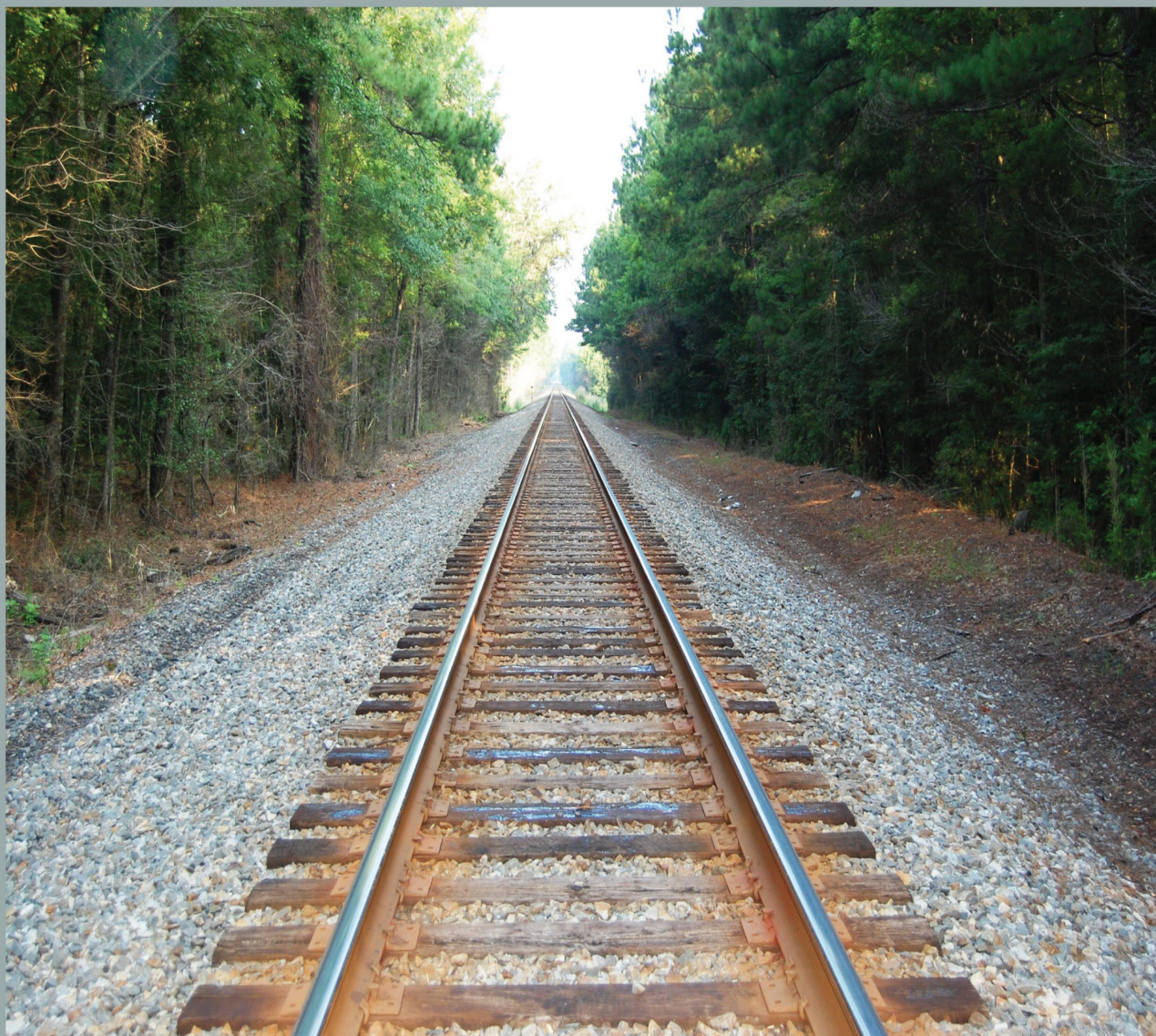


# WOODSTOCK

*Land of Rice and Steel*



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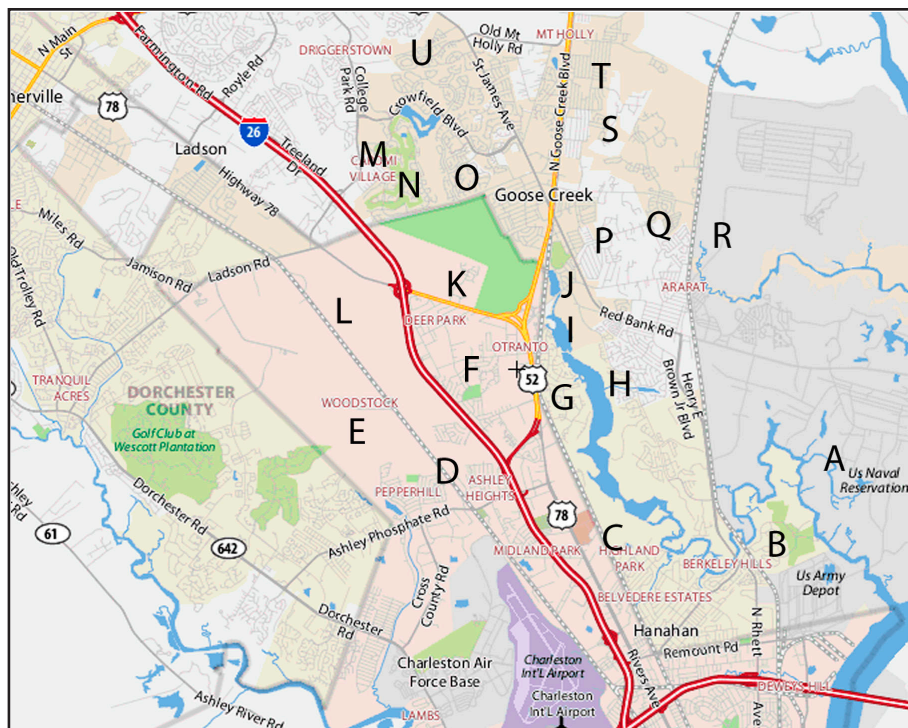
**Steel rails of the Norfolk Southern Railway traverse the ancient rice lands of Woodstock Plantation in the modern City of North Charleston.**

# Woodstock

## *Land of Rice and Steel*

Woodstock Plantation ascended near the center of the Charleston Peninsula on the Carolina coastal plain. The Ashley and Cooper Rivers shaped the Charleston Peninsula and “Broad Stately [Goose] Creek”<sup>1</sup> drained the center of the land along a twenty-five mile course from its rise near Woodstock to its confluence with the Cooper River near Charleston Harbor, South Carolina. Fifteen years after the first English families sailed to Charles Town, the Lord Proprietors of Carolina directed the Provincial Governor, Joseph West to allocate “Mr. Jean Francois De Ginellat...” a Swiss settler, “three thousand acres of land...” near the uppermost headwaters of Goose Creek.<sup>2</sup> The final award granted July 12, 1688, amounted to only eight hundred acres, but the property was flat, fertile and well suited for cattle grazing and agriculture.

