

CULTURAL RESOUCE IDENTIFICATION SURVEY OF APPROXIMATELY 221 ACRES AT THE AIRPORT INDUSTRIAL PARK SITE

SUMTER COUNTY, SOUTH CAROLINA

Summary Report



February 2010

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PARK SITE
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SUMMARY REPORT**

Submitted to:
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INTRODUCTION

On February 4, 2010, TRC conducted an archaeological survey of approximately 221 acres east of the Sumter County Airport in Sumter County, South Carolina (Figure 1). This work was done on behalf of Alliance Engineering, Inc. for the South Carolina Department of Commerce Industrial Site Certification Program.

The project area consists of approximately 221 acres in the Middle Coastal Plain physiographic province. The tract is bound on the east by SC Road 92, also known as Queen Chapel Road, on the south by Brewington Road, on the north by the parcel boundary, and on the west by the Sumter County Airport (Figures 1 and 2). Several Carolina Bays are present within the project area and the tract is bisected by Whites Mill Branch on an east-west axis. An abandoned railroad bisects the property on a north-south axis. Topography is generally flat with barely perceptible slopes to the wetlands, and a few slight rises, with elevations ranging between 170 and 180 feet Above Mean Sea Level (AMSL).

Carolina Bays are not necessarily a fresh water source but they do offer a variety of plant resources and provide browse for game animals; consequently prehistoric sites are often found near the bays. Historic occupations are more often found along roads and flowing water sources, such as Whites Mill Branch.

Soils in the tract include well drained Norfolk loamy sand, moderately well drained Goldsboro loamy sand, Rembert loam, Rains sandy loam, Coxville fine sandy loam, and McColl fine sandy loam, all poorly drained soils found in Carolina Bays and upland flats.

The area surrounding the tract consists of scattered houses, a church, woodlands, the airport, and a county-run recycling center. Vegetation includes pine and hardwood forest but most of the tract is fallow agricultural fields. Within the project area is the Natural Resources Management Center, affiliated with Central Carolina Technical College. Courses in agriculture and natural resources management are taught at the site. Teaching facilities include buildings, a stand of long-leaf pine, and an orchard with an above-ground irrigation system. Based on topography, vegetation, and the nature of the undertaking, the Area of Potential Effects (APE) is considered to be a 0.25-mile radius around the project area (Figure 1).

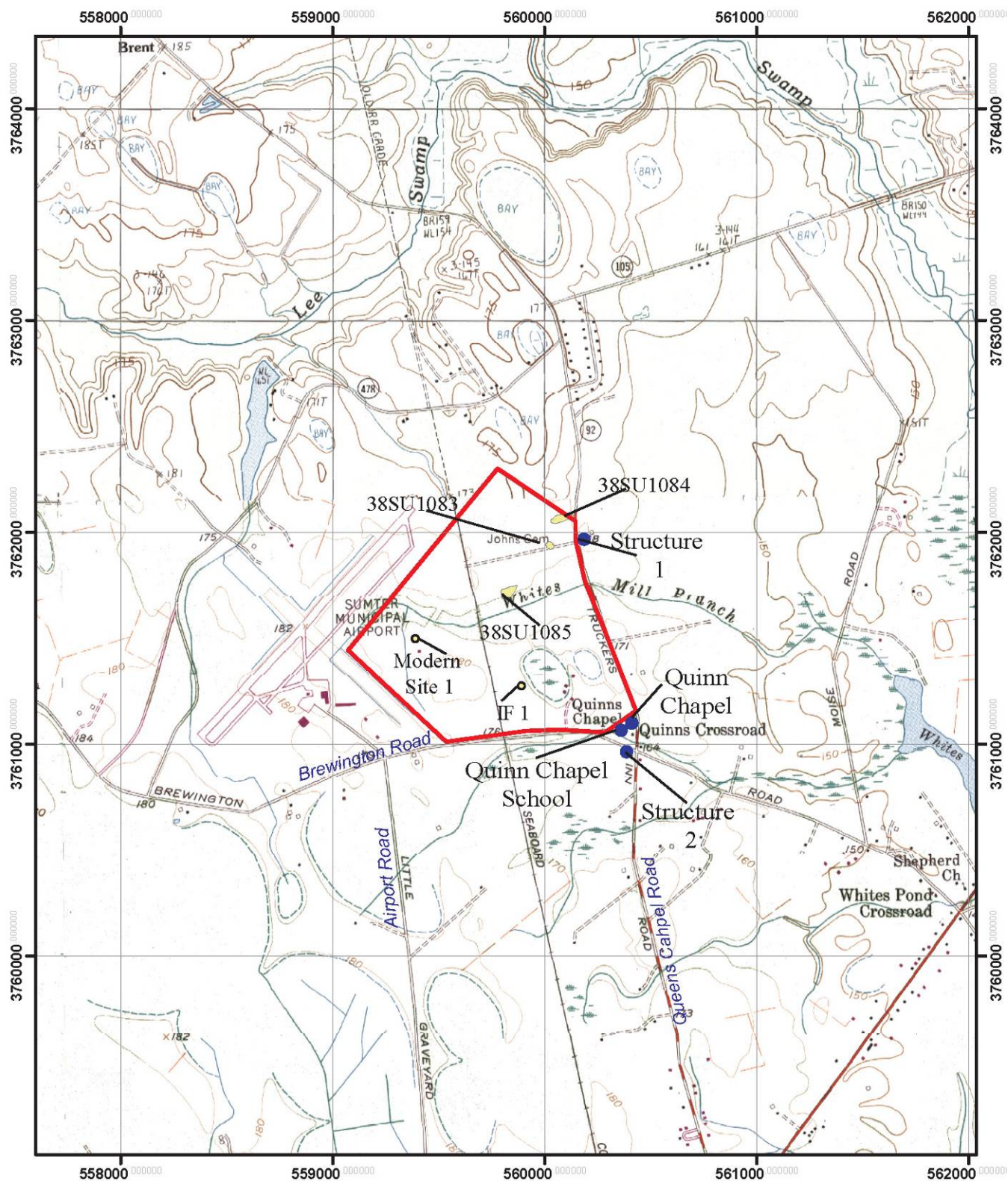
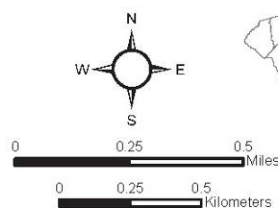


