



CCI: The State Penitentiary in South Carolina History and Memory

The South Carolina Penitentiary served as the state's main prison facility for almost 130 years, from 1866 to 1994. Today, little more than photographs, documents, and memories remain.

The South Carolina Penitentiary was founded during the penal reform movement of the nineteenth century. Governor Arnoldus VanderHorst first proposed a state penitentiary in the 1790s. In later decades reformers repeatedly tried to establish a penitentiary without success. They argued that a penitentiary was needed to overhaul the state's harsh criminal code, which in 1813 included 165 offenses punishable by death. A penitentiary, reformers argued, would allow for long-term prison sentences, which they regarded as a more humane form of punishment for minor offenses. Conditions in county jails also pointed to the need for a penitentiary. A Board of Public Works investigation in 1820 found that most county jails were poorly constructed and did not have adequate space for prisoners.



After decades of discussion, the General Assembly finally authorized the establishment of a penitentiary in 1866. Construction began the following year at a site in Columbia on the Congaree River. The penitentiary complex initially included two cell blocks and a structure for administrative offices. By the mid-1880s it was substantially complete and housed nearly 1,000 prisoners.

The penitentiary grew quickly. Overcrowding was a problem as early as the late 1880s. To generate revenue and reduce the prison population, officials began leasing convicts to outside contractors and adopted the chain gang system, which allowed prisoners serving short-term sentences to work on road maintenance crews in their home counties.



At the same time, industrial operations within the walls of the penitentiary also provided additional revenue and gave convicts a regular work schedule. As the inmate population grew and new industries were added, officials expanded the physical infrastructure of the institution with several buildings, including a hospital, a cell block for female prisoners, and a reformatory for juvenile offenders.



By the mid-twentieth century the penitentiary had become outdated. After more than a century of use, it was increasingly known for security problems and poor conditions. Officials began calling for CCI to be closed in the 1960s, but the Department of Corrections did not shut down the facility until 1994. The closing of the penitentiary after nearly 150 years of continual use was the final step in the process of decentralizing the state's system of penal institutions.



battery white

A Civil War Battlement on Winyah Bay near Georgetown, South Carolina



History

The history of Battery White, presented below, was developed by Kappy McNulty and Donald R. Sutherland of the Historic Preservation Division of the South Carolina Department of Archives and History. They prepared the nomination form proposing that Battery White be added to the National Register of Historic Places in November of 1976. You can view a pdf version of the nomination form on the [Documentation](#) page.

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

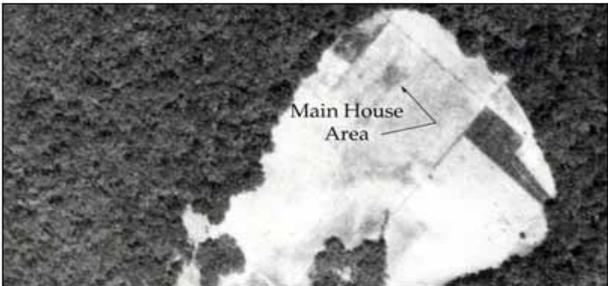
Battery White is an earthwork artillery emplacement built and manned by Confederate troops during the Civil War. It was positioned on Mayrant's Bluff, upper Winyah Bay, where its guns could command the seaward access to the nearby port of Georgetown.

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USEFUL LINKS

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- [Official Records of the Union and Confederate Armies](#)
- [Official Records of the Union and Confederate Navies](#)
- [SC Department of Archives and History](#)



An 1800 plat shows the Waring settlement. The gardens are depicted as four quadrants southeast of the main house. Shaffer explained that by 1887 the "palatial residence" was only a "heap of bricks" and the gardens had been "cleared and plowed," covered "with thick second growth forest." Aerial photographs from 1938 show a stain that was the main house. All around it are plowed fields with no sign of a garden.