“Woodstock,” a moniker of unknown origin, attached to the forested land during the early colonial era and remained associated with it into the twenty-first century. The low sections supported water oak, willow, elm, and cypress. Live oaks, hickory, pine and various species of holly thrived on the higher grounds. During the frontier period (1670-1720), the immigrant Ginellat family affiliated with the French Huguenot Community in nearby Ladson. Later, fortunes gleaned from inland rice production, merged the Woodstock owners with leaders in Charleston, where they rose to prominence and led in varying capacities. The Woodstock patriarchs resisted British domination during the American Revolution and helped steer South Carolina during the difficult years of the young republic. In 1830, the innovated plantation owner received the first regularly operating American steam-powered train, Best Friend of Charleston, at the Woodstock rail depot and built a restaurant for hungry passengers. Woodstock personalities rose to fame before and during the Civil War, and improvising post-bellum leaders introduced important industries to the versatile home place. Today, entrepreneurs of many cloaks come to ancient Woodstock in pursuit of twenty-first century opportunities in the burgeoning City of North Charleston.



**Figure 1: A contemporary road map shows locations of plantations.**  
A – White House Plantation,  
B – Yeamans Hall Plantation,  
C – Steepbrook Plantation,  
D – The Hayes Plantation,  
E – Woodstock Plantation,  
F/G – Otranto Plantation,  
H – Schenckinck’s Plantation,  
I – St. James, Goose Creek Church,  
J – The Oaks Plantation,  
K – The Elms Plantation,  
L – Keckley’s / Spring Grove Plantation,  
M – De La Plaine’s Plantation,  
N – Crowfield Plantation,  
O – Bloomfield Plantation (Bloom Hall),  
P – Button Hall Plantation,  
Q – Howe Hall Plantation,  
R – Liberty Hall,  
S - Spring Field Plantation,  
T- Mount Holly Plantation,  
U – Persimmon Hill Plantation.  
The map is courtesy of Yahoo.com. The author added the manuscript letters to the map.

## Jean Francois Gignilliat and the Huguenots

“Mr. Jean Francois De Gignilliat [Ginellat],” a Swiss immigrant, arrived in Carolina in 1685. He associated closely with the Huguenot community in Ladson and lived several years on the land before the governor granted it to him. The Huguenots refused to comply with the hierarchical structure of the Catholic Church in France, and transplanted an anti-establishment Protestant religious philosophy in Ladson eighteen miles from Charleston. Gignilliat explored Ladson at the behest of fellow Huguenots and followed the “Indian trail” from Charleston to his homestead. Without navigable water passage, the Indian trail provided the most direct access to his frontier farm on the shallow headwaters of Goose Creek.

The Indian trail crossed Goose Creek sixteen miles from Charleston and continued west. Early Huguenot settlers followed the trail across Goose Creek and diverted west to skirt the northern banks of the waterway along a path that became, the “Road to Dorchester.” Jean Francois Gignilliat, with pack horses lading essential frontier implements, followed the trail from Charleston (Road to Goose Creek) but turned west before crossing the creek to forge a shorter, albeit soggy path to the northernmost corner of his land. Gignilliat’s trail saved two miles of distance and his, “Road to Ladson” (today Highway 78) intersected the “Road to Dorchester” near the northern corner of his property. Soon travelers sought that intersection as a pathway to Dorchester Town on the Ashley River.

The cohort of French Protestants transplanted a robust neighborhood in Ladson during the closing years of the eighteenth century. Abraham Fleury Sieur de la Plaine and his brother Isaac sailed to Carolina during political unrest and religious persecution in Europe.<sup>3</sup> They settled on the northern bank of the Goose Creek headwaters in Ladson. Benjamin Marion settled a long narrow tract north of Woodstock in 1704.<sup>4</sup> Isaac Porcher, patriarch of the ancient South Carolina family, acquired several contiguous parcels in Ladson. French settlers Jean Bosseau, Abraham Dupont, Francis Guerin, Pierre Dassex (Dasseau), John Filbean and Charles Franchehomme with their wives and children settled nearby. Finally, Peter Bacot built Cherry Hill Plantation north of Woodstock.<sup>5</sup>

At first, the French families worshipped in their personal cabins as they had in their European homes, but they soon constructed a tiny log sanctuary four miles west of the Goose Creek Bridge, and one mile north of Woodstock.<sup>6</sup> James Francis Gignilliat (Jean Francois (ffrancois) De Gignilliat) served as minister of the little assembly.<sup>7</sup> Titled “clark [clerk],” Gignilliat kept church records of burials, marriages, and baptisms and served as the sole official of the frontier sanctuary. Others faithfully supported the little congregation. Antoine Prudhomme, Gignilliat’s neighbor, bequeathed cows for the support of the poor members of the congregation, “which assembles at Gouscrick [sic].”<sup>8</sup>

The Ladson assemblage expanded for almost thirty years before some families dispersed to settle farther inland, while others

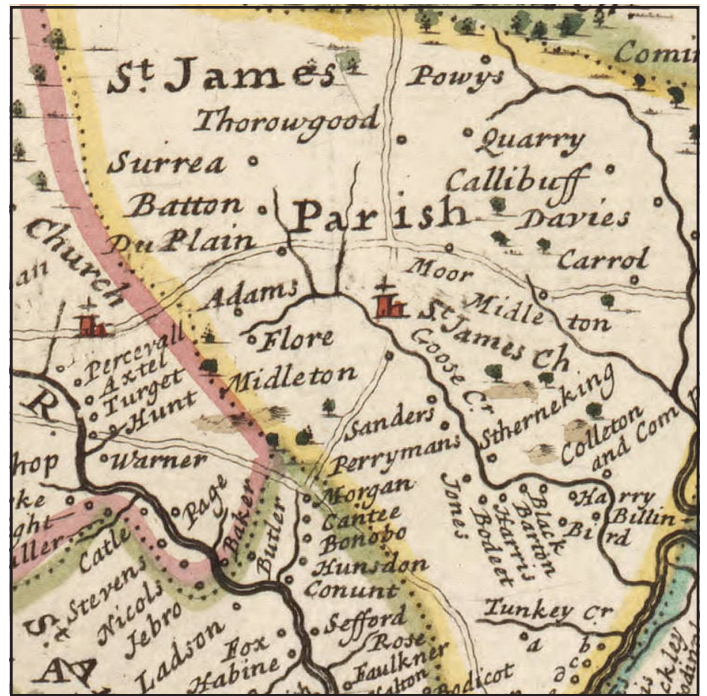


Figure 2: Cartographer Herman Moll drew the French Huguenot Church and the St. James, Goose Creek Anglican Church on his 1732 map entitled, A New and Exact Map of the Dominions of the King of Great Britain...The map is courtesy of the North Carolina Collection, University of North Carolina at Chapel Hill.

joined the nearby Anglican community. Francis LeJau, an Anglican missionary born in France, arrived in 1706 amidst provincial turmoil as the Goose Creek Men political faction wrested control of the South Carolina Commons House of Assembly and forged the “Church Act.” That law established the Church of England parish system in Carolina and the expanding congregation of the new St. James, Goose Creek Parish collected materials to build a wooden church and a parsonage three miles east of Woodstock near the Goose Creek Bridge.<sup>9</sup> Later, Frenchman, Benjamin Godin awarded a gratuity of sixteen acres near the bridge where the brick St. James, Goose Creek Church ascended.

