes jogging by in a buggy. In this complete indifference to the affairs of others lies much of the charm of this Low Country town.

Old Beaufort has developed a system, or lack of system, in its streets. Houses face along the Bay and there is a noticeable absence of customary back yards; the front of one house may face the side or back of another; many of the grounds around the homes are irregular in shape, shaded by large old trees in which yellow jessamine, moss, or wistaria intermingle, and informally planted in oleanders, camellias, and evergreens. The interiors of the houses are made of durable wood with hand carved trimmings.

ARCHITECTURE

In these houses, designed for coolness and airiness, old Beaufort combined the high ceilings, wide halls and many porches with Georgian and Colonial trends, adding here and there a touch of classic Greek or semi-tropical Spanish. Some of the homes are pre-Revolutionary; actual dates of many were lost when courthouse records were burned. A construction material peculiar to the Low

Country is used in many of them; this is called "tabby" and "made up of half shells imbedded in and cemented by burnt oyster shell, lime, and sand."

TOURS IN THE TOWN

Since Beaufort is small and the weather is usually very favorable for walking, one of the most pleasant ways of becoming acquainted with the town is on foot. To make a motor tour of the town is also feasible. None of the old homes is open to the public.

The NATIONAL CEMETERY, (L), on Boundary Street at the entrance to the town, is more easily reached by motor. Here are graves of 12,000 Union soldiers killed during the War between the States. In one section of the cemetery is a small group of Confederate soldiers' graves. A keeper, paid by the government, lives in the cemetery.

Between the cemetery and the town is an avenue of palmettos on Boundary Street. Ancient moss-draped oaks, semi-tropical evergreens, and trees almost hiding houses set in irregular plots, scarlet poinsettias framed against tabby walls, white streets winding past dignified old homes and white-washed Negro huts, and little fleets of sailboats in the bay all contribute toward making Beaufort the secluded resort that it is.

FOOT TOUR 1. 2 m.

S. from Boundary St. on Carteret St.

BELLAMY INN, (R), at the curved end of Carteret St., is a characteristic pre-war residence.

DETREVILLE HOME, (R), NW. corner of Carteret and Green Sts., is typical of the ante-bellum type, Georgian in character. This, as well as Bellamy Inn, was in use in the early 1800's; actual dates were lost when courthouse records were burned.

The OLD BARNWELL HOUSE, (R), NW. corner of Carteret and Washington Sts., an example of Colonial architecture, in general appearance and plan similar to the Tabby Manse, is of tabby, finished with smooth cement stucco. Due to the squatness of the building's mass, however, the portico does not have as fine a proportion as that of the manse, and as a whole the exterior lacks the character of detail found in the other structure.

The interior once boasted unusually fine wood paneling, but some of it has been removed; and in these rooms the only indication of the interior's early Colonial character is to be found in the random width plank floors and high ceilings.

The Old Barnwell House was erected by Elizabeth Barnwell Gough when she returned from living abroad after the birth of her daughter in 1773. Mrs. Gough's daughter married James Smith, a grandson of William Rhett, and several of this couple's children changed their name to Rhett in 1830 to prevent the Rhett name from dying out. Among them was the well-known Robert Barnwell Rhett, ardent secessionist.





THE OLD BEAUFORT COLLEGE BUILDING, Beaufort, S. C.
Erected in 1852 and now used as a grammar school.

The OLD BEAUFORT COLLEGE BUILDING, (L), on Carteret St. between Washington and Duke Sts., is an unusual example of late revival architecture. The entrance wing is the original structure, the later additions being made when the building began to be used as a public school. Its architecture is simple, even severe, in its proportion. Details have been handled boldly, as is evidenced by the cornice and the simplicity of the belled column capitals, the only adornment being in the elaborate bracket of the pedimented entrance.

The building, erected in 1852, is now used as a grammar school. The college was incorporated in 1795 and classes were taught until the War between the States, when the building was taken over by the Yankees, who later leased it to the Freedmen's Bureau. It was finally sold to the county for a school. The Board of Trustees

of old Beaufort College still functions to handle the funds left, and Burckmyer's Beach on Lady's Island was presented to the town of Beaufort by this board.

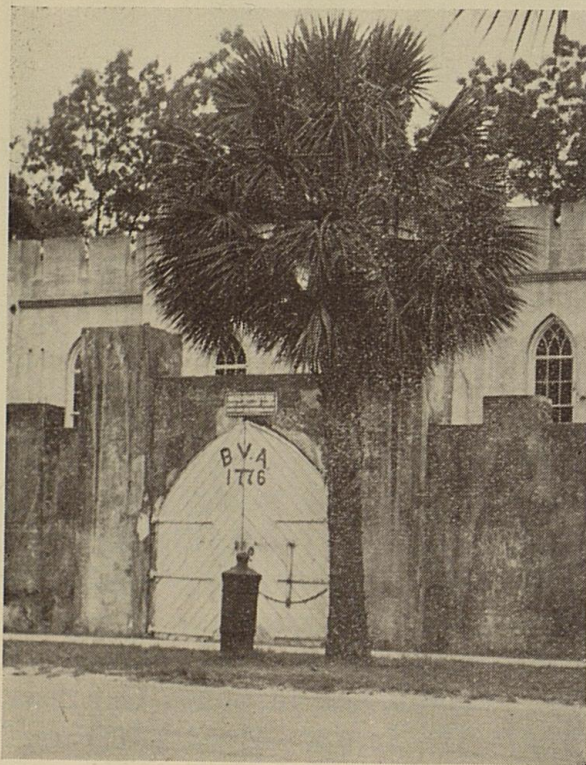
R. from Carteret St. on Craven St.

The BEAUFORT LIBRARY building, (R), NW. corner of Craven and Carteret Sts., was erected in 1918 as a gift of the Carnegie Foundation. The history of the organization dates back to 1802 when the Beaufort Library Society had about 2,000 volumes, mainly of scientific and historical nature. At the time of the War between the States the library books were taken by agents of the United States Treasury Department and shipped to New York. There many of them were offered for sale at public auction until Chief Justice Chase, then Secretary of the Treasury, ordered that the sale be stopped, writing: "The library was forwarded to you for safe-keeping, with the intention of restoring it to the people of the town (Beaufort) whenever the authority of the Union should be re-established in South Carolina. I never thought of selling it. We do not war on Libraries."

The contents of the library were later sent to the Smithsonian Institution in Washington and destroyed by fire in 1865.

The Clover Club Circulating Library began the collection of books in 1902 and continued this work until 1916, when its volumes were turned over to the present Township Library, which is supported by a small tax and now contains about 7,000 volumes.

The BEAUFORT ARSENAL, (R), (*open weekdays, 8-5:30*), NE. corner of Craven and Scott Sts., is a picturesque old building of Spanish architecture with Gothic windows, built in 1795 and rebuilt in 1852.



THE BEAUFORT ARSENAL, headquarters of the old Beaufort Volunteer Artillery, organized in 1776 which, operating continuously since then and serving in every war of the nation, is now the 263rd Coast Artillery.

This was the site of Beaufort's first courthouse. It was headquarters of the old Beaufort Volunteer Artillery, organized in 1776, and now the 263rd Coast Artillery, the fifth military company recognized in the United States and one which has seen duty in every war of the nation. During the Spanish American War the

Artillery formed two units, one stationed on Parris Island and the other at Fort Fremont, which was erected on St. Helena Island.

The two brass trophy guns at the arsenal were captured from the British in 1779 and seized by the Union soldiers in 1861 at the fall of Fort Walker. They were returned to Beaufort some time after 1880.