Although nothing was visible on the surface, the gardens gave up at least some of their secrets to careful archaeological study. [Soils were studied](#) for the chemicals they contained. Archaeologists found that the [soil pH](#) had been altered - making the garden less acidic and more able to support garden plants. Another essential plant nutrient, [phosphate](#), was also higher in the Tranquil Hill garden than elsewhere on the archaeological site. This reveals that the owners were adding compost to their garden to improve the soil - just like gardeners today.

Archaeologists also studied the [pollen](#) and [phytoliths](#) recovered from the garden soil. This work revealed evidence of plants that might have been intentionally planted. Recovered was pollen of [Artemisia](#), an herb, accent plant, and medicinal plant. Also recovered was pollen of [Liliaceae](#), a member of the four o'clock family, and roses. Pollen of the pink family was found. Flowers in the [pink family](#) include Sweet William and carnations. Thus, archaeologists were able to identify some of the plants and

flowers that were found in the Tranquil Hill gardens over 150 years ago!



The gardens gave up additional mysteries during excavation. Chicora archaeologists found the northern edge of the garden, identified by a narrow planting bed. This would have been about 2½ feet wide at the surface and about 2 feet in depth. This is perfect for the planting of [boxwood](#) or a similar hedging material. The soils were dark - indicating that the soil was amended with organics. The phytolith study suggests kitchen debris and ash were used as compost.

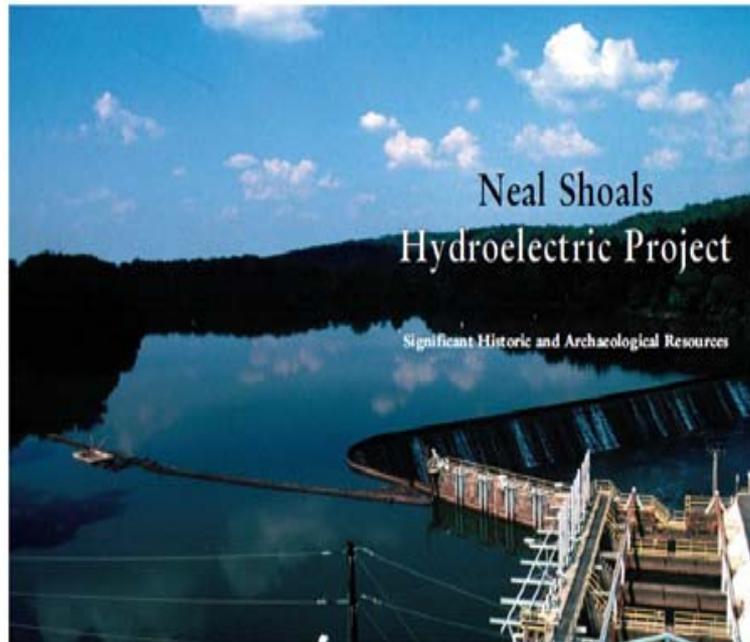
The one garden quadrant - or [parterre](#) - measured 220 by 120 feet, or 0.6 acre (that's about half of a football field).



Stevens Creek Hydroelectric Project

Significant Historic and Archaeological Resources

SIGNIFICANT HISTORIC AND ARCHEOLOGICAL RESOURCES NEAL SHOALS HYDROELECTRIC PROJECT



South Carolina Electric & Gas Company
111 Research Drive
Columbia, South Carolina 29203



*Final
February 2005*

The Archaeology and History of Coosaw River Estates

The Coosaw River Estates tract is a proposed 123-acre residential development located on the north shore of Ladys Island in Beaufort County, South Carolina. Recent archaeological and historical investigations at the Coosaw River Estates tract have unearthed a wealth of data on this small but interesting portion of Beaufort County. By combining the information gathered from historic documents with the artifacts recovered from archaeological excavations, archaeologists are able to determine who lived on the island, when they lived there, and how these people lived their daily lives.