French Huguenots joined the St. James, Goose Creek Church as the dominating English community absorbed the French families and their culture, and Anglicized many names. Thus, “James Francis” Gignilliat married Mary Boisseau, widow of John (Jean) Boisseau, owner of 2700 acres. When her land transferred to Gignilliat, they sold half of it to Isaac Porcher, half to Jonathan Fitch and relocated to an emerging French settlement on the Santee River.<sup>10</sup>

## Rice to Riches

Woodstock emerged a prosperous inland rice plantation during the first decades of the eighteenth century. Slow moving streams gathering at the foot of Windsor Hill Plantation south of Woodstock form the headwaters of Goose Creek. The waters seep north down a one percent or less grade through lowlands that



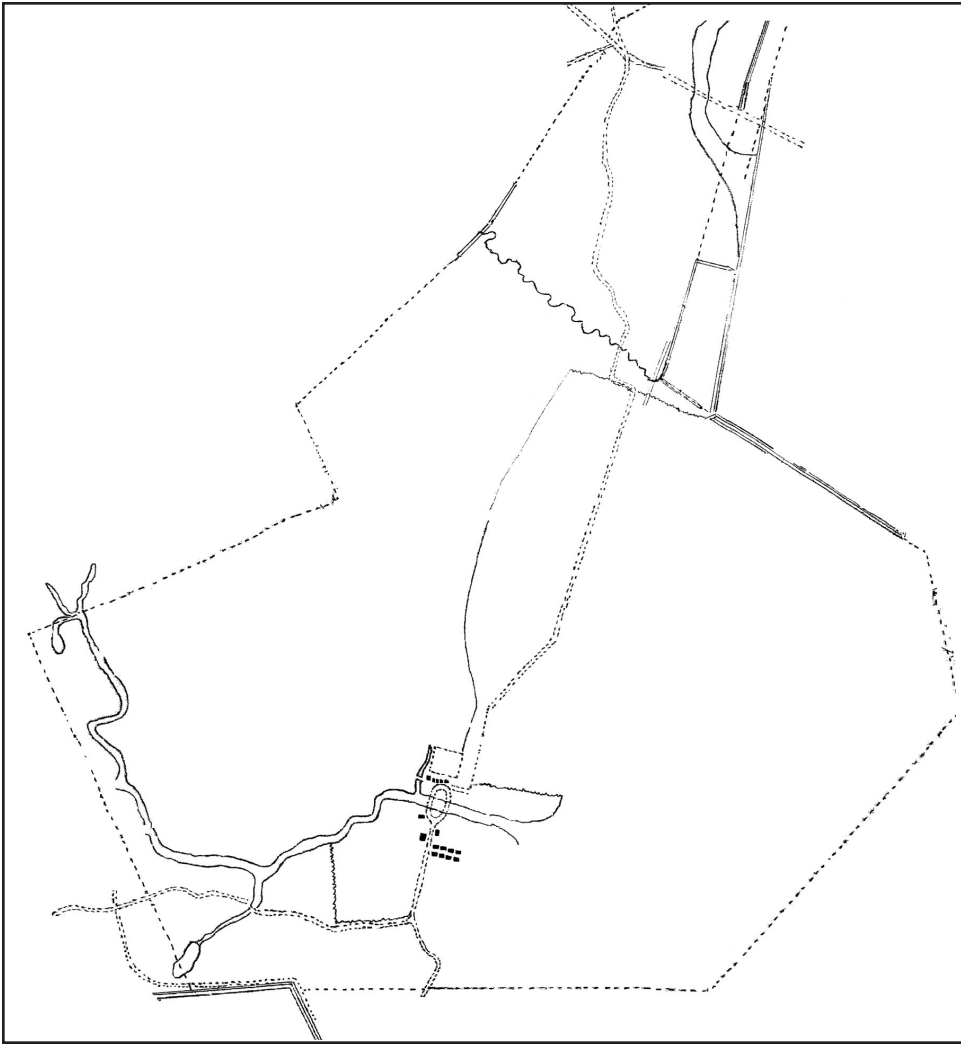


Figure 6: The figure describes Woodstock Plantation. An entrance avenue approaches the settlement from the bottom. An avenue crosses a creek with ponds. Large fields sprawl from the settlement north toward Ladson. John Purcel drew the plat from a survey made in June, 1796. The plat describes 925.23 of land "...belonging to Mrs. Suzanna Bee..." It is among the Henry A. M. Smith papers, 1102.00 and plats of Berkeley County Land 1890-1925, 47-07-09 among the collections of the South Carolina Historical Society, Charleston, South Carolina.

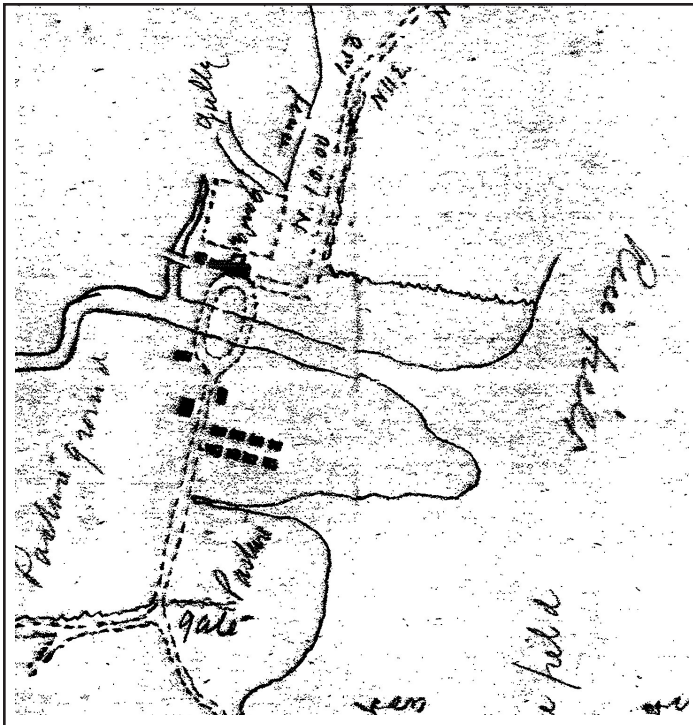
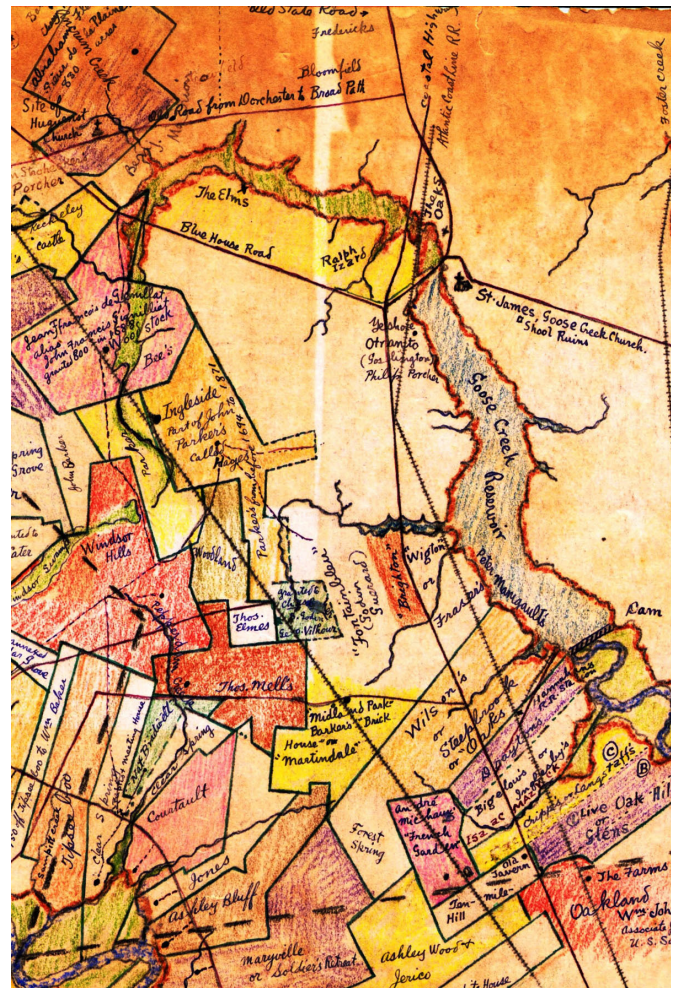