L. from Craven St. on Scott St.; L. from Scott St. on Bay St.

The WATERHOUSE HOME, (L), NW. corner of Bay and New Sts., erected by Louis Sams in 1856, has

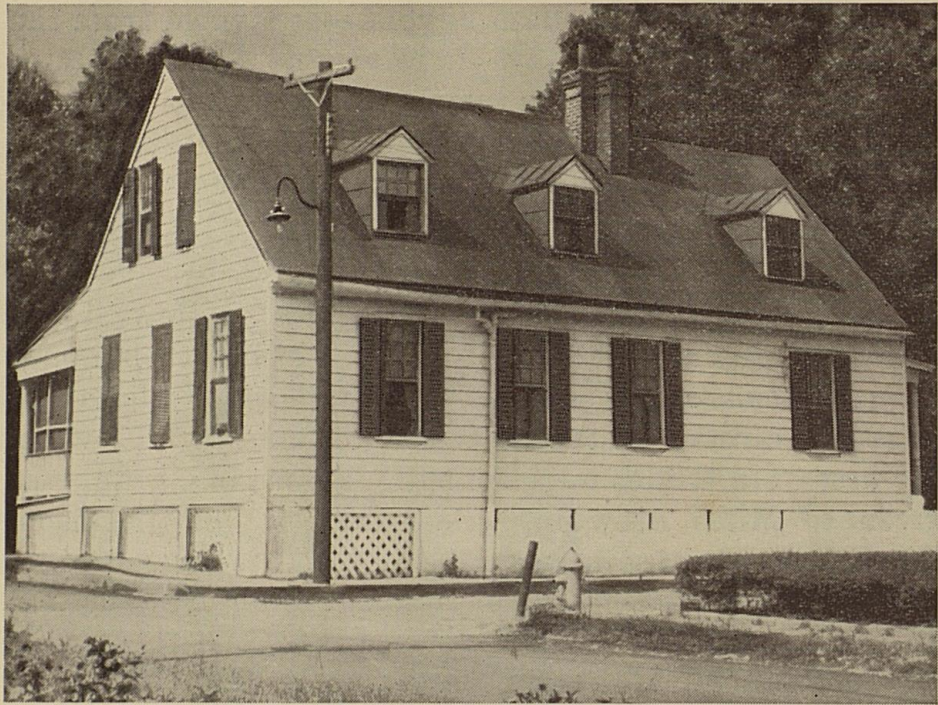
a characteristic ante-bellum kitchen—separated from the house. In ante-bellum days there was no drinking water on this place and accounts remain of processions of Negro children with buckets going back and forth to a well a quarter of a mile away, bringing water for the household.

L. from Bay St. on New St.

The GOLD EAGLE TAVERN, (R), on New St. between the Bay and Port Republic St., was named in honor of a former owner of the land, Henry William De Saussure, director of the United States mint in 1795 when the first Gold Eagles were coined. The original grant was given to Miles Brewton, who left it to his grandson, Robert, from whose hands it came into the possession of Daniel De Saussure, father of Henry William De Saussure. The newer part of the building, directly on the water, was erected by the late Kate Gleason, who remodeled several of the old homes in Beaufort. The tavern is frequented by winter tourists and often by newly married couples who choose Beaufort for their honeymoon.

The OLDEST HOUSE IN BEAUFORT, (L), SW. corner of New and Port Republic Sts., is believed to have stood here since the days of the Yamasee Indians. Long piercings in the tabby foundations are thought to have been used to hold muskets during Indian attacks. Beneath these piercings is a ledge on which ammunition could be stored.

Later this building was used as a Masonic Hall, known as the "Temple of the Sun." Here the Order of the Eastern Star is supposed to have originated when Peggy Johnson hid in the closet beside the fireplace in the large front room to overhear a session of the Masons. Something in the proceedings amused her, and, forgetting where she was, she giggled. The outraged Masons flung open the door, realized that their secrets were in the possession of a woman, and then and there, it is



Said to be oldest house in Beaufort, S. C. Note openings in basement for muskets. Used in Indian warfare prior to Revolution. Exact date of building unknown but believed by some to have stood since the days of the Yamasee Indians.

said, organized the Order of the Eastern Star with the young eavesdropper as charter member.

The house is an early Colonial story and one-half cottage of clapboards with a side porch. Its roof lines are the simple gable, broken by side dormer windows. Although its exterior lacks any fine detail, the unusual clustered brick chimneys are worthy of notice. The interior has some fine details, emphasized in the corner cupboards and mantels, which are said to be similar to those of the "House of Seven Gables." Unusual for a house in this region is the stair well.

R. from New St. on Port Republic St.; L. from Port Republic St. on East St.

The JOHNSON HOUSE, also known as the PORTER DANNER HOUSE, (R), on East St. between

Craven and North Sts., is a romantic looking old edifice whose discolored walls, overgrown garden, and location on the water suggest a moated castle of medieval days. Designed after an English shooting box, the house has Spanish traces as well, and is frequently used as a subject for painting by visiting artists. It was built shortly before the War between the States.

R. from East St. on North St.; L. from North St. on Pinckney St.; R. from Pinckney St. on King St.; L. from King St. on Short St.

THE OAKS, (R), on Short St. between King and Prince Sts., is a typical ante-bellum home of the late classic revival influence built in 1856 by Col. Paul Hamilton, and left, as was the rest of the town, to the slaves and Federals in 1861. When the family returned in a wagon drawn by mules in September of 1865, they were able to live in their old home because a brother of Mrs. Hamilton rented it for them. Property was not rented to a former owner. In November the house was put up for sale at auction.

According to Mary S. Hamilton, a daughter of Paul Hamilton, "My father stated to the crowd gathered that it (the house) was his wife's and her children's and he would bid it to a million against another bidder who wanted it as a normal school for Negroes."

It was knocked down to her father, who was granted three days, the necessary time for a round trip to Charleston by boat, in which to secure the money. On the second day a little brother came running to tell that the house was to be sold at sunset. A northern merchant, Mr. George Holmes, was one of the leaders in raising funds among the indignant business men of the town. Just before sunset the money for the house was paid in the name of Colonel Hamilton.

"I had said that I would never shake hands with a Yankee," Miss Hamilton said, "but that night across the counter I offered mine in thanks to Mr. Holmes."

The CROFUT HOUSE, (L), on Short St. between Prince and Duke Sts., is a splendid example of the architecture of the late Greek revival, constructed of rough textured and drab colored brick. It was built shortly before the War between the States by Dr. Barnwell Sams and appears to be much older than it is. Exterior openings are small and the brick columns massive, both tending toward giving the structure a substantial, if not somewhat squatty, appearance. Back of the house are the picturesque tabby slave quarters which open into a court.

The FRIPP HOUSE, (R), on Short St. between Prince and Duke Sts., was built before the War between the States by Edgar Fripp. James Fripp, his brother, and owner of the house, returned from the war just as the house was being sold for taxes, as were most of the other homes. Unable to bid it in, he stood in the yard watching the sale with undisguised tears streaming down his face. A Frenchman who had been living in the house bid it in, walked over to the former owner, presented him with the deed, kissed him upon both cheeks, and went away never to return.

L. from Short St. on Duke St.

The ivy covered TABBY RUINS, (R), NE. corner of Hamilton and Duke Sts., are those of a mansion owned by Thomas Talbird. Erected in 1820, the house was later destroyed by fire in 1907, and its seared ruins rising pathetically majestic from the undergrowth about it seem to embody the fatality and sadness of a Beaufort that is past.