Figure 1.
Sumter Airport Industrial
Park Site
Base Map: Sumter East
USGS Topographic
Quadrangle
Scale 1:24000

- Project Area
- Newly Recorded Site
- Historic Structure



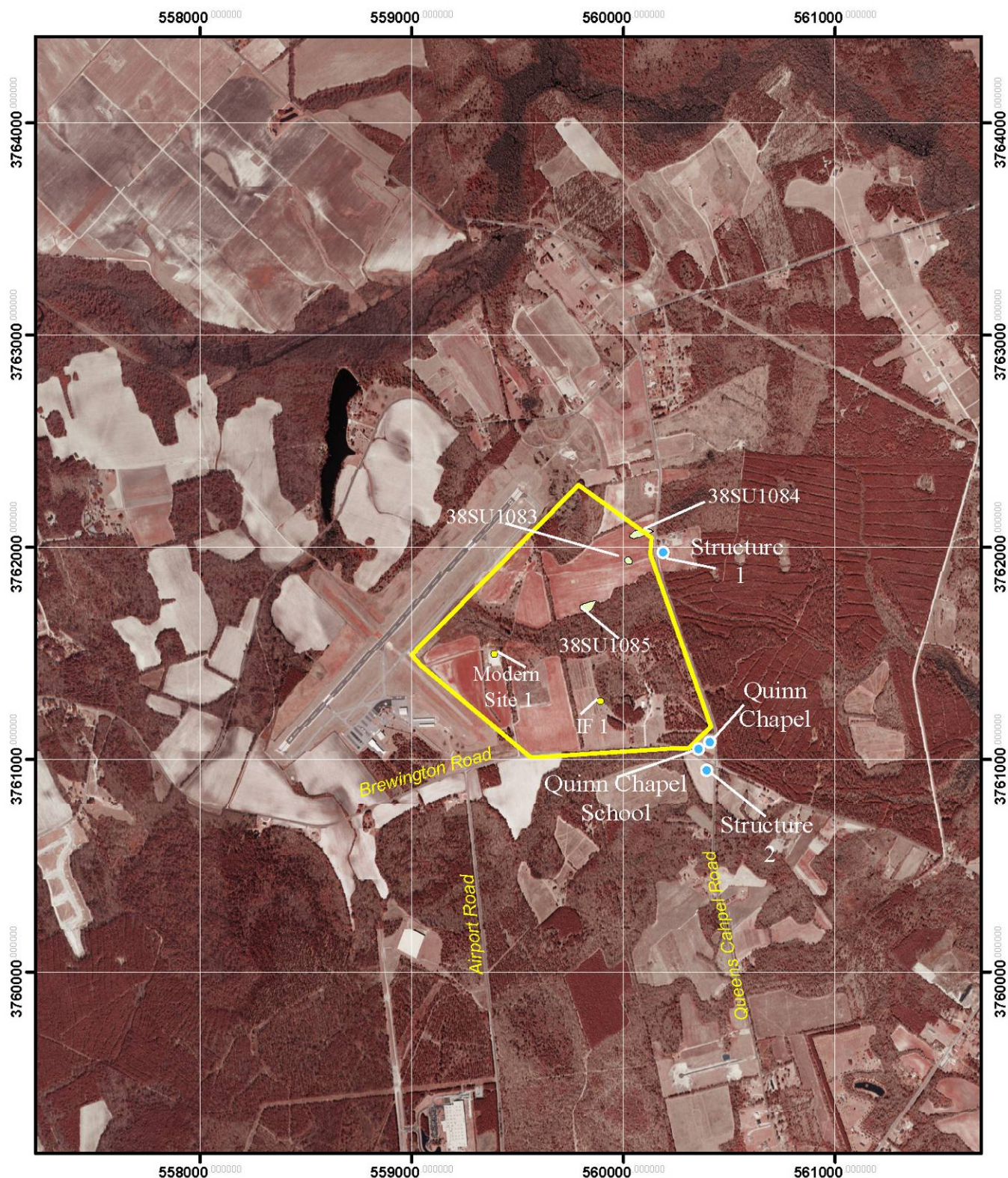
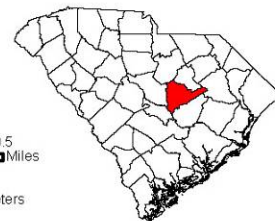
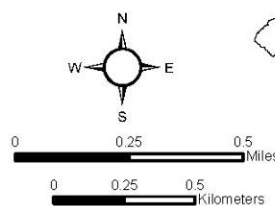


Figure 2.
Sumter Airport Industrial
Park Site

Base Map: Sumter East
USGS Topographic
Quadrangle
Scale 1:24000

- Project Area
- Newly Recorded Site
- Historic Structure



CONTEXT

A vast body of research is devoted to the examination of prehistoric and historic occupations in South Carolina, and although most of our knowledge does not derive from research conducted in the Middle Coastal Plain enough is known provide a brief overview of occupation in the vicinity of the project.