Prehistoric Pottery Recovered for the Coosaw River Estates Excavation

History of the Coosaw River Estates Tract

The Coosaw River Estates tract has a history of ownership dating to the late seventeenth or early eighteenth century. It was during this time that Yamasee and Scottish immigrants began settling the area, expanding the Indian trade and temporarily stabilizing this southern frontier. Traders and investors responded by acquiring lands in the Port Royal area and particularly on the Sea Islands. In 1698, Governor Joseph Blake secured a portion of Combahee Island, and in 1707 his wife Elizabeth purchased a 500-acre tract of land from the Carolina Lords Proprietors. At her husband's death, Elizabeth Blake inherited a large portion of the island, which was renamed Ladys Island in her honor (Rowland et al. 1996:81–82).

In 1733, Walter Izard acquired a 500-acre tract on the island described as, "situate, lying and being in Granville County on the south side of Coosaw River on Combee Island butting and bounding to the northward on the said river to the westward on Henry Quintyne's land, the said Elizabeth Blake's land to the south and eastward on the said Elizabeth Blake's land" (State of South Carolina 1733–1775:vol. 3:392). Izard's ownership of the land is referenced again in a 1752 plat drawn for William Bull of his property, formerly Quintyne's, to the west. The Coosaw River Estates tract may include a small portion of the St. Quenten's Plantation.



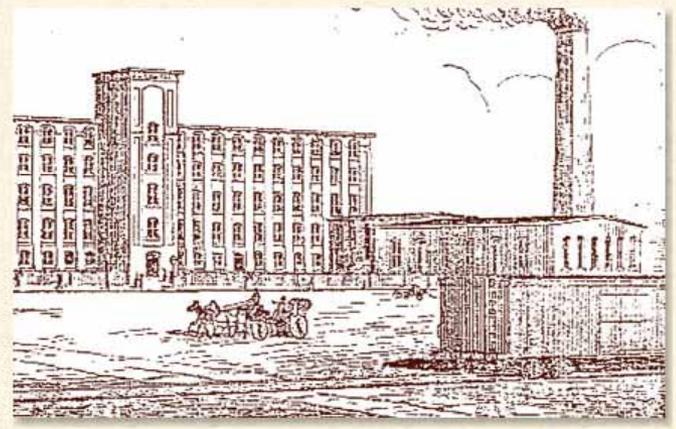
The destruction of Beaufort's antebellum records makes it difficult to trace the property's ownership and use during the late eighteenth and early nineteenth centuries, but a few sources suggest its active use as a plantation. A map from 1777 shows several cultivated fields, an orchard, and two structures in the area of the Coosaw Rivers tract (Des Barres 1777). The 1825 Robert Mills' Atlas of Beaufort District shows the name Verdier near the tract (Figure 1). This was probably James Robert Verdier (d. 1872), a physician and cotton planter and son of John Mark Verdier, a leading Beaufort merchant. James Robert Verdier was married to Sarah Fickling (d. 1885), whose family at that time owned the St. Quenten's Plantation (Mills 1980; Rowland et al. 1996:190; Davis 1929:34).

Figure 1. 1825 Mills Atlas Map of Beaufort District



HISTORY TIMELINE

1882 | 1902 | 1932 | 1945 | 1972 | 1981 | 1989 | 1991 | 2007



1882

Built as a textile mill by the Charleston Manufacturing Company. The building stands as one of the few surviving large-scale industrial buildings from the Victorian era in Charleston.

[VIEW THE NATIONAL REGISTER OF HISTORIC PLACES NOMINATION OF THE BUILDING](#)

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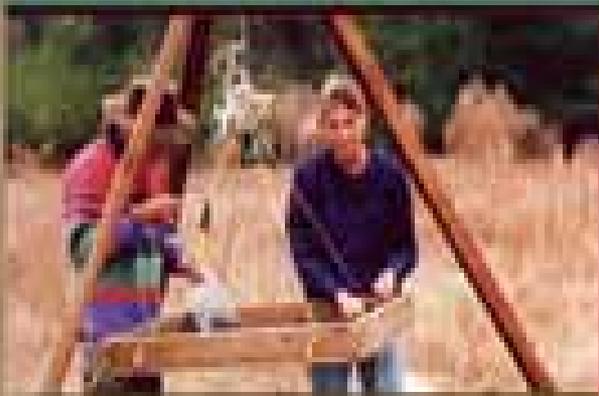
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Archaeology • History



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Archaeology is the study of human history and prehistory through the excavation of sites and the analysis of artifacts and structures that remain from past societies. It is a multidisciplinary field that combines the natural and social sciences to understand the human past.