Figure 7: The detail of the plat describes the Woodstock settlement. An entrance avenue skirts slave quarters and outbuildings before crossing a water feature in a circular route. The avenue curves in front of a line of four structures. "Gate" "Pasture" and "Pasture ground" are noted near the avenue. Eight buildings in two rows are situated near the entrance path as well as three significant outbuildings. A "garden" is noted behind the main buildings. A closer view indicates four buildings at the top of the circular drive. The water bodies served as retention ponds and the "gate" near the left bottom margin was likely a trunk gate for controlling the flow of pond water for rice culture, the main source of income until 1830.

The Bullines built a large two-story wooden house with four tall brick pillars on the front portico that supported the overhanging roof. They approached the manor via a long entrance road, and planted “five live oaks around [the house]. . .” The entrance avenue, skirting the banks of the low fields, ascended a slow rising grade toward the settlement. Sheep grazed the approach lawns on both sides of the entrance road where eight slave quarters and other outbuildings stood. The path terminated with a circular route crossing a moat at the approach to the main house and crossing the moat again at the egress. Pleasure gardens graced the front and back lawns presenting a spectacle every season where apple, peach and pear orchards afforded shady walks and diversion. A pathway leading north from the main house accessed the family cemetery, and skirted more rice fields until it intersected Ladson Road near the northern boundary.

Thomas Bulline II devised sections of his estate to his seven children and transferred two hundred acres to his brother, John. The remainder of the land conveyed to his son, Thomas III, in 1733.<sup>17</sup> Thomas Bulline III produced rice, timber and cattle for the Charleston markets,<sup>18</sup> married Margaret Baker and devised all of his lands to their only child, Susannah. When Thomas III died in 1769, she received five-hundred and fifty acres, including the impressive main house, “where on I now live.”<sup>19</sup> She reconstituted the original tract when the acres that her grandfather gave to her uncle reattached to her land in accordance with his will. Susannah also acquired two hundred more contiguous acres granted much earlier to John Stone.<sup>20</sup> Her inland rice plantation, then consisting of more than nine hundred and twenty-five acres endured the traumas of the American Revolution and remained in the Bulline family for one hundred and forty-six years.



**Figure 8: William Henry Johnson created the colored pencil rendering in the early twentieth century. The image shows the original boundaries of the proprietary grant, as well as twentieth century rail and roads. “Coastal Highway” (SC Highway 52) is shown crossing Goose Creek aside the Atlantic Coastline Railroad (Northeastern/CSX). The Hayes (Ingleside) and Woodstock Plantations are shown near the left margin.**

## *Woodstock at the Forefront of the American Revolution*

Revolutionary zeal swept through Charleston and its hinterland when British military threatened the port city in 1776 and again in 1780. When the winds of revolution stiffened in Charleston, stories of rising militias sold newspapers, and posted broadsides excited the populace. Unswerving patriots, stubborn loyalists, and some with shifting alliances confronted each other as public and private venues embroiled in conflict. Understandably, hostilities erupted near Woodstock because opposing forces sought to control access to vital byways and Woodstock stood near strategically important crossroads that connected the essential port city with the Goose Creek Bridge and the interior of the colony.

Some Woodstock neighbors remained unshakeable patriots. Benjamin Marion, grandfather of renowned “Swamp Fox” Francis Marion, arrived sixty years before and planted the land contiguous to Woodstock. He and most of his French Huguenot neighbors departed before the revolution, however, their descendants allied with no crown, left a stubborn legacy of independence and rode as ardent patriots. Many English immigrants supported the revolution as well. For example, the Izard family built the Elms Plantation contiguous to Woodstock.

Ralph Izard pledged his South Carolina property for the payment of warships with which to oppose the British. John Parker of the Hayes Plantation, contiguous to the south of Woodstock, shot and killed a British marauder who threatened his hearth and home. Captain William Moultrie’s Windsor Hill Plantation laid south of Woodstock. Son of the famous Major General Moultrie, William Moultrie served in his father’s regiment as a second lieutenant and rose to the rank of major. Benjamin Coachman planted nearby and dutifully executed the directives of the infant patriot government until his demise during the heat of war.

Some Woodstock neighbors remained ardent loyalists. Alexander Garden of Otranto, contiguous to the east, never flinched from his faithfulness to the crown and remained openly steadfast before, during, and after the struggle. Some neighbors equivocated according to the prevailing winds of war. Henry Lowndes of Crowfield Plantation accepted the “protection of the king” after the British occupied Charleston, as did Peter Smith of Bloomfield Plantation. Smith wrote “...I am truly in the way of both parties.”<sup>21</sup> Henry Middleton of nearby Oaks Plantation supported

the rebellion until armies assembled, then prudently retreated behind closed doors. Wealthy Gabriel Manigault, owner of Steepbrook Plantation, southeast of Woodstock, acquiesced at first, but later stiffened and reported to the patriot camp in time for redemption. The crossroads were wrought with conflict when patriot Richard Shubrick acquired Woodstock and pledged his life and fortunes to the rising Republic.

Susannah Bulline inherited Woodstock as resistance to unfair taxation swirled in Boston and Charleston and she wed twenty-one year old Richard Shubrick three years later and began a family as the British increasingly threatened. Richard Shubrick joined the patriot resistance as a First Lieutenant in the 2nd South Carolina Regiment where General William Moultrie promoted him to Captain of Artillery.<sup>22</sup> With General Moultrie on Sullivan's Island, he helped to repulse the British invasion on the 28th June 1776, but died in action five months later, leaving Susannah with three young daughters.

Mrs. Susannah Shubrick, matriarch of Woodstock, stalwartly remained at the plantation after the death of her husband and during the period of British occupancy. British Lieutenant Colonel Banastre Tarleton, sometimes berated as "bloody Tarleton," sent scouts through Woodstock to Ladson while he took up posts at the crossroads. His soldiers camped near the Goose Creek Bridge, feasted on roast pork and chickens at Otranto and the Oaks plantations, and patrolled the roadways.