The arrival of humans in eastern North America is currently the subject of much debate, with suggested dates starting as much as 35,000 years ago. Ongoing investigations along the Savannah River are focused on addressing this issue; however, in terms of known occupations, the earliest inhabitants of the area are generally accepted as arriving ca. 12,500 years ago (radiocarbon years before present). Evidence for Paleoindian occupation in the Coastal Plain is scant and limited to surface finds of diagnostic lanceolate projectile points (Goodyear et al 1989). A warming climate and changing environment led to changes in subsistence patterns and technology over time. These changes signal the Archaic period (ca. 10,000 to 3,500 B.P.), which is better understood than the Paleoindian period. Lifestyles continued to focus on hunting and foraging, with settlement patterns focused on river floodplains. Population is thought to have increased substantially during these periods (Goodyear et al 1989).

The terminal Late Archaic marks the introduction of fired clay pottery. Around 4,500 B.P. ceramics were beginning to appear in the middle and lower Savannah River Valley and along coast. Fiber-tempered Stallings wares are the first to appear and are found throughout the Coastal Plain (Sassaman 1993). Subsequent to and somewhat coeval with Stallings is Thom's Creek, which marks the transition from the Archaic to the Woodland periods (Anderson et al. 1982). Thom's Creek, like Stallings, is found throughout the Coastal Plain of South Carolina.

The appearance of Refuge wares is often used to denote the beginning of the Woodland period (ca. 3,000 B.P.). Refuge is characterized by coarse sand temper and surface treatments including simple stamping, punctate, plain, and dentate stamping (Williams 1968). Deptford-type ceramics (check- and linear check-stamped with coarse sand temper) make an appearance toward the end of the period and are found on sites throughout the Middle and Late Woodland periods. Diagnostic lithics are similar to the small-stemmed bifaces of the Late Archaic.

The post-Woodland Mississippian period is marked by social, economic, and technological changes resulting in cultural complexity not found previously in prehistoric Southeastern societies. Increasing reliance on agriculture and construction of large ceremonial complexes are the social hallmarks of the period. Supplementing agricultural production was the collection of various wild resources in the floodplains and uplands. Tribute would be gathered in the form of surplus from across the chiefdom and stored at central locations. Accumulation of wealth and prestige goods was a vehicle for the control of social and political power.

Platform mounds, such as the one at the Fort Watson/Santee Indian Mound on the Santee River in Clarendon County and the Broughton Mound in Sumter County, are examples of Mississippian civic-ceremonial and political centers.

Exploration of the Southeast by the Spanish in the sixteenth century resulted in dramatic changes among the native groups in the region. Warfare, trade, disease, and slavery all disrupted the cultural patterns of the previous period. Population decline, particularly as a result of disease, weakened previously dominant groups, and by 1700, when English traders and settlers from the Carolinas began to push into the interior, the Catawba tribe, situated above the fall line on the Catawba and Wateree rivers, had emerged as the principal tribe. English traders established a trade in deerskins with the Catawba, and were traveling through what is now Sumter County along the Catawba Path by 1680. This path followed the eastern side of the Wateree River between Charleston and Camden.

It was not until the 1730s that any sustained colonial settlement of the study area took place. Townships were established and land grants issued based on family size. The grants were usually less than 500 acres and located adjacent to a water source. Farmsteads were typically dispersed on the grants and operated by family members. Dwellings were small and crudely constructed, and a subsistence strategy of agriculture was practiced. Gradually, settlers constructed dams on the Wateree and Santee rivers and pursued the rice and indigo culture. Cattle and hogs were also an important part of the backcountry economy during the colonial period. With settlement sparse, livestock was free to roam in the swamps and woods, grazing on grasses or rooting for acorns. As the agricultural regime of the region became more established and some farmers began to produce profits from their operations, more wealthy planters from the coastal region began to invest in the interior.

After the Revolutionary War, indigo ceased to be a significant crop due to the loss of market protections provided to the colonies under British rule. However, cotton soon rose to take its place, boosted by the invention of the cotton gin, which made the separation of the seeds from the fiber much easier. The cultivation of cotton spread rapidly after 1790, with the short-staple, upland variety proving well-suited to the soils and climate of the Sumter District. The dominance of cotton is reflected in the lack of towns or industries in the area. A map of the district in 1825 shows scattered churches, stores, mills, and stagecoach stops, but few named communities within the district. In the three decades preceding the Civil War, railroads were constructed throughout the state, eventually supplanting the steamboat for shipping cotton to market and leading to the rise of small towns along their routes.

After the Civil War, farmers in South Carolina were faced with a variety of economic, social, and political problems. Slave owners were divested of a large portion of their wealth and had to develop an entirely new labor system. The newly freed African Americans faced uncertain circumstances as they negotiated labor contracts or rental agreements with their former owners and other white landowners, laying the foundation for decades of sharecropping. The sharecropping system proved fundamentally detrimental to both tenants and landlords because of the opportunity for abuse by the landlords in the distribution of the proceeds and the lack of incentives for the tenant to make improvements to the land.

Census records show a steady increase in tenancy and a decline in farm size for both black and white farmers from 1880 to 1930. A worldwide agricultural depression and the arrival of the boll weevil during the 1920s began a transformation of the established agricultural regime of the region, as farms were foreclosed and tenants were left with no source of credit. The agricultural depression of the 1920s was followed by the nationwide bank depression of the 1930s, further eroding farm markets and stalling economic growth. Farmers had the advantage of being able to produce much of what they needed on the farm, but the period was characterized by stifling poverty for many, particularly black residents.

As with most of the country, the advent of World War II provided economic relief, notably with the establishment of Shaw Air Force Base west of the project area. Manufacturing, government, medical facilities, and schools now account for much of the employment in the region.

METHODS

Literature Review

Prior to fieldwork, TRC conducted background research at the South Carolina Department of Archives and History (SCDAH) in Columbia, and at the South Carolina Institute of Archaeology and Anthropology (SCIAA) in Columbia. The records examined at SCDAH included a review of their GIS-based Cultural Resource Information System (CRIS) for sites listed in or eligible for inclusion in the National Register of Historic Places (NRHP), and a review of CRIS and the SCDAH Finding Aid for previous architectural surveys near the project area. The records examined at SCIAA include the master archaeological site maps, state archaeological site files, and any associated archaeological reports.