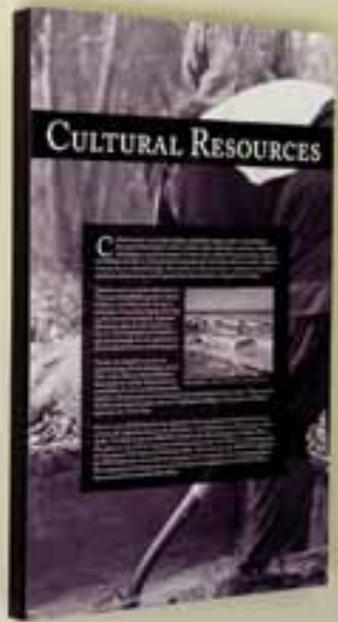
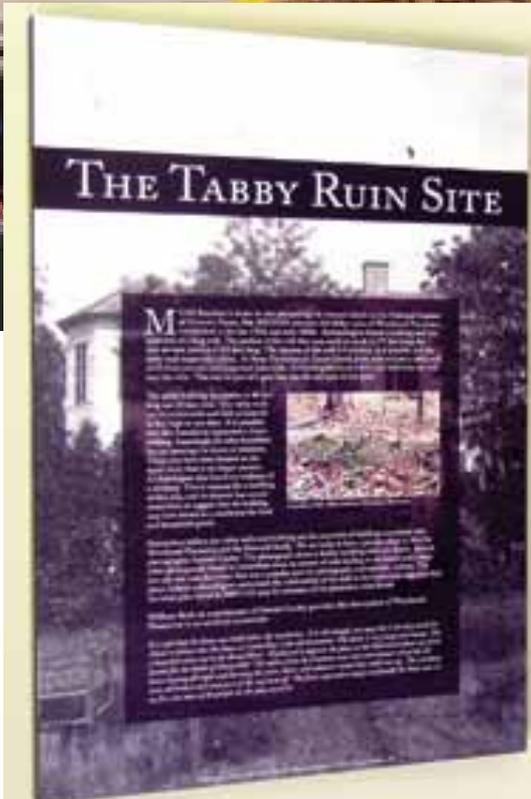


Archaeology is a branch of anthropology that studies human history and prehistory through the excavation of sites and the analysis of artifacts and structures that remain from past societies.