Warring parties sparred and hungry marauders pilfered available plantation larders for two years before the British retreated. Mrs. Susannah Shubrick resisted a British scouting party when a youthful American soldier sought refuge. She hid the patriot in her night chamber then stood bravely at the door. She resolutely announced to the inspecting officer that "...to men of honor, the chamber of a lady should be as sacred as a sanctuary. I will defend the passage to it, though I perish." The officer immediately departed. On another occasion she reproved a British sergeant for inflicting a severe sabre wound on an elderly Woodstock servant who refused to disclose the location of "[silver] plate." She scolded the sergeant and instructed him to strike her, forcing the discomfited intruder to retire.<sup>23</sup>

A year hence, patriot Colonel Wade Hampton rushed across the Goose Creek Bridge, taking loyalist prisoners along the way and forcing the intruders to retreat behind the bulwarks at Charleston. Soon after, Francis Marion arrived to prevent smuggling into occupied Charleston until December 14, 1782, when the British armada of three hundred ships evacuated Charleston on an outgoing tide with more than 4,000 Loyalists and 7,000 slaves aboard.

## *Woodstock and the New Republic*

Thomas Bee and Susannah wed and reared one son, Barnard Elliot Bee and two daughters, Maria and Jane. Thomas Bee (1739-1812) acquired Woodstock through his marriage three years after the Peace of Paris ended the American Revolution, and when Susannah died in 1805, forty seven-year-old Thomas



**Figure 9: Barbara McGowen drew the pen and ink vector rendering of Mrs. Susannah Shubrick, matriarch of Woodstock Plantation. Susannah Shubrick resisted a British raiding party during the Revolutionary War.**

retained the right to apportion the land to heirs.<sup>24</sup> A talented patriot, Thomas Bee attended Oxford University, was admitted to the bar, and practiced law in Charleston until state leaders called him to public service. He served the South Carolina House of Representatives during the time packet ships from Boston brought complaints of "taxation without representation" and his ardent opposition to the Stamp Act caused one judge to brand him "a furious Liberty Boy." He rose to the position of Speaker of the South Carolina House, and during the heat of war served bravely as Lieutenant Governor and delegate to the Continental Congress.<sup>25</sup>

Thomas Bee and Susannah assumed a lofty lifestyle in post-war Charleston where they enjoyed an elegant townhome on 94 Church Street. He served as chairman of the board for the new College of Charleston and the St. Cecilia Society. The couple hosted President George Washington for breakfast when he visited the lowcountry. On Monday May 9, 1791 the President crossed over the Ashley River in route to Savannah and stopped at the rice plantation Judge Thomas Bee owned, on the road to Jacksonboro. Susannah relished the harbor breezes and the social prestige, but she died before President Washington nominated, and the United States Senate confirmed, her husband as a judge in the United States District Court for South Carolina.

Thomas Bee inherited Woodstock from Susannah at a time when inland rice production failed to provide adequate return. The loss of royal trade protection and subsidies greatly increased

competition in world markets. Adding to the problem, Gideon Dupont introduced tidal rice culture at neighboring Otranto Plantation that greatly limited inland cost effectiveness. Consequently, after the revolution few Goose Creek rice plantations remained self-sufficient.

When Thomas Bee died in 1812, Woodstock no longer produced rice for export but simply fed the slaves. The grand old manor merely served as a “country seat” for the family who resided in Charleston. Nonetheless, Bee laid out a “family graveyard,” two hundred yards northeast of the Woodstock main house where loved ones carried his remains. His will stipulated that: “my funeral be without ceremony & that my body be privately interred by the side of my beloved wife in the family burial ground at Woodstock...”<sup>226</sup>

Thomas Bee devised Woodstock, all the household furniture and stock, to his oldest son, Barnard Elliot Bee. Some touted Woodstock as one of the “best situations for raising stock in the lower country...,”<sup>227</sup> but young Bee, a graduate of West Point and an officer in the United States Army, turned away from his rich pasturage to pursue diverse initiatives, one of which employed the newest travel technology.

## *Best Friend of Charleston*

Barnard Elliot Bee sold rights to the South Carolina Canal and Railroad Company to build a railroad track through his land. The company experimented with wind and sail propulsion for rail transport, but prudently abandoned those efforts and purchased the Best Friend steam locomotive from the West Point Foundry of New York. Disassembled for shipment by boat, the new locomotive, unofficially re-named the Best Friend of Charleston, arrived for its inaugural journey on Christmas 1830. That day the noisy locomotive chugged from Charleston to Woodstock before returning to town. Soon after “...the road is [was regularly] in operation from Charleston to Woodstock, a distance of fifteen miles, carrying both mail and passengers.”<sup>228</sup>

Soon the road consisting of a single track with turnouts, extended past Woodstock to Summerville and beyond. The owners purchased timber and labor from planters along the route and built “the [rail]road ... with all vigor that could be used.”<sup>29</sup> Workers drove piles approximately ten feet deep into the soggy earth and tied them with cross timbers of hard pine wood “full of pitch...”<sup>30</sup> Finally, workers “nailed...” the rails atop the hard pine cross pieces, to complete the sturdy roadway.<sup>31</sup>

The Best Friend of Charleston was the first regularly operating passenger train in the nation, and some came from great distances to experience the ride. Other than an experienced rider atop a strong horse, that steam locomotive provided the fastest mode of travel as passengers marveled “on the wings of wind at the speed of fifteen to twenty-five miles per hour.”

The speedy train earned a grisly reputation when a fireman attempted to silence the annoying hissing and whistling of the boiler. He restricted the steam pressure release valve to suppress



**Figure 10:** The image shows reconstructed iron strap rails at the Augusta Riverwalk in Augusta, South Carolina. Within three years of its inaugural trip, South Carolina Railroad and Canal Company completed the entire 136-mile route between Charleston and Hamburg, South Carolina. The “road” required the work of more than 1,300 workers and almost one million dollars. Workers bolted iron straps on the top of wooden timbers laid over driven piles as the first rail road line. Upon completion, this road was the longest in the world. See <http://www.american-rails.com/south-carolina-canal-and-rail-road-company.html>.

the noise until the steam pressure within the boiler exceeded capacity. The blast spewed metal fragments in all directions killing the fireman.<sup>32</sup> To reassure the skeptical passengers, the company attached a small four wheel flatcar piled high with six bales of cotton behind the boiler car as a barrier to protect and reinsure the riders.<sup>33</sup> Liable for mules or other farm animals injured by the speeding train, rail road officials mounted an iron model of a boy with a flag in his hand in the front of the train as a “pilot” to warn animals to clear the track.<sup>34</sup> The company touted the speed and safety of the ride and set low fares to attract riders. A passage from Charleston to Woodstock, a distance of fourteen and one-half miles cost fifty cents. Clergymen on duty and children under twelve rode free. Servants traveling with their owners rode for half fare.<sup>35</sup> Innovative Barnard Elliot Bee modified his aging abode as an “accommodation place” for travelers.<sup>36</sup> The fifteen mile train trip from Charleston took an hour and arrived at Woodstock in time for breakfast. After the passengers debarked and walked one-hundred yards to the house, the engineer allowed twenty minutes for the morning meal and sounded departure at half past seven.