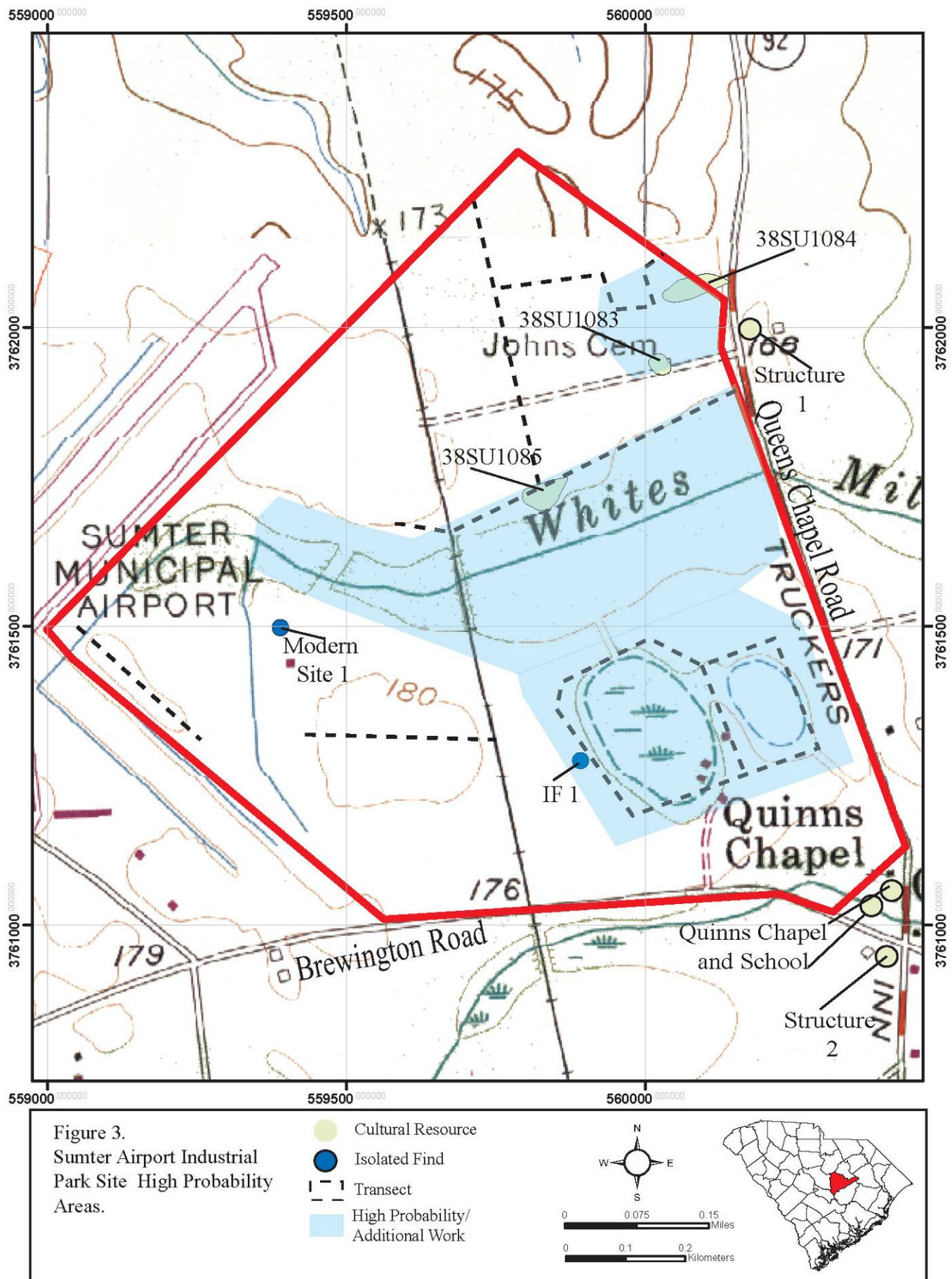
Field Survey

On February 4, 2010, a reconnaissance survey was conducted of the proposed project tract. Shovel tests were excavated at 30 meter (m) intervals alongside Whites Mill Creek, across elevated areas of the fields, and around the Carolina Bays (Figure 3). All shovel tests were approximately 30 centimeters (cm) in diameter and excavated to sterile subsoil. Soil was screened through 0.25-inch hardware mesh, and artifacts, if encountered, were bagged according to provenience. Notes were kept in a field journal and on standard TRC site forms.

RESULTS

Literature Review

Background research at the SCIAA and SCDAH identified no previously recorded archaeological sites within 0.25 mile of the project area. The records search was also



conducted in an effort to identify historic architectural properties in the vicinity of the project area. This research identified no recorded historic architectural resources reported within the 0.25-mile search radius.

Field Survey

On February 4, 2010, a reconnaissance survey was conducted of the proposed project tract. A total of 90 shovel tests were excavated at 30 m intervals alongside Whites Mill Creek, across elevated areas of the fields, and around the Carolina Bays (Figure 3). All shovel tests were approximately 30 cm in diameter and excavated to sterile subsoil. Soil was screened through 0.25-inch hardware mesh, and artifacts, if encountered, were bagged according to provenience. Notes were kept in a field journal and on standard TRC site forms.

Three archaeological sites and one isolated find were recorded during the survey. Four standing structures over 40 years old are present within a 0.25 mile radius of the project tract.