R. from Duke St. on East St.; L. from East St. on Washington St.

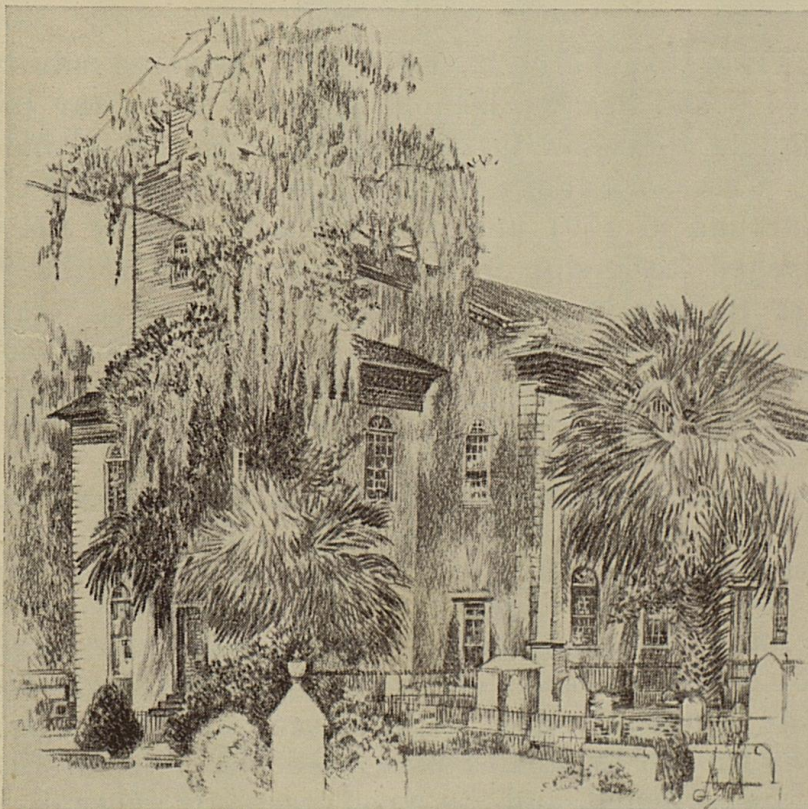
CHAPLIN COURT, (R), NE. corner of Washington and New Sts., was erected before the War between the States by John Chaplin, who was the father of twenty-two children. Eight of these children were in the Confederate Army. The Court was remodeled in 1931.

FOOT TOUR 2. 0.8 m.

N. from Bay St. on Church St.

ST. HELENA'S EPISCOPAL CHURCH, (R), on Church St. between North and King Sts., (*open at all times*) was established in 1712 and erected in 1724, and since has been twice enlarged. During the War between the States St. Helena's Church was used as a hospital and much abused; and tombstones were taken up from the churchyard and used as operating tables.

The church is a most interesting example of early Colonial church architecture. Constructed of brick, with the exception of the steeple (which was replaced in wood), and finished in smooth cement stucco, it has



View of ST. HELENA'S EPISCOPAL CHURCH, Beaufort, S. C.
Erected in 1724 and used as a hospital during the War between the States when slabs in graveyard were used as operating tables.

fine exterior proportions. Gable ends are of brick with stucco finish, and the sides are capped with a wide overhanging cornice. Detail of the fenestration is interesting. The picturesque church building is enclosed by a high brick wall and closely shaded by numerous heavy moss-laden trees, which make a complete perspective of the structure difficult to obtain.

The interior contains some fine Colonial detail, evidenced in the simple columns, the elaborate cornice, shutters, and delicate balustrade of the slave gallery.

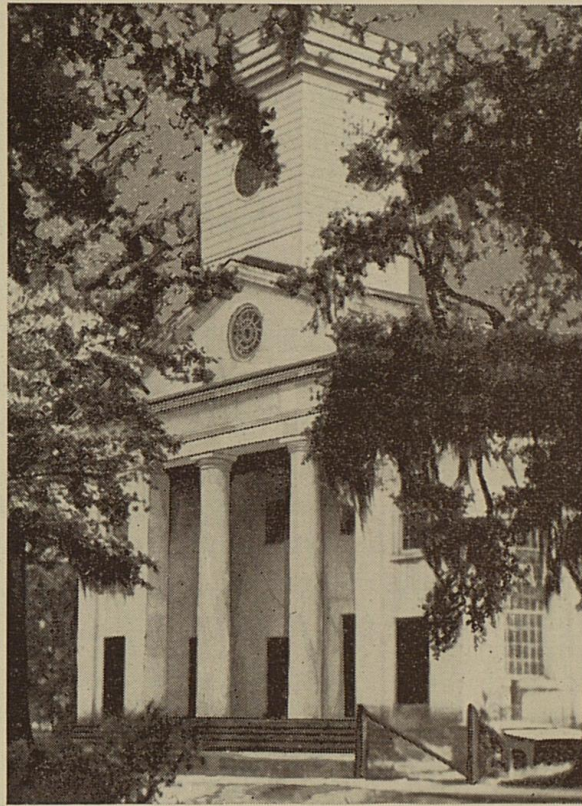
The silver communion plate given in 1734 by Captain John Bull in memory of his wife, who was carried away by Indians in the raid of 1715 which nearly wiped out the young colony, is still in the possession of the church.

From this church have gone out forty-one ministers, five of whom became bishops. Among the many interesting old tombs in the shaded churchyard is that of John (Tuscarora Jack) Barnwell, an Irishman who came to Carolina in 1701 and won his sobriquet by his distinguished leadership in quelling uprisings of the Tuscarora Indians in North Carolina. He became a great Indian fighter, expansionist, and negotiator, representing the Province in England during the South Carolina revolt against the Lords Proprietors in 1719.

R. from Church St. on King St.; L. from King St. on Charles St.

The BAPTIST CHURCH, (L), on Charles between King and Prince Sts., (*may be visited any day except Thursday by consulting sexton on grounds*), is a pleasing example of late Classic Revival architecture, finished in white stucco, broken by small-paned windows. The exterior is well proportioned, and the wood steeple is unusual. The interior is richly decorated with finely modeled ornamental plaster.

The church was organized in 1780 and the present building completed in 1844. In 1857 the slave membership of the church was 3,317, while white members numbered only 182. During the War between the States this building, also was used as a hospital. Julia Baker, Beaufort poet and author of "Mizpah," is buried in the church yard.



THE BAPTIST CHURCH, Beaufort, S. C.

Completed in 1844 and used as a hospital during the War between the State. In 1857 slave membership of the church was 3,317 while white members numbered only 182.

The Baptist Church congregation split and the membership which withdrew built the Tabernacle Church on Craven St. in 1811. This separation was of short duration, however, and after the reunion the Tabernacle Church was used as a lecture room for evening worship. Since the War between the States it has been sold to a congregation of Negro Baptists.

In the churchyard are several graves of early members of the congregation, all bearing dates of the first years of the 1800's.

L. from Charles St. on Prince St.; L. from Prince St. on Church St.

The EDMUND RHETT HOUSE, (L), NE. corner of Church and Craven Sts., was originally erected by

Milton Maxcy after the Revolution and rebuilt before the War between the States by Edmund Rhett. In this house a draft of the Ordinance of Secession is said to have been drawn up by Barnwell Rhett.

FOOT TOUR 3. 1 m.

W. from Scott St. on Bay St.

The LAFAYETTE BUILDING, (R), W. corner of Bay and Scott Sts., received this name because the French general spoke from its porch when he was entertained in this building by his fellow countrymen, the Verdiers, in 1825. From the dignities of balls and parades of that time to the fish markets and rentals of today, the old building has belonged continuously to descendants of John Mark Verdier by whom it was erected in the latter 1700's.

It is a particularly fine example of Colonial architecture with excellent detail. The interior is of Adam design with a Palladian window at the end of the hall. Mahogany mantels, stairs, and panelings were brought from England.

The ELLIOTT HOME (now owned by Dr. W. A. Black), (R), on Bay St., middle house between Charles and New Castle Sts., is one of two homes on the Bay moved to Beaufort from nearby islands. It was brought by boat from the plantation of William Trescot on Barnwell Island, now known as Big Island, and placed on the site of a former county courthouse.

The SEA ISLAND HOTEL, (R), E. corner Bay and New Castle Sts., was erected about 1820 by George Mosse Stoney and used as General Saxton's headquarters during the War between the States. It was later enlarged and has been a commercial hotel for many years. From its porch is a view of six or seven miles down the Beaufort River.

The ANCHORAGE, (R), occupying the triangle formed by Bay, New Castle, and Craven Sts., presumably was built before the Revolution by William Elliott, since in his will, dated 1778, he mentions his dwelling house in Beaufort. The handsome Colonial structure, three and a half stories in height, has been twice owned by retired admirals of the United States Navy and has been so enlarged and changed by stucco that there is little semblance to the early structure. The deep galleried portico is supported by slender Corinthian columns.