The impressive Woodstock manor house, standing beneath five large oaks, contained twelve handsomely furnished rooms “calculated to accommodate a large number.”<sup>37</sup> They served the morning meal in the “breakfasting pavilion,” where customers sat at two mahogany tables, each with nine chairs. A fireplace at each end of the hall warmed the customers who ate with ivory and silver cutlery and elegant glassware.<sup>38</sup> The train did not stop at Woodstock on its return from Augusta to Charleston unless someone hoisted a white flag to indicate a waiting fare,<sup>39</sup> such as when Bee occasionally held dinner parties and his guests departed on the last train to Charleston. Woodstock served as a stopping point from 1830 to 1886, and travelers called the

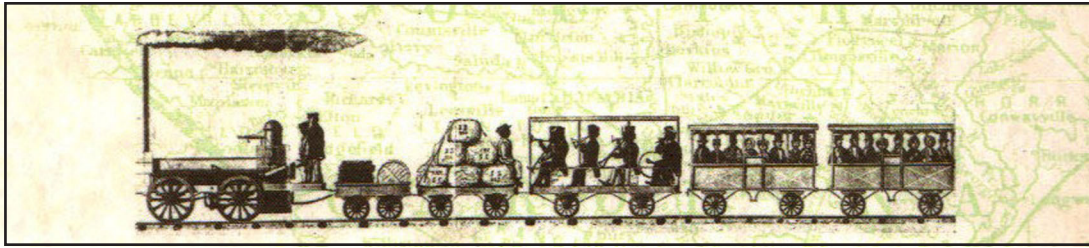


Figure 11: The image show the Best Friend of Charleston” circa 1830. The train brought mixed reviews when one passenger marveled, “...management of the engine was indeed wonderful. Now it went as if Satan were at its heel; now it scarcely dragged its freight. Several times it came to a dead stand, for want of steam.”

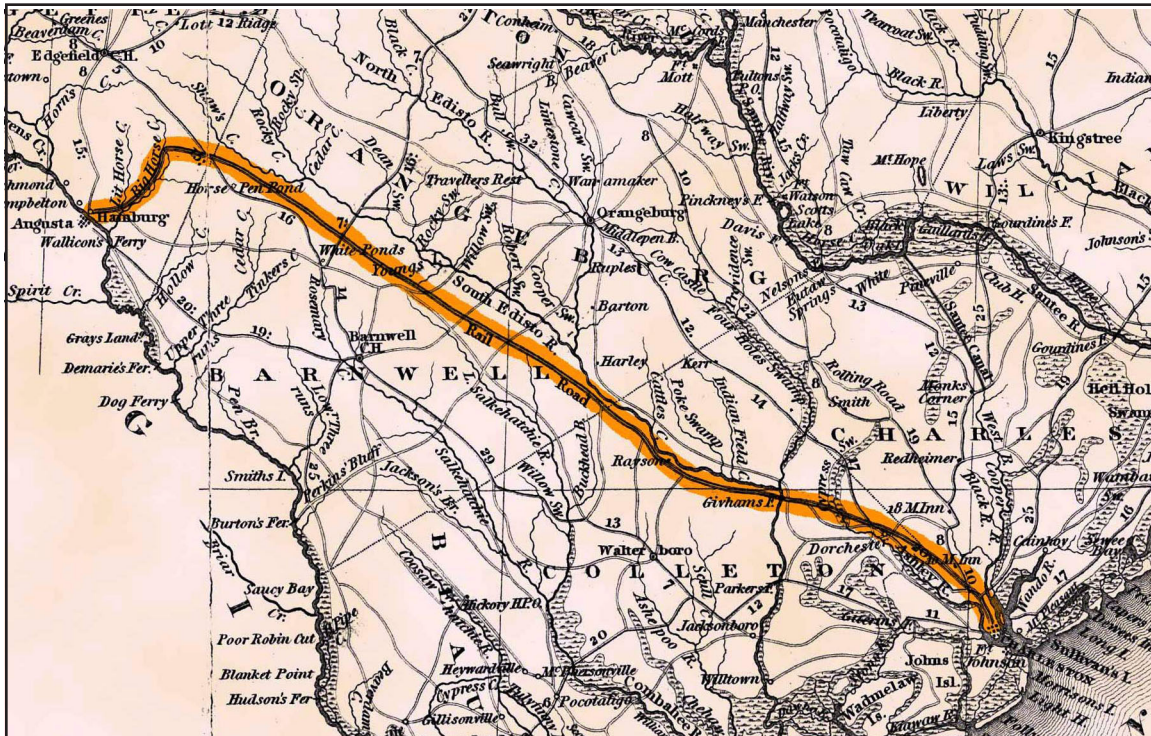


Figure 12: The detail of the 1880 South Carolina railroad map shows the route of South Carolina Rail Road from Charleston to Hamburg/Augusta. Jed. Hotchkiss, and T.E., Stanton drew the map. The image is among the collections of the Library of Congress <http://hdl.loc.gov/loc.gmd/g3911p.rr003000>

popular stop “Beesville” for a while, but the moniker eventually reverted to “Woodstock Station.”<sup>40</sup>

Prior to 1830, a second “Beesville” community emerged near Redbank Road four miles east of Woodstock on “vestry land.” The St. James, Goose Creek Vestry owned hundreds of acres of property and managed a trust called the “Ludlam” fund, named after Reverend Richard Ludlam, who bequeathed money for the education of parish youth a hundred years before. Bernard E. Bee, a vestryman assumed oversight of the church properties,<sup>41</sup> acquired land of his own, and worked tenant families with slaves to glean profits from the rents.<sup>42</sup> During the same period, the vestry erected “Bee School” to train young white scholars, and an assemblage of “negro houses” arose at “Beesville” resembling a tiny village between Redbank Road and the Goose Creek waterway. After emancipation, about a dozen African American families assumed ownership of the little “Beesville” farms and lived in relative isolation where “Bee Cemetery” received the remains of the family members well into the twentieth century.<sup>43</sup>

Barnard E. Bee borrowed money from several sources, including the St. James, Goose Creek Church.<sup>44</sup> He promised Woodstock as collateral for \$16,000 he borrowed from Thomas Hanscome of Charleston, but he did not sufficiently safeguard the vestry loan. When he failed to satisfy the vestry mortgage, he relocated in 1836 to the Spanish province of Texas collateralizing his Texas lands for the church debt.<sup>45</sup>

The church debt remained unpaid for fifty years, but at the Woodstock foreclosure sale in July of 1834, a cadre of wealthy Charleston businessmen including Isaac E. Holmes, William A. Carson, Arthur Middleton and Benjamin F. Dunkin purchased the estate and all the livestock.<sup>46</sup> Two weeks later the four men joined with John and Benjamin Huger, John J. Ashe, Robert Y. Hayne and Henry S. Pinckney, also wealthy businessmen, to record an agreement promising to “expend other large sums of money in improving the buildings to adapt Woodstock for the accommodation of travelers.”<sup>47</sup>