Archaeology

38SU1083

Site Number: 38SU1083

Site Type: Cemetery

Components: 20th century

UTM Coordinates: E560031, N3761953

Site Dimensions: 34 × 34 m

NRHP Recommendation: Not Eligible

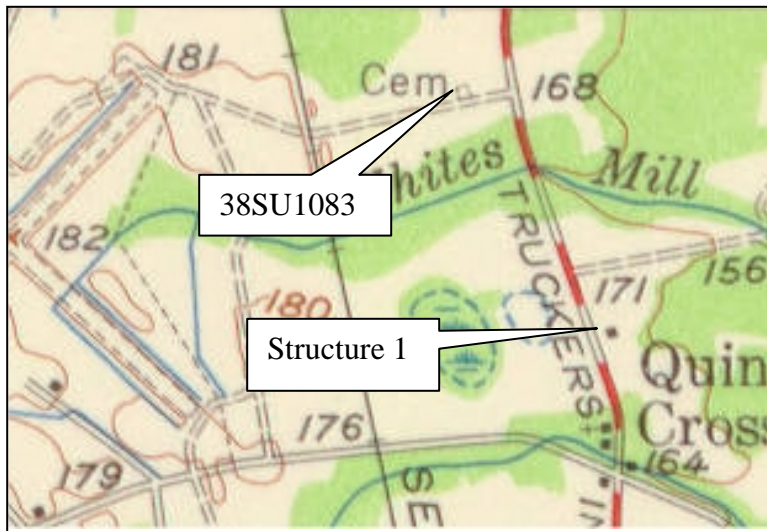
Elevation: 170 feet AMSL

Landform: Terrace

Soil Type: Norfolk Loamy Sand

Vegetation: Hardwoods

Site 38SU1083 is the Johns Cemetery, located 130 m west of SC Road 92 (Queen Chapel Road) (Figure 1, Figure 2, Figure 3). This cemetery appears (unnamed) on the 1959 USGS Sumter East topographic quadrangle (Figure 4), and is shown as Johns Cemetery on the 1982 USGS Sumter East topographic quadrangle but does not appear on soil maps or county highway maps.



A grove of hardwoods in a fallow field marks the cemetery location (Figure 5). There is an abandoned deer stand in the grove, and empty plastic plant containers are also present. There are no grave markers, and no obvious grave depressions were observed. The age of the cemetery and the number of burials are not known.

Figure 4. 38SU1083 in 1959.

Site 38SU1083 is the Johns Cemetery, with twentieth century graves and of unknown extent. It does not contain unusual or notable examples of grave architecture, and almost certainly is not the final resting place of someone notable in local or national history, and is recommended not eligible for the NRHP. However, the cemetery is protected under South Carolina state laws and removal or disturbances cannot take place without appropriate consultation. It is recommended that the full extent of the cemetery be determined before any ground disturbing activity takes place in the immediate vicinity of the grove.



Figure 5. 38SU1083, facing west.

38SU1084

Site Number: 38SU1084	NRHP Recommendation: Not Eligible
Site Type: Historic scatter	Elevation: 170 feet AMSL
Components: Late 19 th -20 th century	Landform: Terrace
UTM Coordinates: E560087, N3762048	Soil Type: Norfolk Loamy Sand
Site Dimensions: 110 × 30 m	Vegetation: Fallow field

Site 38SU1084 is an historic scatter located immediately east of SC Road 92 (Queen Chapel Road), in a fallow field (see Figures 1-3). It occupies a slight elevation in the field, with wetlands 200 m to the west and Whites Mill Branch 200 m to the south. Surface visibility at the time of survey was 75–100 percent.

The site was discovered as a sparse surface scatter and with positive shovel tests. There are no architectural elements visible. Soils consisted of approximately 30 cm of dark gray (10YR4/1) loamy sand over brownish–yellow (10YR6/8) sandy clay subsoil. Artifacts were

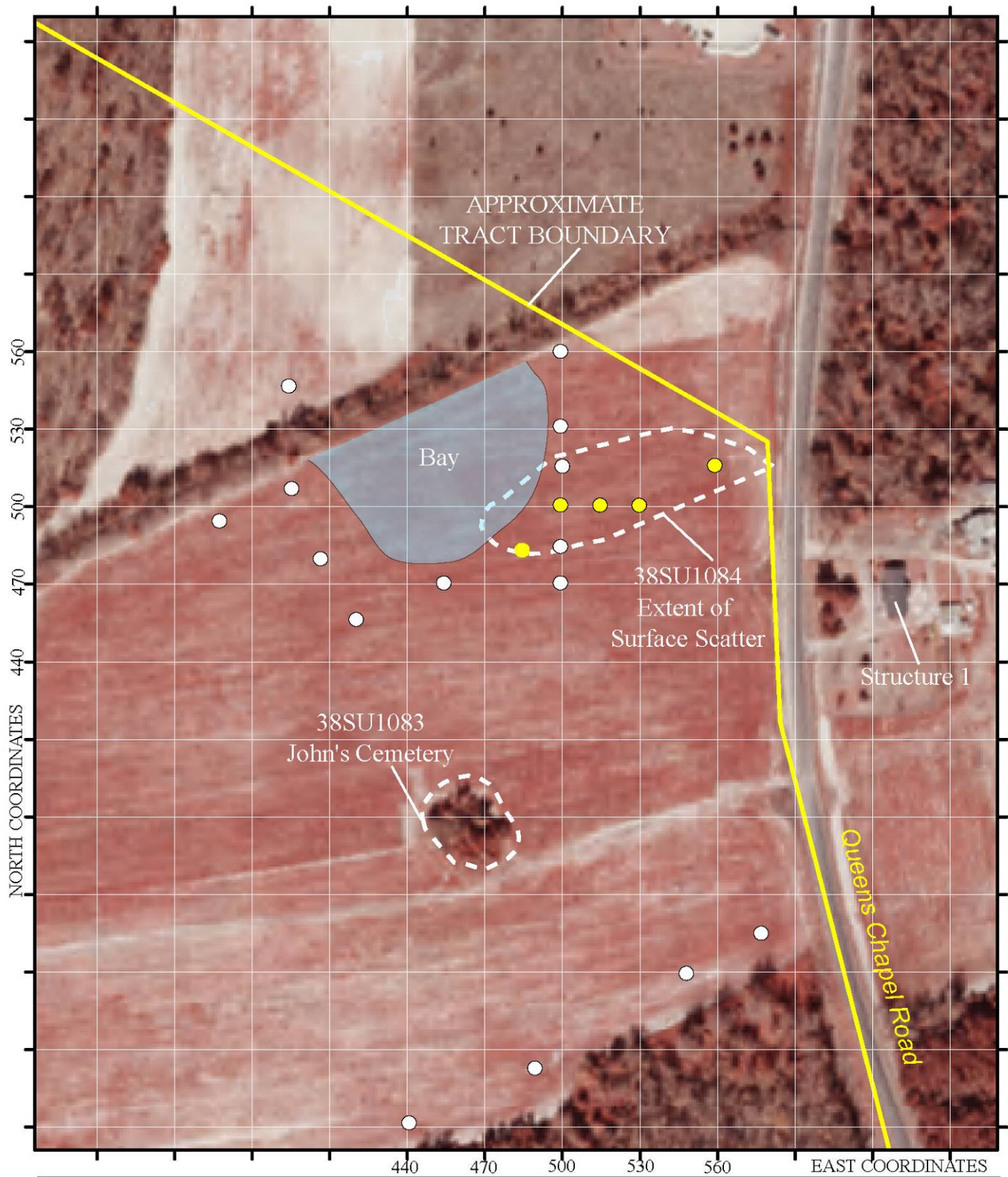
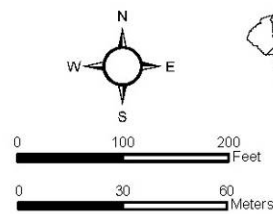