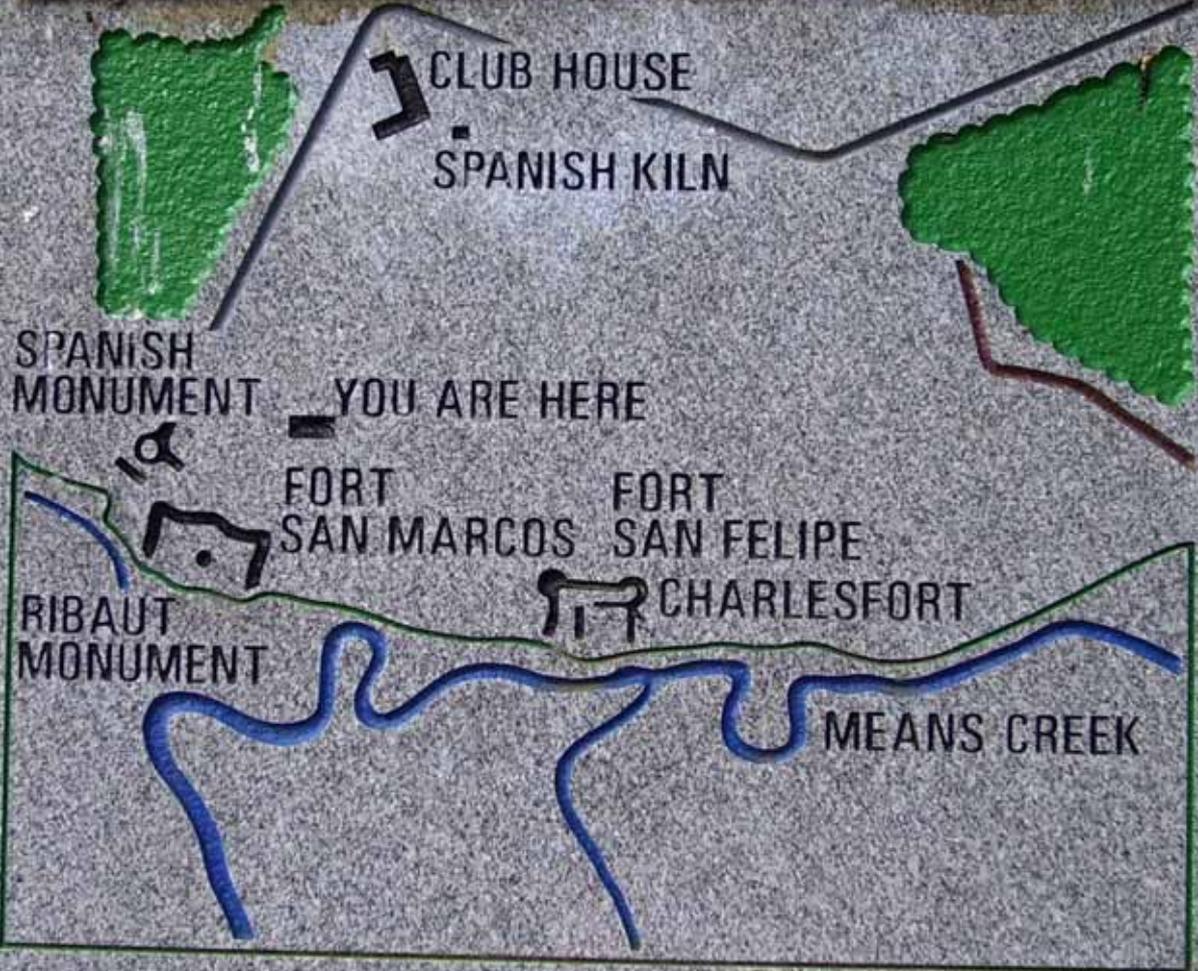


Archaeology is the study of human history and prehistory through the excavation of sites and the analysis of artifacts and structures that remain from past societies.





NATIONAL HISTORIC LANDMARK



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Early History

The oldest artifacts found at Palmetto Bluff, stone tools made by Paleoindians, date to 10,000 BC. Following these early visitors, generations of Native Americans came to Palmetto Bluff to harvest oysters and fish in the rivers, and to hunt and gather in the forests. Today, archaeologists find oyster shells, bones, and fragments of clay pots and stone tools as evidence of the prehistoric people. However, by 1562, when Jean Ribaut arrived at Parris Island, the land of Palmetto Bluff appeared to have been uninhabited.



In 1730, a British naval officer, Admiral George Lord Anson, purchased the property. Anson never lived here, however. Instead, after sailing around the globe and capturing Spanish galleons, he returned to England to enjoy his fame and fortune. In 1757, Anson divided his May River estate into parcels which were sold as individual plantations.



In the antebellum era, Palmetto Bluff was comprised of several plantations. One of the plantation owners was Thomas Fenwick Drayton, commander of the Confederate soldiers at Fort Walker on Hilton Head Island during the Battle of Port Royal. In this battle, General Drayton faced his own brother, Captain Percival Drayton, commander of a Federal gunboat. The Union navy easily defeated the Confederate forces and General Drayton was forced to order a retreat.



Factory employed 93 hands, though only one-third of the workers were African American. A Bennettsville factory worked 35 hands from the age of 10 and up, with only 5 enslaved workers.