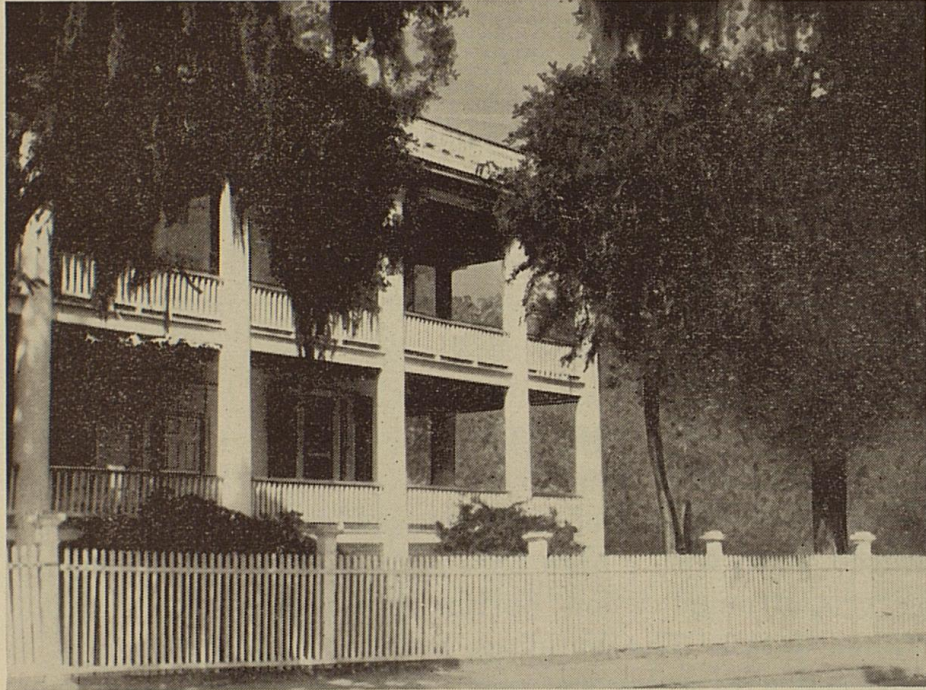
TABBY MANSE, (R), E. corner of Bay and Harrington Sts., is a fine example of early Colonial architecture, constructed of tabby finished with smooth cement stucco. Built with a high basement, its two-story, delicately proportioned wood portico presents an inviting entrance detail. The building, which in mass is square, is crowned with a low hip roof. The interior has some very fine wood paneled rooms, the mantels of which are particularly worthy of attention.

Tabby Manse, which was erected some time after 1786 by Thomas Fuller, is now operated as a tourist home.

The LEE HOME, (R), W. corner of Bay and Harrington Sts., is said to be of pre-Revolutionary origin and to have been a Jenkins plantation home on St. Helena Island, bought by a Rhett and moved to Beaufort.

The McLEOD HOUSE, (R), W. corner of Bay and Wilmington Sts., is a beautiful ante-bellum home, a frame structure whose front facade consists of a two-story porch supported by large columns. The front entrance is elaborate but does not give access to the yard. Porch rails are simple, while the parapet is a bit more elaborate, possessing some unusual details in the panels between the columns.

Around the house is a fence without a front gate.



THE McLEOD HOUSE, Beaufort, S. C.

Erected in early 1800's and used as a hospital during the War between the States.

The house was used for a time during the War between the States as a hospital, and later was headquarters and residence for the special agent of the U. S. Treasury Department. When Sherman's army passed through in 1865, it was turned over to Major General Blair as his headquarters. Later it was again used as a hospital.

The BEAUFORT COUNTY COURTHOUSE, (R), on Bay between Monson and Bladen Sts., with its shining white perpendicular walls of poured concrete, presents a decided contrast to the tabby and clapboard materials in the other buildings. Except for the courthouse, which was remodeled in 1936 with local and national government funds, there is a marked absence of modernistic trends in Beaufort architecture. Opposite the courthouse is the stand from which the Parris Island Marine Band gives open air concerts in summer.

MOTOR TOUR 1.

Beaufort—Port Royal, State 281, 3.6 m.

State 281 is paved. Side roads are in fair condition.

State 281, known as the Port Royal or Ribaut Road, branches S. from U. S. 21 at the western limits of Beaufort and leads to historic little Port Royal.

At 1.4 m. is the MATHER SCHOOL for Negro girls. Founded in 1868 by Mrs. Rachel Crane Mather of Boston, and operated since 1882 by the Women's Baptist Home Mission Society, it offers preparatory courses in nursing, sewing, dietetics, and teaching. Ninety-seven pupils are enrolled from the fifth grade to two years beyond high school.

At 2.1 m. are gates (L) and a junction with a dirt road.

Left on this dirt road to the SITE OF FORT LYTTTELTON, 0.5 m., (*private*). The fort, now obliterated, is on the waterfront. This fort was erected in 1758 and named in honor of Governor William Henry Lyttelton. Here, also, is the SITE OF STUART TOWN, settlement of the Scots under Lord Cardross, destroyed by the Spaniards in 1686. A shipyard was here during the World War.

At 3.4 m. is a junction with a dirt road.

Left on this road at 0.3 m. to a junction with a dirt road. Left on this road, 0.4 m. to OLD FORT FREDERICK, incorrectly called Old Spanish Fort, erected by the English in 1731. Parts of the tabby walls still remain, though the waters of the bay are rapidly undermining them and washing them away.

At PORT ROYAL, 3.6 m., the first English colonists to settle in South Carolina, under William Sayle, landed in 1670, held the first election in this Province, and moved northward to settle Charleston.

Now a sleepy village, up until 1900 Port Royal was a prosperous port, although its population was never more than eight hundred. Ships from all parts of the

world came to Port Royal harbor and often all of them could not get berths at the same time. Lumber, cotton, and produce were shipped.

Railroad coaches were manufactured here during the 1870's; and here was the largest cotton press in the world at that time. Two large fertilizer factories operated and a big grain elevator had just been completed at the time the Central of Georgia R. R. purchased the Port Royal and Augusta Road. Port Royal, as a port, was bottled, all shipping interests being transferred to Savannah, Georgia. Port Royal Harbor is the finest natural harbor south of Chesapeake Bay, yet, today, it is practically deserted.

From Port Royal can be seen CAT ISLAND, which was publicized when a petition was sent to the Governor of South Carolina asking for investigation of a nudist colony there. The island is a beautiful little spot and this, together with the pleasant climate, attracted camp members, many of whom came from the North.

From Port Royal a bridge is under construction (1938) which will afford railroad facilities and shorten the distance to Parris Island (*see Motor Tour 3*).

MOTOR TOUR 2.

Beaufort—Tomotley, U. S. 21 and unmarked dirt road, 16.5 m.
U. S. 21 is paved. Side roads are in fair condition.

The attraction of climate and beauty, with opportunities for shooting and fishing, has caused many wealthy northerners to buy estates which have been too expensive for the impoverished southerners in this Low Country section to maintain. Some of the sportsmen have built lodges on the estates, now used as hunting preserves; while others have repaired the few old plantation homes that remained.

From Beaufort U. S. 21 leads westward.

At 3.6 m. is a junction with a dirt road.

Left on this road to BEAUFORT COUNTY TRAINING SCHOOL, 1.4 m. The school was established in 1901 as an industrial school for Negroes through the efforts of Mrs. Christensen, a northern woman living in Beaufort; for this purpose she used the proceeds from the sale of her book, published in 1898, entitled *Afro-American Folk-Lore Tales*. The school was made a part of the county system in 1918 and has now about 330 pupils in attendance.

At 4.5 m. is a junction with the Gray's Hill Road (dirt).

Left on this road to the Corning estate, that includes two old plantations, LAUREL BAY and WOODWARD, 2.1 m., formerly owned by the Barnwell family. Tabby remains of the plantation building and wall still stand at Woodward and there is a handsome avenue of oaks and magnolias. Laurel Bay has an avenue of live oaks, 85 ft. wide and 150 yds. long.