Figure 6.
 Sites 38SU1083 and
 38SU1084 Site Map
 Sumter Airport Industrial
 Park Site

- Positive Shovel Test
- Negative Shovel Test
- Site Boundary



recovered from 0–20 centimeters below surface (cmbs). The extent of the surface scatter was used to determine site limits of 110 m east-west by 30 m north-south (Figure 6). Recovered materials include two sherds of whiteware (1 plain, one hand-painted blue), two fragments of amethyst glass, and one sherd of Albany slip stoneware. No brick fragments were collected, and those noted on the surface were very small (less than 1 inch), and method of manufacture could not be determined.

The artifacts recovered and noted on the surface suggest a late nineteenth–early twentieth century occupation, although the whiteware could be ascribed to an earlier nineteenth century occupation as well. A structure is shown in this location on a 1935 Sumter County soils map (Figure 7), but does not appear on topographic maps from the 1940s or 1950s. The scant brick scatter and lack of architectural remains suggest either a small structure on brick piers, a building that was moved, or that most of the brick associated with the structure was removed.

38SU1084 is a sparse scatter of historic artifacts in a field. There are no associated architectural elements and subsurface preservation is unlikely, and 38SU1084 is recommended not eligible for the NRHP.

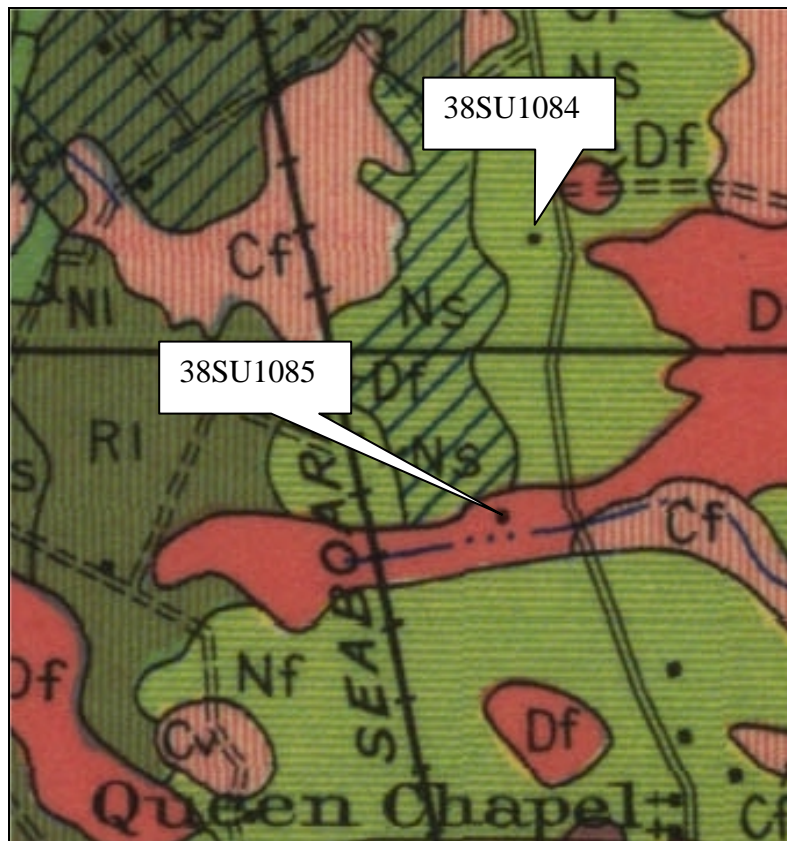


Figure 7. 38SU1084 and 38SU1085 in 1935.