These industries often used the enslaved labor of women and children. Enslaved children reportedly cost two-thirds as much as adults to feed and clothe, and women were much less expensive than men. However, one Carolinian noted, "In ditching, particularly in canals . . . a woman can do nearly as much work as a man." The less strenuous work of textile mills was often preferred for those enslaved children, women, and senior adults who were not strong enough to work in the fields or in heavy industry.

Working on the Railroad

Another large employer of enslaved workers in South Carolina was the railroad industry. Labor intensive during construction, and in constant need of maintenance and repairs, railroads were steady employers of African Americans, mostly adult men.

The South Carolina Canal and Railroad Company, formed in 1827, completed its first track in 1832. At 136 miles it was the longest track in the world, and ran from Charleston to Hamburg, S.C., located north of Augusta, Georgia. It continued to build branch lines in the state, and soon realized that white workers, "Unwilling to risk their lives in the swampy situations," abandoned the work as summer began. To make up for the lost men, the company hired enslaved people from plantations near the new roadbed, and purchased 89 African Americans between 1845 and 1860.



SC Railroad Railroad route through Lewisville, near St. Matthews, connecting Columbia to Charleston. (Adapted to accompany the Official Records of the Union and Confederate Armies, 1861-65, General Topographical Map Sheet VIII, Julian Swan and Company Lithographic, New York. South Carolina Department of Archives and History, Columbia.)

(Right) A list of enslaved people purchased by the South Carolina Railroad Company. The high prices, often around \$1,000, suggests that these were healthy adults, and the names seem to indicate they were men. While the company suggested in an 1847 report that women be employed with the men, "in order to prevent the demoralizing effects of separating them," it does not appear that the company purchased the ones. (Samuel Malancthon Derrick, Centennial History of South Carolina Railroad, The State Company, Columbia, South Carolina, 1923.)

Working Conditions

William Findney McLee, a white worker for the S.C. Railroad Company in April of 1851, wrote a letter to his wife requesting a coat "made light - I cannot carry weight in the field on hot days - Also a pair of pants made of some light tweeds," and a "light cheap oil cloth cap" as "We have rain nearly every day [and] mud - you never saw the like." Conditions for African Americans were likely worse, as they could not request specialty clothing.

The Railroad Comes Through Town

The S.C. Canal and Railroad Company built its first branch line through Lewisville (later named St. Matthews) in 1840-41. Plantations and farmhouses, large summer homes, and slave cabins dotted the landscape around the town, and the railroad offered a quick way to send its farm goods to markets in Columbia and Charleston.

Two prominent land and slaveholders in Lewisville, Jacob M. Dantzler and John J. Wannamaker, made some of their land and enslaved workers available to the railroad. By 1841, the S.C. Canal and Railroad Company desired to drop the pay for their workers to only \$13 per month, even though "the fellows re-hired are accustomed to the use of the axe, adze and saw, and lifting heavy timber, the work required of them." For the new branch line through Lewisville, however, the company probably used local enslaved workers for unskilled labor such as digging the roadbed.

One 1840 report boasted that "The embankments . . . will compare . . . with any similar work in the United States." The enslaved workers owned by the company were praised "as efficient, as faithful, and as manageable as those hired."

STATEMENT OF SLAVES BELONGING TO THE SOUTH CAROLINA RAIL ROAD COMPANY, DECEMBER 31, 1860

No.	Date of Purchase	Price when Purchased	Name of Slave	Cost
1	Apr. 1828		Jesse Viald	
2	Feb. 1841		Rebelle McMillan	
3	"		Anthony	895.00
4	"		Jack	416.99
5	Aug. 1840		Frank	403.00
6	Nov. 1850		Andrew	486.99
7	"		Ross	759.00
8	"		Richard	800.88
9	"		John	800.00
10	"		Nelson	900.00
11	"		Rickardson	900.00
12	"		JaE	900.00
13	"		Nolan	900.88
14	"		Harison	900.00
15	"		Oryas	900.88
16	Jan. 1851		Jim (black)	900.00
17	Mar. 1852		William	909.99
18	Apr. "		Pumpy	900.00
19	"		Wary	421.59
20	"		William Street	824.00
21	"		Hardness Charles	548.55
22	"		George Bulley	607.12
23	"			829.21



An early 1900s postcard of St. Matthews. (Courtesy of South Caroliniana Library, University of South Carolina, Columbia.)