Left at the barn on this plantation to a junction with a dirt road, 0.3 m.; left here to a junction with crossroads, 1.4 m.; right at the crossroads to a junction with another dirt road, 0.5 m.; left on this road, 0.1 m., to the lot gates where permission will have to be obtained to cross barnyard in order to reach GRAVE OF PAUL HAMILTON, which is located beyond a field on other side of barnyard. Hamilton was Governor of South Carolina and Secretary of the Navy under President Madison. Born in 1762, Hamilton, a rice and indigo planter, served in the Revolution under General Francis Marion and died while visiting his son at Beaufort in 1816.

The highway, meandering through salt marshes, crosses WHALE BRANCH, 8 m., which is supposed to have received its name when a whale found its way into the stream years ago during high water and was unable to get out.

From this point northward the country is tropical in appearance, with wide sweeps of marsh grass, clumps of palms and palmettos, and here and there lush fields

of truck crops. The Low Country Negro, in a two-wheeled cart drawn by a dull-eyed ox or wiry little marsh tacky, is often encountered riding placidly down the road.

GARDENS CORNER, *12.6 m.*, is a mere crossroads which gets its name from Col. Benjamin Garden who once owned the large plantation at this point. The name is sometimes erroneously confused with that of Dr. Alexander Garden, a Scottish physician who lived nearby in old Prince William's Parish, according to the historian Ramsey, and was popular among the wealthy coastal planters before the Revolution. He was much interested in the flora and fauna of the section and corresponded concerning it with John Ellis, the British naturalist, and Linnaeus, the Swedish scientist. The heavily sweet gardenia was named in his honor. Doctor Garden was banished at the outbreak of the Revolution because of his sympathy with the king, and his property was confiscated. Although it was later restored to his son who fought for the colonists, he never returned to America.

At *12.9 m.*, a few hundred yards N. of Gardens Corner, is a junction with a dirt road (R) which this route follows, as indicated by a marker, to the Sheldon Church ruins.

On this narrow tree-shaded road are the RUINS OF SHELDON CHURCH, *15.5 m.*, interesting from the standpoint of both beauty and history. During the long hours of sunlight or by the illusive light of the moon, artists come here to sketch the stately vine-covered columns rising from tangled undergrowth and framed by ancient oaks.

The ruins, where services are held each year at noon on the second Sunday after Easter, are those of a church twice burned by invading armies. The first church was erected in 1745-1748 on glebe lands given by Elizabeth Bellinger, widow of Landgrave Edmund Bellinger.



SHELDON CHURCH RUINS near Beaufort, S. C.

The Church was burned in 1865 by Sherman's army. Impressive ceremony is held each spring.

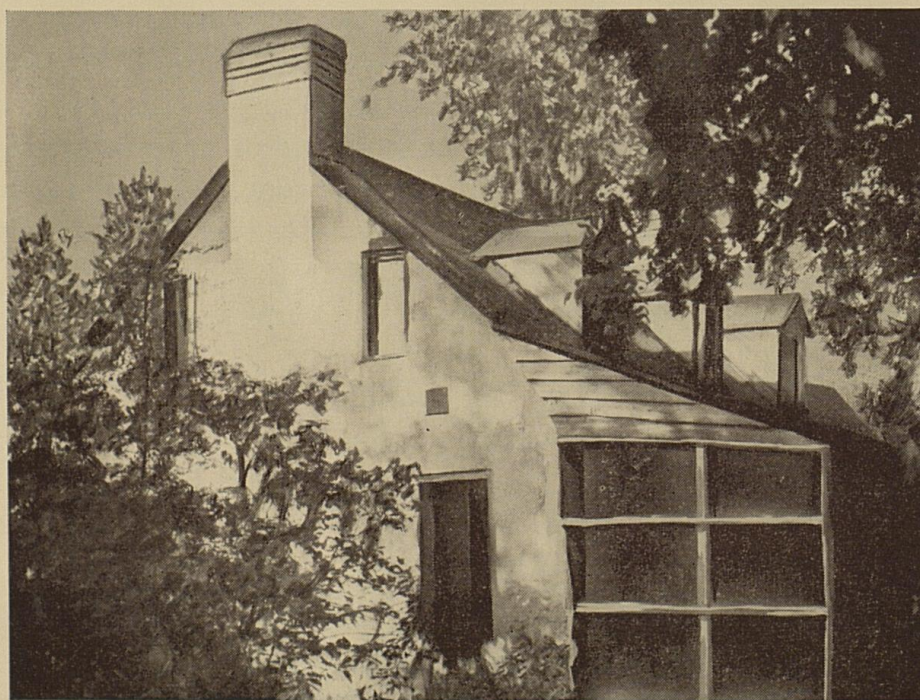
Buried in the churchyard at Sheldon are members of the Bull family, who were on the commission named to build the church. The Bull estate, close by, was called Sheldon Hall after the ancestral home in England. This family took an important part in the early history of the State, principal streets in Columbia and Savannah being named for members of the family, who divided over the question of revolt from England. The second William Bull, who was loyal to the king, suspended his nephew, William Henry Drayton, from His Majesty's Council for South Carolina, because he and his cousins were ardent Whigs.

During the Revolution, Sheldon Church was burned by the British, who also burned Sheldon Hall. Rebuilt, the church was again burned by Sherman's army in 1865

and has never again been rebuilt. The walls are kept in repair by a silver offering taken at the annual service.

Hundreds of remains of tabby buildings throughout the country are today testimonials of Sherman's march through lower South Carolina. The villages along his route were left in ashes; only churches used as hospitals and camps were left standing.

At 16.5 m. are the white entrance gates to TOMOTLEY (L). (*The property is private, but visitors are allowed to drive through the entrance gates and down the picturesque, moss-hung avenue.*) The ante-bellum rice plantation, the name of which survives from Tomotley Barony, is noted for the beauty of its live oak avenue. The Barony consisted of 13,000 acres laid out in the Yamasee Indian lands and granted to Captain Edmund Bellinger, who was made Landgrave in 1698.



THE RETREAT is a tabby and brick house built before the Revolution by a mysterious Frenchman who was murdered by his slaves.

MOTOR TOUR 3.

Beaufort—Charlesfort Monument, Parris Island, U. S. 21 and State 280, 14.6 m.

U. S. 21 and State 280 are paved. Side roads are in fair condition.

From Beaufort, U. S. 21 leads W. to BURTON, 2 m., where State 280, a winding asphalt road, branches southward. Vegetation along the road is profuse and varies from scrubby beach cedars to palmettos.

At 4.7 m. is a junction with a dirt road.

Left on this road to THE RETREAT, 0.7 m., an eerie decaying house of tabby and brick, built before the Revolution. Through woods of undergrowth the road twists until it becomes almost impassable.

It veers to the L., borders a wood and a rich field under cultivation, and passes an old plantation gate, sagging and almost gone. Within sight of the far spreading salt marshes is The Retreat, a small structure of French-English lines. It is rapidly falling to pieces—in spots the tabby finish has crumbled away, leaving startling areas of red brick; and the oyster shells, with their lime mortar washed away, have fallen in heaps on the porch and in the small shapely rooms.

The story of The Retreat adds to the weird atmosphere. A Frenchman, DeLagaye by name, came to this country before the Revolution and was believed to be a political exile. By his manners and courtesy he was known to be a gentleman, but who he was and whence he came were never divulged.

He built The Retreat and lived there alone except for his slaves. In 1776 he was attacked by two of them and killed. The white people of the section caught one of the murderers and executed him. The Negro's head was cut off, put on a pole, and served for two generations as a warning. Hence was derived the name NIGGER HEAD, by which the locality where he was executed is known today.

When nothing by way of identification was found after DeLagaye's death, the property was escheated

and sold at public auction to Stephen Bull, who, regretting his purchase even on the way home from the sale, met and sold it to John Barnwell. The plantation is owned today by descendants of Barnwell.

PARRIS ISLAND (*visitors are admitted without passes by sentry at the bridge*), 10.3 m., was officially designated as a U. S. Naval Station in 1876, and continued as such until 1906 when it became a naval prison. At first, only about 200 acres were owned by the government, but in 1915 the entire island was purchased and turned over to the Marine Corps for use as a training station for recruits. Around 60,000 men were trained here during the World War and between 3,500 and 4,000 are now trained here annually. A large landing field and hangar have been built recently on the island and squadrons of aviators come down at intervals for practice.