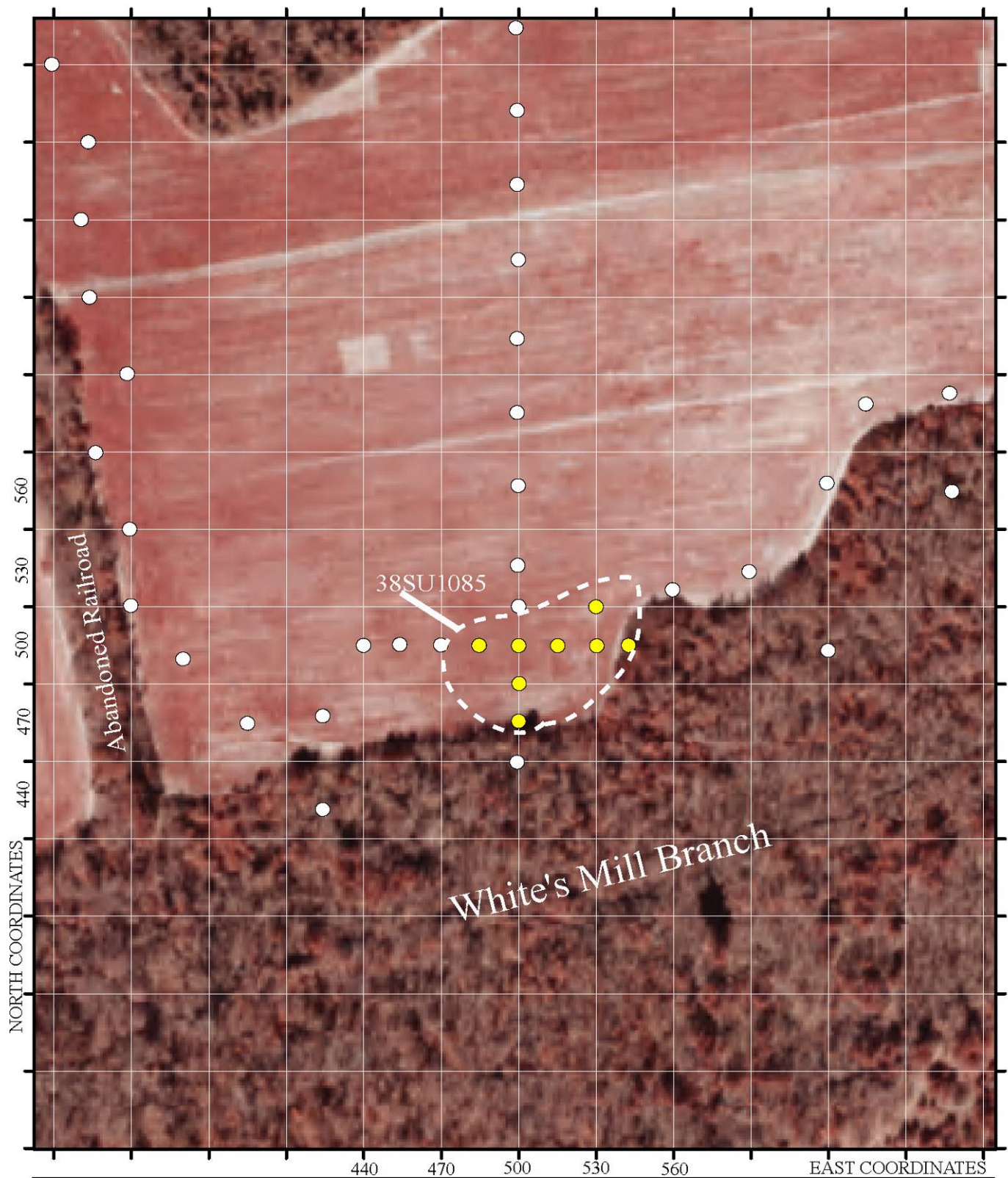
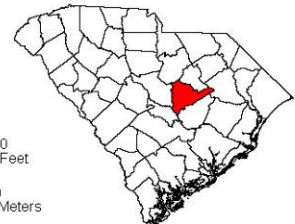
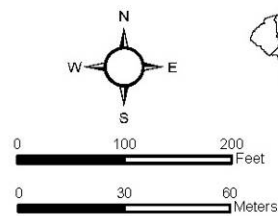


Figure 8.

Site 38SU1085 Site Map

Sumter Airport Industrial
Park Site

- Surface Positive
- Negative Shovel Test
- Site Boundary



38SU1085

Site Number: 38SU1085	NRHP Recommendation: Not Eligible
Site Type: Historic scatter	Elevation: 170 feet AMSL
Components: Late 19 th -20 th century	Landform: Terrace
UTM Coordinates: E559829, N3761715	Soil Type: Norfolk Loamy Sand
Site Dimensions: 40 × 60 m	Vegetation: Fallow field

Site 38SU1085 is a scatter of historic artifacts in a fallow field, immediately north of Whites Mill Branch (see Figures 1-3). Queen Chapel Road is approximately 360 m to the east. Vegetation at the time of the survey was absent, and there was 100 percent surface visibility.

The site was discovered as a surface scatter in the field, and with positive shovel tests. Soils consisted of approximately 30 cm of dark gray (10YR4/1) loamy sand over brownish-yellow (10YR6/8) sandy clay subsoil. Artifacts were recovered from 0–30 cmbs. The extent of the surface scatter was used to determine site limits of 60 m east-west by 40 m north-south (Figure 8). Recovered artifacts include two sherds of plain whiteware, one sherd of blue transfer-printed whiteware, a fragment of milk glass (canning jar lid-liner), one fragment of amethyst glass, and one fragment of brown bottle glass.

The artifacts recovered and noted on the surface suggest a late nineteenth–early twentieth century occupation, although the transfer-printed whiteware could be ascribed to an earlier nineteenth century occupation as well. The site does appear on a 1935 Sumter County soil map (see Figure 7). There are no architectural elements present, and the brick fragments noted on the surface were too small to indicate method of manufacture. Additional investigations at 38SU1085 will provide redundant information and it is recommended not eligible for the NRHP.