EXPENSE	COST
1 Overseer at \$50/month	\$50.00
18 Laborers at \$14/month	\$252.00
Tools for embanking force	\$10.00
Provisions for 18 negroes at \$3.00 each	\$54.00

Current Expenses in Road Department up to December 31, 1841, which may refer to workers in Lewisville. (Semi-Annual Report to the Stockholders of the South Carolina Canal and Rail-Road Company made on the 31st Monday in January (the 7th), Printed by A.C. Miller, Charleston, 25 Broad St., 1842.)

Legacy of Industrial Slavery

While slave-built railroad lines still exist today, there are very few industrial buildings from the antebellum years. The ruins of South Carolina's Saluda Mill are the only obvious pieces of a structure built in 1834 to produce brown cloth for slave clothing. A few furnace stacks in the state, dating from the early 1800s, are the remains of the early ironwork industry, which typically had 100 enslaved workers for growing crops, cutting timber, mining ore and limestone, operating the furnace, and making charcoal at each factory. Other sites may still exist, but for modern St. Matthews, evidence of industrial slavery makes up the most important physical feature of the town.

The South Carolina Canal and Railroad Company is known today as Norfolk Southern. The St. Matthews Railroad cut still appears much as it did after construction. It reveals the contribution of African Americans building the South.

FUNDING BY SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
Poster Concept and Design: New South Associates

LEARN MORE!

Industrial Slavery in the Old South, Robert S. Starobin, 1970
Slavery in the Cities: the South, 1820-1860, Richard C. Wade, 1967

In Plain View

INDUSTRIAL SLAVERY

and the

St. Matthews Railroad Cut



Public Information and Education

On this page, you will find links to websites and educational curricula that involve South Carolina's historic places. The South Carolina State Historic Preservation Office has begun placing greater emphasis on developing public education materials as mitigation through the [Review and Compliance Program](#). More and more projects that involve public information are being developed and will be posted as they are completed.

[Teaching with Historic Places \(TwHP\)](#) uses properties listed in the National Park Service's National Register of Historic Places to enliven history, social studies, geography, civics, and other subjects.

The following lesson plans involving South Carolina resources can be found on the Teaching with Historic Places website:

- [These Honored Dead: The Battle of Rivers Bridge and Civil War Combat Casualties \(94\)](#)
Learn how veteran soldiers adapted to the technological changes that had increased the deadliness of the battlefield, and understand the cost of the Civil War in human terms.
- [When Rice Was King \(3\)](#)
Investigate early rice plantations in Georgetown, South Carolina, to learn how rice cultivation transformed the native environment and promoted the South's dependence on a plantation economy.
- [Brown v. Board: Five Communities that Changed America \(121\)](#)
Learn about the landmark U.S. Supreme Court case that declared segregation in public schools unconstitutional. The lesson includes the Briggs v. Elliot case from South Carolina. [Follow this link](#) for

[State Agencies](#)

[Federal Agencies](#)

[The Catawba Nation](#)

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SRS Cold War Historic Preservation

[Background on SRS Cold War Historic Preservation](#)

[Actions Completed](#)

[Laws, Regulations, Orders, Policy and Guidance](#)

[Historic Preservation Documents](#)

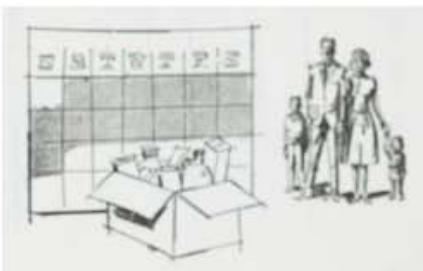
[Other Historic Preservation Links](#)