The business consortium renovated the restaurant but within three years advertised it for sale, describing “1100 acres of Land, 500 of which are cleared.”<sup>48</sup> The owners touted the “building appropriate as a private hotel, contains 12 Rooms, and is handsomely furnished. . .” On January 30, 1838, Carson, Dunkin and Holmes sold it to John Cessford Kerr. Kerr paid \$16,100 for the land, stock and, “all the household & certain other furniture, crockery, stock of horses, mules, cattle and hogs, plantation utensils, and poultry on the said premises. . .”<sup>49</sup> A small number of tenants worked the land and the restaurant remained open, but when John Cessford Kerr mortgaged the property, he too failed to meet the terms and foreclosed within a few years.<sup>50</sup> William Carter purchased Woodstock at auction in 1842,<sup>51</sup> but sold it to John Bickley three years hence.<sup>52</sup> John Bickley sold lumber with the firm of Bickley & Glover and cut hardwood trees at Woodstock Plantation. He resided in an elegant two story home at 64 Vanderhorst Street with his wife, the former Mary Desel.<sup>53</sup> He conveyed the property to Charles Desel, his father-in-law, as trustee for his family<sup>54</sup> and the Desel family held the property until after the Civil War.

## *Civil War*

The Union blockade bombarded the City of Charleston but no military action ensued near Woodstock until Union soldiers marched in during the last days of February, 1865. Nonetheless, every family contributed to the southern war effort and felt its effects. Families sent slave labor to fortify the port city, and many contributed firewood to warm the homes of desperate families hunkered down in town, but the greatest sacrifice occurred routinely as males of fighting age marched to the front lines, leaving the homes and hearth void of healthy men.

The Bee family departed Woodstock long before the Civil War erupted, but a famous son of that land left an indelible mark. Barnard Elliott Bee’s son, Barnard Elliott Bee Jr. bestowed the famous nickname upon Thomas “Stonewall” Jackson. Barnard Jr. attended the United States Military Academy and entered the services of the United States Army. When South Carolina seceded in 1860, he resigned his commission and joined the Confederate Army as a Brigadier General. He granted the famous sobriquet at the battle of First Manassas (Bull Run) in July of 1861. At the height of the fighting on Henry House Hill, Bee noted the calm demeanor of a Virginia brigade commanded by an eccentric Virginia Military Institute professor. Attempting to embolden his retreating men, he shouted out, “Rally behind the Virginians boys, there stands Jackson like a Stonewall!” The media press adopted the knick-name in a report of the fight and Bee’s mortal wounding the same day, added considerable mystique to the story.<sup>55</sup>

Charles L. Desel owned Woodstock in the years leading to Civil War. The son of a Charleston cabinet maker,<sup>56</sup> Dr. Charles Desel became wealthy as a Charleston physician who did not rely on the bounty of the countryside, but envisioned himself a country planter in the tradition of a colonial gentleman. In addition to Woodstock, Desel owned Liberty Hall Plantation, five road miles east of Woodstock.

He kept an overseer and a few slave families at both places to manage the land in his absence, and the black families subsisted on the meager returns from the plowed fields. The Woodstock slave families worked 150 acres of plowed fields, grazing lands and planted 60 acres of rice, but leached soils and slumping prices brought little return from the market place.

As the war years approached, Desel spent less time at Woodstock and more of the seasons enjoying the sea breezes off Charleston Harbor. When he died in 1854, Woodstock devised to his wife, Catherine, and later divided equally among their children. The Desel children kept Woodstock during the conflict, but resided in town until the last year of war when they retreated to Liberty Hall. Optimism plummeted when Confederate forces fled over the Goose Creek Bridge in February 1865. Soon black union soldiers and youthful white officers marched down Woodstock Avenue to liberate the excited slave families.<sup>57</sup>

## *Reconstruction and Beyond*

The post-war decades brought a mix of minor successes and failures to the Woodstock forests and wetlands beginning with the reclamation of an old debt, ascending with innovative new industry and ending with significant financial failures. The St. James, Goose Creek Church vestry reclaimed part of an old Woodstock debt when they retrieved some of the poorly managed church funds previously dedicated for educational uses. Isaac W. Hayne, the South Carolina Attorney General proceeded against Barnard E. Bee in 1854 to recover money he borrowed from the Ludlam Fund.<sup>58</sup> In recompense, Bee gave 4,605 acres of land in the Milan Land District in Texas to the vestry for payment of his debt.<sup>59</sup> During the confusion of the Civil War, settlers took much of his Texas land and the State of Texas confiscated some of it for taxes. The vestry retained a legal firm in Texas in 1873 to recover as much of the property as possible, and within nine years of legal effort, the vestry reclaimed a large portion. Unfortunately, after paying legal fees equal to one half of the value of the land, the church received only \$5,000.<sup>60</sup> Nevertheless, the payment ended a disturbing chapter in the Woodstock/Church saga.

The lingering debt associated with a patriarch of the old plantation detached from the plantation title prior to the war years, and two years after the war, the Charles Desel children conveyed the acreage, including a “large dwelling... negro houses... and a mill...”<sup>61</sup> to Mary and John C. Bickley.<sup>62</sup> The trustee for the estate of John Bickley transferred the property to his heirs the same year, who promptly sold the tract to James Copes.<sup>63</sup> Copes transferred it to James M. Hanckel Jr.<sup>64</sup> Hanckel quickly incorporated Woodstock into the South Carolina railroad company with which he was affiliated.<sup>65</sup> Woodstock remained a stopping point for the railroad for more decades and although the restaurant closed before the Civil War, depreciated severely during the conflict and collapsed into ruin, the ride through the Woodstock forests continued to delight.<sup>66</sup> “The [rail] road passes through a level country, pineland and meadow and swamp, alternating in agreeable variety...”<sup>67</sup> This “agreeable” countryside delighted riders until entrepreneurs “...built a lime mill,” within a short walk of the fallen restaurant.<sup>68</sup>

## Ingleside

Francis S. Holmes, a well-respected professor at the College of Charleston, embraced the findings advanced by Edmund Ruffin, the foremost agricultural reformer of the era. Farmers usually added barnyard manure, guano or green clover plowed into the soil but Ruffin believed that marl, a crumbling earthy deposit rich in calcium, could improve the fertility of leached soils.<sup>69</sup> Holmes identified marl bed deposits near Charleston before the Civil War and advocated the application of phosphates rocks (marl) as a fertilizer until the war years diverted his efforts. He served the Confederacy as chief of the mining bureau in South Carolina and Georgia and supplied raw materials for ammunition works at Augusta, Georgia.<sup>70</sup> After the war he, with a group of Philadelphia investors, formed the Charleston Mining and Manufacturing Company to dig marl at Woodstock and elsewhere.