Isolated Find 1 is located 200 m south of White Mill Branch, on the west side of a Carolina Bay (see Figures 1-3). It consists of a medium sand-tempered low-fired earthenware sherd with indeterminate surface treatment. The sherd was recovered from a shovel test at 20 cm below surface. Delineation shovel tests were excavated at 5 and 10 m intervals and no other artifacts were recovered. This isolate is recommended not eligible for the NRHP.

Structures

Four historic structures were identified during the survey within a .25–radius of the project tract. The remains of a modern structure of unknown function, located on the western side of the survey tract were not recorded (see Figures 1-3).

Structure 1 is located on the east side of Queen Chapel Road at 2765 Queen Chapel Road (see Figures 1-3). It is a brick ranch house with an attached brick carport currently in use as a private residence (Figure 9). A building is shown in this location on the 1959 USGS Sumter East topographic map (see Figure 4).



Figure 9. Structure 1, facing west.



Figure 10. Structure 2, facing west.



Figure 11. Quinn Chapel AME Church, facing northwest.

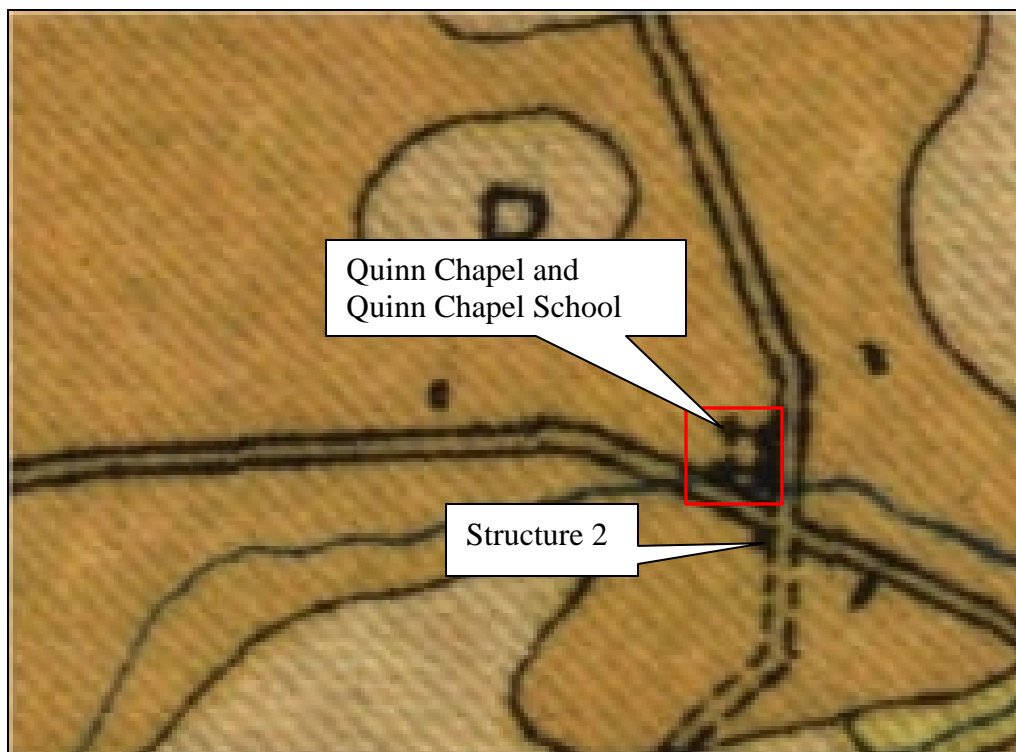


Figure 12. Quinn Chapel, Quinn Chapel School, and Structure 2, 1907.

Structure 2 is located south of Brewington Road and west of Queen Chapel Road, in an overgrown field (see Figures 1-3). It is the ruins of a wood-frame house with an interior chimney and a standing-seam metal roof (Figure 10). A building is shown in this location on the 1907 Sumter County Soils map (Figure 12).

Structure 3 is Quinn Chapel AME Church situated at the northwest corner of the Brewington Road/Queen Chapel Road intersection (see Figures 1-3). It is a brick building with two brick ell additions (Figure 11). This building is the third to occupy the site and was constructed in 1964 (Clyburn 1998). A church is shown in this location in 1907 (Figure 12).

Structure 4 is located on the Quinn Chapel grounds (see Figures 1-3), and was the Quinn Chapel Colored School in the mid-twentieth century. The wood-frame structure is on brick piers with and has a metal roof (Figure 13). The school was photographed for the South Carolina Budget and Control Board sometime between 1935 and 1950 (Figure 14), but the dates of occupation are not known.

Both the church and school are shown on a 1907 Sumter County soil map (see Figure 12). The present church was not built until 1964 but the Quinn Chapel congregation has been worshipping at this location for over a century (Clyburn 1998). It is not known exactly when a school was established at this location.



Figure 13. Quinn Chapel School, facing north.



Figure 14. Quinn Chapel School, between 1935 and 1950.

SUMMARY AND RECOMMENDATIONS

Two archaeological sites, an isolated find, and a cemetery were encountered during the course of the reconnaissance survey. It is recommended that high probability zones, that is, those areas within 150 m of the Carolina Bays and Whites Mill Branch and between Johns Cemetery and site 38SU1084 be examined with an intensive archaeological survey before ground disturbing activities proceed (see Figure 3).

Site 38SU1083, Johns Cemetery, is not eligible for the NRHP, but should be avoided by ground disturbing activity, and the full extent should be established prior to activity in the area. Should this project become a federal undertaking, an intensive architectural survey may be required for the Quinn Chapel School (Structure 4) in order to determine its NRHP eligibility status. The remainder of the tract is not likely to contain significant archaeological remains and it is TRC's recommendation that no further investigations are needed.

If you have any questions, please do not hesitate to contact me at 803-933-9991 or via e-mail at snorris@trcsolutions.com.

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