[Artifact of the Quarter](#)

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Last Updated: February 2009

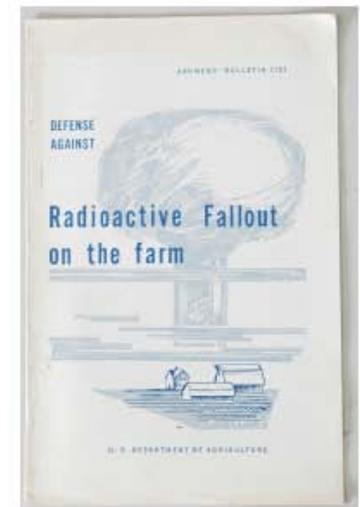
CIVIL DEFENSE BULLETINS FROM THE U.S. DEPARTMENT OF AGRICULTURE: Home and Garden Bulletin No. 77 and Farmers' Bulletin 2107



Home and Garden Bulletin No. 77, titled, "Family Food Stockpile for Survival," is a 16 page booklet that was issued in 1961 and reissued in '66. It features storage tips, rationing guidelines, and no-cook or limited cooking meal plans for survival in the event of a nuclear incident. Home and Garden Bulletins were geared towards private citizen, and featured emergency management tips in case of nuclear attack. This installation was designed to make families self-sufficient in times of national crisis, so that citizens could survive if communications and supplies were cut off and it was unsafe to go outdoors.

Farmers' Bulletins were issued on the understanding that clean food supplies would be essential for the nation to recover from a nuclear attack. Farmers' Bulletin 2107, "Radioactive Fallout on the farm," is designed to help farmers cope with a nuclear crisis so that livestock and livestock feed and water are protected from radioactive fallout. It covers the basics of fallout and explains why it's important to protect livestock and crops. The pamphlet also provides tips for sheltering livestock, storing feed, and even decontaminating livestock exposed to minimal radiation, if advised to do so by the Civil Defense Authority. This pamphlet was issued in 1961.

During the Cold War years, American citizens were taught how to respond to nuclear crises by the Office of Civil Defense and Mobilization and its daughter agencies. Pamphlets such as this and motion picture versions of similar material were made available in libraries for use by schools and families. Other topics included fire fighting, first aid, and even plans for building a proper home fallout shelter. They represent the uncertainty felt by Americans awaiting a cataclysmic event.





History Highlights

▶ SEARCH SRS

1950 to 1960

1960 to 1970

1970 to 1980

1980 to 1990

1990 to 2000

2000 to date

SRS at Fifty

SRS Home

Welcome to the historical highlights of the Savannah River Site. SRS was constructed during the early 1950s to produce the basic materials used in the fabrication of nuclear weapons, primarily tritium and plutonium-239, in support of our nation's defense programs. If you wish to view an in-depth history, please explore [SRS at Fifty](#), our 50th anniversary book (in PDF).

**1950:**

- E. I. duPont de Nemours and Company was asked by the Atomic Energy Commission to design, construct and manage the Savannah River Plant.
- An area for the site was chosen.

1951:

- Savannah River Ecology Laboratory begins ecological studies of SRS plants and animals.
- Construction began at the site.

**1952:**

- Production of heavy water for site reactors begins in Heavy Water Rework Facility.



- 2004:**
- Site's research laboratory designated as a national laboratory.

- 2005:**
- Blended low-enriched uranium from SRS used by Tennessee Valley Authority reactor to generate electricity.
 - Tritium Facilities Modernization & Consolidation Project completed start-up.



- 2006:**
- Savannah River National Laboratory designated as the Office of Environmental Management's "Corporate Laboratory."
 - Aiken County's new Center for Hydrogen Research opened its doors.
 - F-Area deactivation work complete.
 - T-Area closure complete.



- 2008:**
- Historical markers were placed in P and R Areas commemorating the role played by P- and R-Reactor towards winning the Cold War. The site's first two nuclear production reactors, R-Reactor began operations in 1953, P-Reactor in 1954.

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