At Parris Island, in 1562, Ribaut's ship landed to found the first Protestant settlement in the new world. A stronghold of earth and logs was constructed and named Charlesfort. Leaving 26 men under the command of Captain Albert, Ribaut returned to France to solicit aid for the new settlement. Shortage of food, homesickness in a strange land, and Captain Albert's cruel leadership finally drove to rebellion those left behind. Albert was assassinated, and plans were completed for sailing back to France.

In a crudely fashioned sailboat, the first sea-going vessel built in America, the settlers put out to sea—and misfortune. Their food gave out, the boat sprang a leak, members of the crew began to die of starvation, and the sail grew limp before a breezeless calm. On the verge of death from hunger, one of the men, La Chere, proposed that lots be drawn to decide who should be sacrificed to save the rest. La Chere, himself, was the one upon whom the lot fell; and without a struggle he sub-

mitted to the knife. Thus it was that human flesh and blood kept alive the small group until they were rescued in mid-ocean by an English ship.

At 10.7 *m.* is a junction with a paved road.

Left on this road is the MARINE POST, 1.3 *m.*, which has large rifle and pistol ranges, a naval radio station, a hospital, an excellent golf course, tennis courts, and athletic fields. A steel bridge over Archer's Creek was formally opened for traffic in 1928. Before this travel was by boat from Port Royal or Beaufort.

At 12.8 *m.* is a junction with a dirt road (R) that leads to the CHARLESFORT MONUMENT, 14.6 *m.*, which was officially dedicated on the alleged spot of the original Charlesfort.

Some controversy exists as to the exact location of the fort. In 1917 there were uncovered the cedar foundations of a structure believed by some to be Charlesfort and by others to be Fort San Marcos, the second Spanish fort erected on Parris Island. Here the monument commemorating the landing of Jean Ribaut was erected.

A story is told that one of the commandants of Parris Island, believing the fort to be of Confederate construction, ordered it torn down. Citizens of Beaufort, however, prevailed upon the authorities in Washington to have the destruction stopped and when it was proved that the fortifications dated from early occupations, the remainder was saved.

The Spaniards had attempted colonization in this section from their strongholds in Florida following the Ribaut evacuation. Fort San Felipe was built on Parris Island in 1566; when this was destroyed by Indians ten years later Fort San Marcos was erected.

MOTOR TOUR 4.

Beaufort—Lady's Island, county roads, 4.3 *m.*

The route is over paved, deep sandy, and corrugated shell roads.

A tour may be made of Lady's Island alone or combined with the tour of St. Helena Island.

From Beaufort, at the end of Carteret Street, a bridge connects with a country road leading southeastward to Lady's Island, the name of which survives from "Our Lady's Island" given by the Spanish.

At 1.9 *m.* is a junction with a dirt road.

Right on this road to BURCKMYER'S BEACH, 1.8 *m.*, which was donated two years ago by the still-existent Board of Trustees of old Beaufort College to the town of Beaufort as a public beach and picnic ground.

At 2.9 *m.* is a store (L) and a junction with a dirt road.

Left on this main side road at 0.3 *m.* is a junction with a shell road. Left on this road, 0.2 *m.*, to LADY'S ISLAND OYSTER FACTORY, one of the largest in this section. It cans and ships oysters and vegetables to all parts of the country.

At 2.2 *m.* on the main side road is a junction with another dirt road. Left on this road, 1.3 *m.*, to COLONY GARDENS, a series of apartment houses, salt water swimming pool, and a golf course.

At 5.8 *m.* on the main side road is a junction with another dirt road. Left on this road, 2 *m.*, is CUTHBERT POINT (privately owned), on which is a large clubhouse, Colonial style, and an elaborate salt water swimming pool built in 1931. Cuthbert Point was an original grant to the Cuthbert family. The old plantation house is still standing.

At 4.3 *m.* is a junction with a dirt road.

Right on this road to an AIRPORT, 0.6 *m.*, an intermediate field, erected by the United States Department of Commerce. It contains 66 acres, two runways, no obstructions, and is equipped with beacon, boundary and approach lights, teletype, and weather bureau.



Close-up of open wooden shutter of Negro cabin on St. Helena Island, showing a frequent use of newspapers as papering material.

At 5 m. is St. Helena Island (*see Motor Tour 5*).

MOTOR TOUR 5.

Beaufort—St. Helena Island, county roads, 33.2 m.

The route is over paved, deep sandy, and corrugated shell roads.

ST. HELENA ISLAND, 5 m. from Beaufort across the bridge at the end of Carteret Street and over the main road of Lady's Island, is eighteen miles long and four to six miles wide. The name is a survival of Punta de Santa Elena, given to the eastern projection of St. Helena Island by Quexos while reconnoitering the South Atlantic Seaboard for Spain. The English later applied the name to the sound, the island, and the parish.

The planters of this island became wealthy growing indigo and cotton. Their lives were orderly and well-regulated; and the story is told that they learned with

alarm in 1815 that Napoleon was to be exiled on St. Helena. Immediate notes of protest were sent to the British government stating that they did not want their peace disturbed by so turbulent a visitor. That there could be another St. Helena apparently did not occur to them.

The route on St. Helena Island leads to old plantation sites and through areas where live Negroes who have been the subject of educational experiments and sociological dissertation.

At 7.2 *m.* on the main road is FROGMORE, a group of stores locally known as "The Corner" or "The Corner Store." Beyond the first store is a junction with a dirt road.

Left on this road is DAWTAW or DATHA ISLAND, 1.4 *m.*, which takes its name from the great Indian chief, Datha. Roads on the island are bad, but if a visit is desired, inquiry should be made for the caretaker at "The Corner"; otherwise the gates may be locked at the end of the second bridge. The tabby remains of two Sams' homes, the chapel, and the family cemetery are two miles from the gates, 3.4 *m.*

At 8.7 *m.* is INDIAN HILL (L), a rise of ground in the middle of a field. This mound, overgrown with small trees and underbrush, is called by the Negroes "the mountain" and in relation to the flatness of the surrounding country it might suggest a mountain. In spite of reports from archeological excavations to the contrary, a romantic legend associated with the mound persists.

It is told that when Indians inhabited the country the beloved chief of a powerful tribe died. He and his horse had been inseparable; sorrowful followers placed his body upon the faithful animal, which was led to the middle of the field. Then the ceremonial began. As each member of the tribe passed horse and rider, he silently stooped, scooped up a handful of sand, and threw it over the two. As the tribesmen passed, higher and higher

grew the sand around the motionless figures until, when the last person had gone, where once was a brave chief, now was only a mound of earth rising unbelievably from the flat surrounding country.

The immense live oak on the left of the road a few feet away is said to be the largest oak on St. Helena Island.

This road, winding, deep in sand, and vividly bordered by wild phlox in summer, is typical of the sea island.

At 14.4 m. is a little schoolhouse at a fork.

Left from the fork on a main side road is a junction with a dirt road 1 m.; R. on this road 1 m. is the CCC Ferry Landing (free) across Harbor River and Johnson Creek to the HUNTING ISLAND STATE PARK, now being developed. For many years this area of 2,500 acres of highland and 2,500 acres of marshland has been an important refuge for wild life, preserved here on account of its isolation.

Several years ago the Federal Government and original owners donated the island to Beaufort County, which, in the spring of 1938, deeded it to the State for recreation and wild life reserves. Now with the cooperation of CCC enrollees, it is being converted into one of the 16 State parks.

Many kinds of animals, birds, trees, and flowers will be protected and citizens will have opportunity for recreation and fishing. Paths and roads will be cut, beaches cleared, and cabins, picnic shelters, and a bathhouse constructed. Simultaneously a bridge and causeway will be built to connect with the mainland.

By summer 1939 picnicking and sightseeing may be enjoyed, and the following year it is expected that most of the recreation facilities will be completed.

In addition to the usual features of State parks, a small portion of Hunting Island will be leased to individuals for ten year periods, for private resorts.

At 1.7 m. on the main side road is COFFIN POINT, which may be visited. It is a hunting preserve owned by the estate of one of the first northerners to buy

land in this section. The plantation home of the Coffin family here is one of the few remaining on this island.

The house has been well preserved and is typical of the South Carolina plantation home, as adapted from the establishments of West Indian planters, with its two verandas and high cellar. Though it is now unoccupied, the house is given a new coat of Colonial yellow paint with white trimmings periodically, through a provision of the late owner.

To the right of the avenue is one of the picturesque Negro cemeteries. There are few headstones but medicine bottles, lamps, spectacles, razors, and even a mustache cup, all of which were used by the deceased, may be found on the mounds.

COFFIN POINT EGG BANK, *3.7 m.*, nesting place for thousands of sea birds, is *2 m.* by water from Coffin Point. For about \$1 almost any Negro in the vicinity will act as guide and use his own boat to row to the bank. The island on which the bank is situated comprises about ten acres at high tide and during May and June is so covered with eggs and young birds that there is scarcely room to step. As many as fifteen different varieties of birds have been seen at one time on the island. Their continuous screeching is almost deafening and sometimes the sky seems darkened by multitudes of whirling wings.

The Atlantic Ocean crashes on the far side of the island and when the tide is out a long sand bar is visible for eight or ten miles out to sea.

The main road now passes two ante-bellum plantation homes, both occupied by families who are hospitable to visitors.

The first, FROGMORE PLANTATION, *19.5 m.*, (L), was the property of William John Grayson, well known before the War between the States as a writer.

At *20.4 m.* are the white entrance gates to the FRIPP PLANTATION (L), where is a picturesque old plantation home with a particularly lovely interior.

At the end of the road, 25.4 m., are the white entrance gates of the BARNES PROPERTY (*open by permission*).

Here, on the Barnes property, is FORT FREMONT, erected during the Spanish-American War, and garrisoned until about 20 years ago. Camouflaged to look like a gently sloping hill from the water, it presents on the landward side an ancient romantic appearance with dark dungeons and iron gates. The brick hospital building and the fort are all that remain of the military post.

Left from the gates to the Barnes property is LAND'S END, 3.5 m., where there is a group of small summer cottages.

The road (R), at the gates becomes the main route of the tour.

At 31.6 m. are the RUINS of WHITE CHURCH (R), a tabby structure erected as a Chapel of Ease to



Ruins of White Church, St. Helena Island, Chapel of Ease to St. Helena's Episcopal Church, Beaufort, S. C. The construction is of tabby (a mixture of oyster shell and lime); built prior to the Revolutionary War; date unknown. Destroyed by forest fire.

the Parish Church in Beaufort before the Revolution. It was destroyed by forest fire after the War between the States.

PENN NORMAL, INDUSTRIAL AND AGRICULTURAL SCHOOL, 32.4 *m.*, was the first Southern school for Negroes to be opened. It was founded in 1862 and carried on for more than forty years by the late Misses Laura Towne and Ellen Murray, of Philadelphia, who were among the first of the missionary teachers to reach St. Helena after the Federals took the section.

This school sponsored the first agricultural co-operative enterprise for whites or Negroes in South Carolina. It has brought to the Negroes the constructive influence of farm demonstration agent, home demonstration agent, and public health nurse.

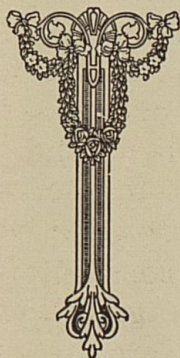
Because of its significant attainments, Penn School has been used as a model for four institutions in South Africa. At the school is kept a map of Africa studded with an increasing number of colored tacks, each representing the station of a missionary or educational official who has visited the island and the school to make a practical observation of the successful educational program here with a view to improving his own institution.

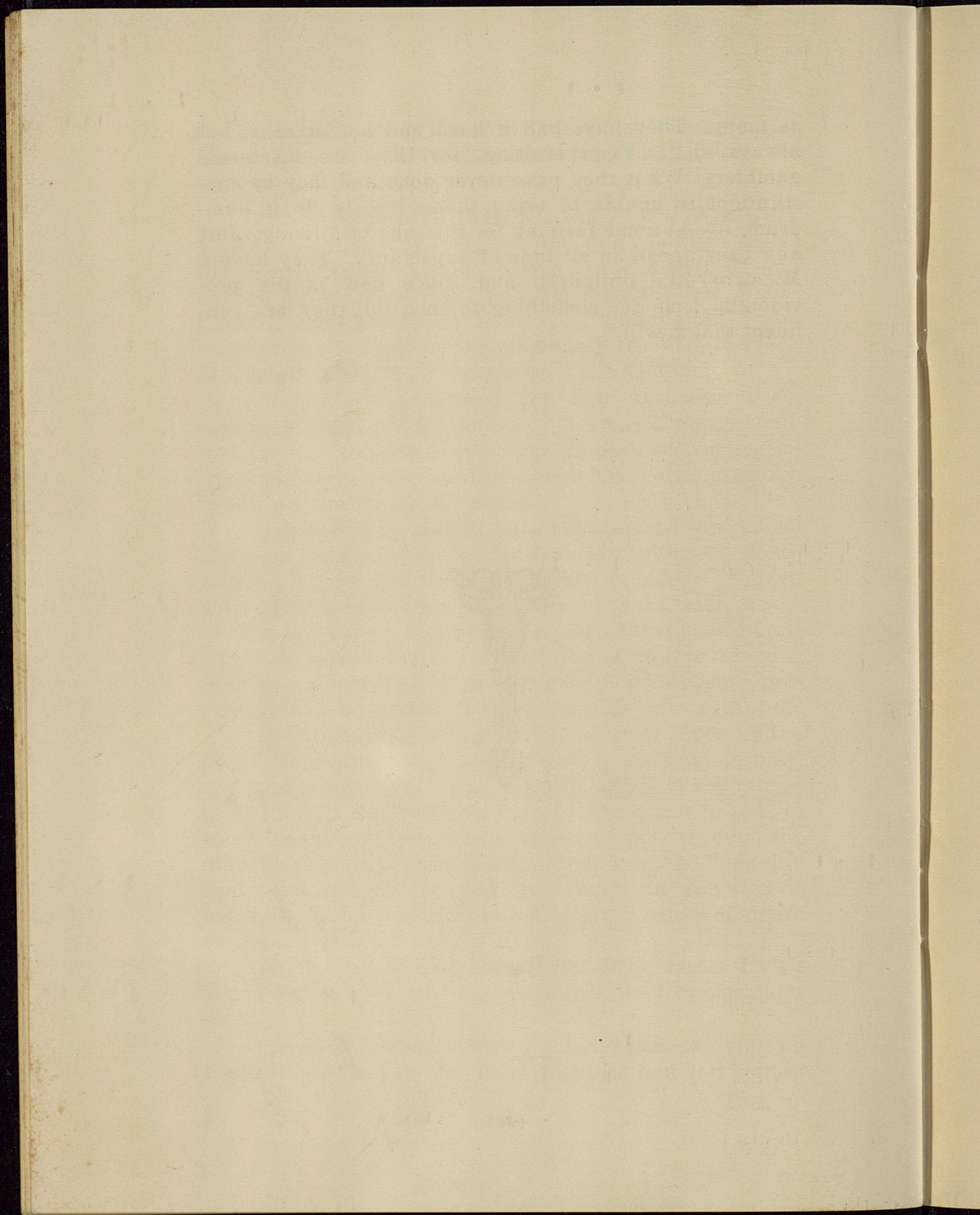
Penn School is a constant force in the life of the Island Negroes through agricultural, home-making, play, and health influences. Here the girls and boys are taught to be farmers and home-makers, to build, and to sew, to weave baskets of rush, and to cook. Largely through the school's efforts, present health conditions and long life contradict the theory that the Negro in America is naturally a sickly individual. The sixth cause of death on the island is old age.

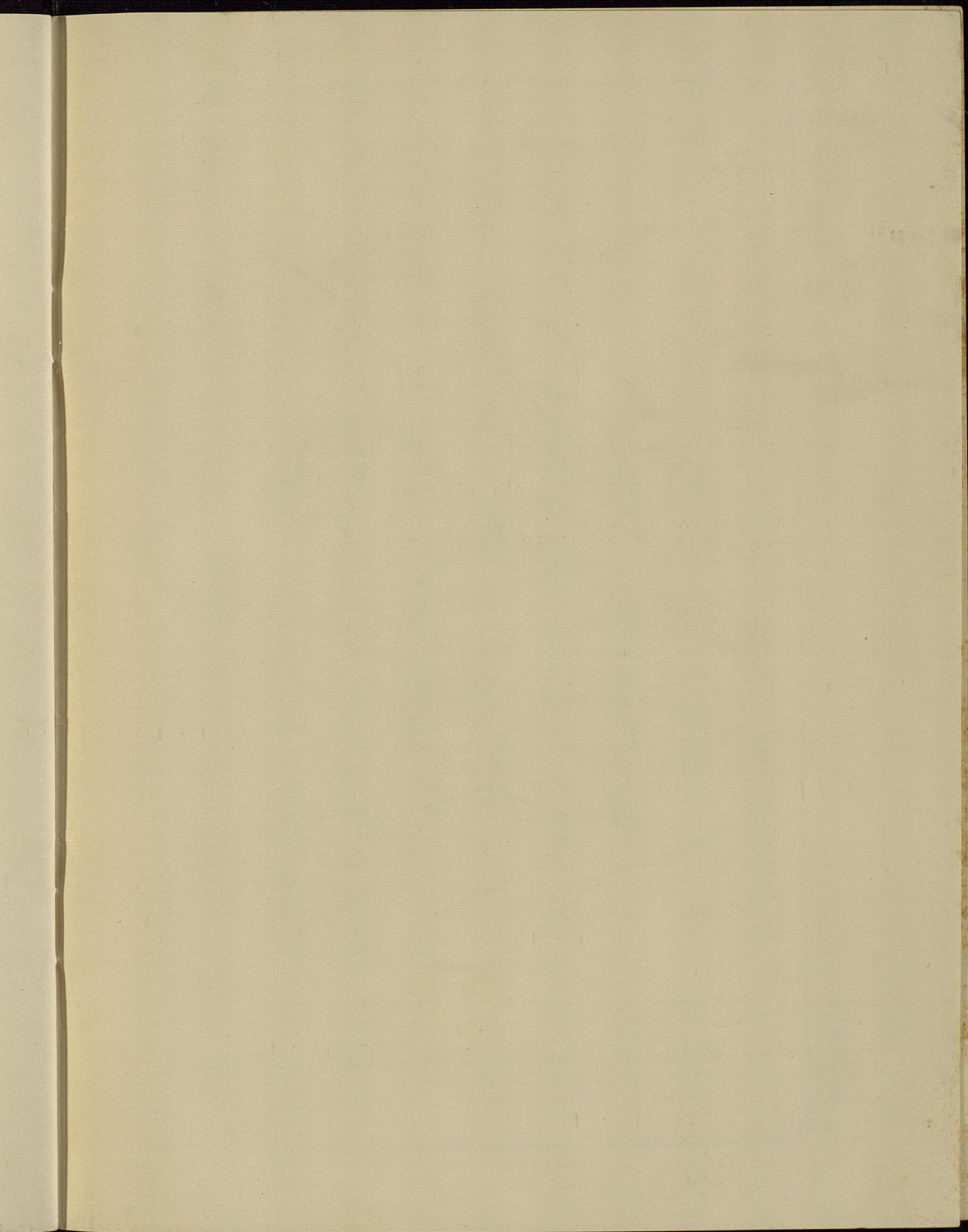
At 33.2 *m.* is Frogmore again. Back across Lady's Island is Beaufort, 40.4 *m.*, of which a local commentator says:

"Beaufort planters have had adventurous living always. They have made many fortunes and lost almost

as many. They have had it hard and had it easy, but always it has been exciting, for they are inveterate gamblers. What they have never done and may be constitutionally unable to bring themselves to do is humdrum, live-at-home farming for the sake of a living. Just now they are in an attitude of expectancy. They have a Micawber-like optimism, and, since now is the providential time for something to turn up, they are confident that it will."

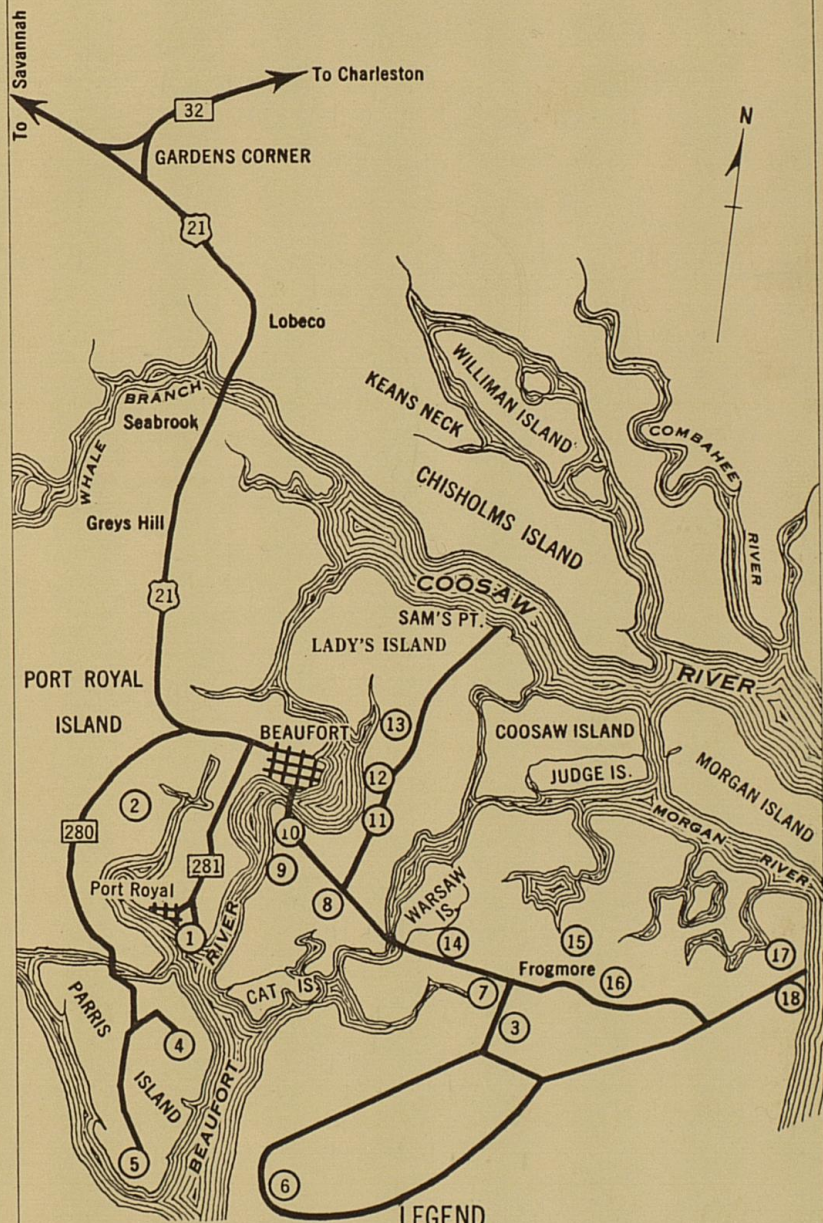






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BEAUFORT AND SEA ISLANDS



LEGEND

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|-------------------------|---------------------|-----------------------|
| 1. Old Spanish Fort | 7. Penn School | 13. Cuthbert Point |
| 2. The Retreat | 8. Airport | 14. St. Helena Island |
| 3. Old White Church | 9. Burckmyers Beach | 15. Datha Island |
| 4. U.S. Marine Barracks | 10. Lady's Island | 16. Indian Hill |
| 5. Charlesfort Monument | 11. Oyster Factory | 17. Coffin Point |
| 6. Fort Fremont | 12. Colony Gardens | 18. Egg Bank |

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