Within a few years, Holmes resigned as president of the company and purchased The Hayes Plantation contiguous to the Woodstock mines.<sup>71</sup> He changed the name of “Hayes” to “Ingleside” and settled there into an academic lifestyle until his demise in 1882. Many credit Francis S. Holmes with the origin of the phosphate fertilizer industry in South Carolina, but brothers F.W. and George Wagener with business partners A.S. Perry and W.H. Hard significantly advanced the commercially successful industry. They purchased Ingleside, combined it with the contiguous Woodstock tract and organized the Ingleside Mining and Manufacturing Company on July 10, 1891, to “purchase, dig, mine, and utilize marl [and] to manufacture the same.”<sup>72</sup>

The company built extensive “marl works” near the railroad tracks a short distance from the vanished Woodstock manor house and laid a siding to line-up rail transport cars for receiving processed ore. They also constructed a narrow gauge tram line to link the rail siding with the mines. One of a few ground-up economic recovery efforts in greater Charleston after the war, the new industry persisted into the twentieth century and provided jobs and sustainable incomes for dozens of displaced plantation owners and hundreds of emancipated African-Americans.<sup>73</sup>

The Ingleside Mining and Manufacturing Company boarded more than one hundred laborers who worked ten-hour days, six days a week. Few workers could read or write and ages ranged from twelve years old to sixty-one.<sup>74</sup> More than twenty percent of the laborers were under the age of sixteen years, but they earned



Figure 13: The image shows a South Carolina Railroad fare ticket dated April 1, 1864.

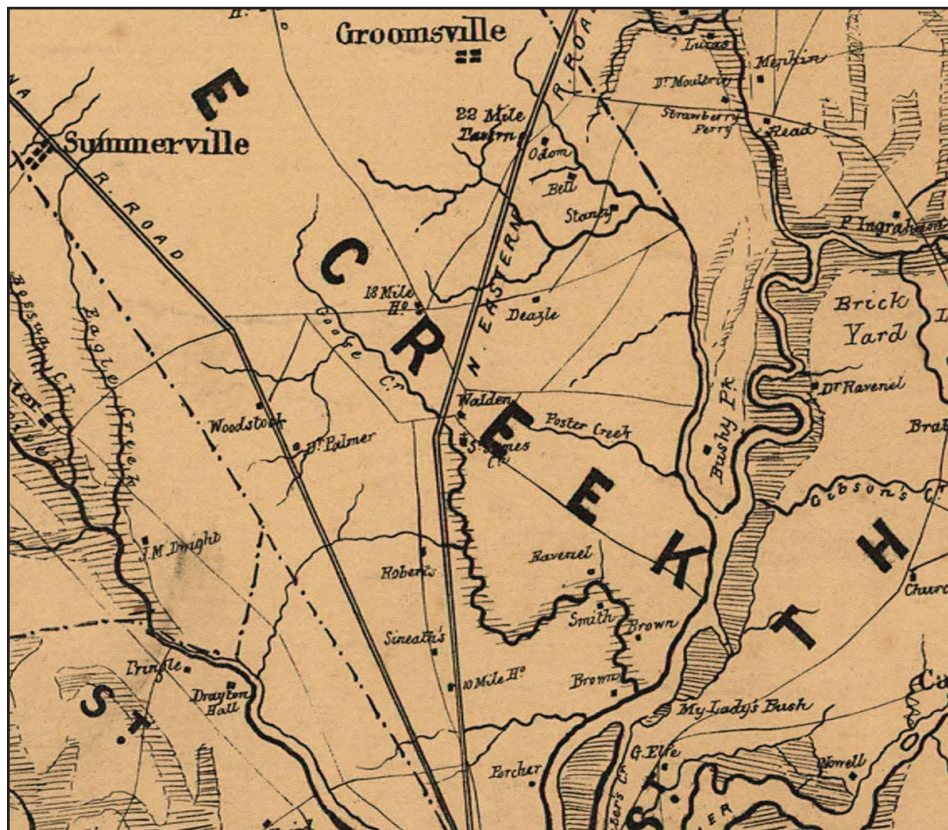


Figure 14: A detail of the Evans and Coswell Map of South Carolina, 1861 shows Woodstock Station on the Southern Railroad line. A public road tied Woodstock Station to the intersection of Ladson Road and Dorchester Road (State Highway 78). The image is courtesy of the Library of Congress.

\$2.00 a day at the monotonous and strenuous toil when most unskilled employees earned half that salary or less. The Ingleside/Woodstock enterprise represented one of the economic successes of that era.<sup>75</sup>

The marl deposits near Charleston were among the first discovered in the United States, and for a time, one of the largest producers in the world. The deposits lay less than eighteen feet below the surface, enabling workers to extract huge amounts of “Goose Creek marl.” The local marl was soft, crumbly, yellow, porous and contained over eighty percent carbonate of lime. Workers dug the rock in deep open pits, hoisted it to the surface in buckets, shoveled it into shallow tram cars, and rolled the dirty rock to cleaning and drying stations at the marl works. There, workers scrubbed away dirt, dried the ore over fires, and crushed it into a coarse powder.

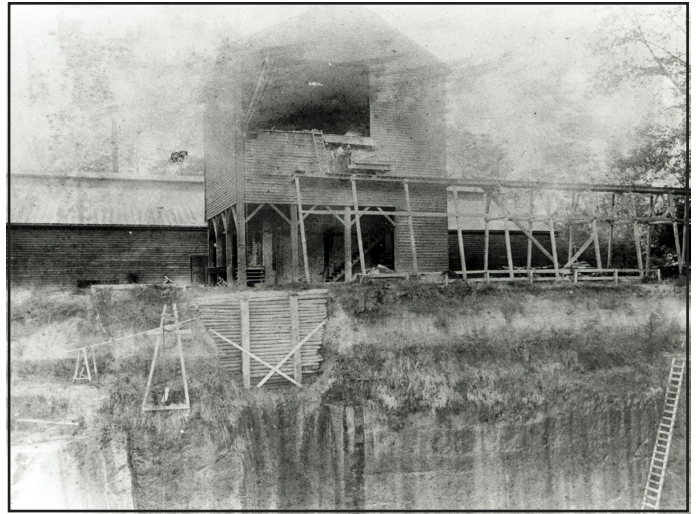
The progressive owners employed the latest technology. They introduced improved steam engines, boilers, haulers and other machines to crush the rock, trams to haul it to the marl works, and locomotives to pull car loads of fertilizer to markets.<sup>76</sup> At its zenith, the Ingleside Mining and Manufacturing Company produced approximately 5,000 tons of rock a year as “filler” for fertilizer, much in demand for leached soils.

Production slowed when the workers depleted the richer and most accessible marl deposits at the Ingleside/Woodstock pit mines. Stiff competition from Florida mines also drove prices lower until labor and shipping expenses returned insufficient profit. At the same time of the mining business downturn, overwhelming debt pushed the railroad company to the brink of bankruptcy, and production ceased completely when an earthquake shook the rail depot off its brick piers and felled the loading platform.

Two hours after sunset on August 31, 1886 “...[a] train flew into the air near Woodstock Station.” In the carriage cars “... newspapers, cigars and spectacles took wings; pocket change skittered down the aisles... [until] the engine screeched to a stop on a brink of a gully.” The violent 7.3 earthquake tremor persisted for nearly a minute, sending shock waves from Woodstock throughout the eastern United States. The forceful waves emitting from deep chasms at Woodstock caused great property damage in Charleston and its vicinity. The violence felled some of the walls of the Otranto House, the St. James, Goose Creek Church and the large brick barn at the Oaks Plantation, on the eastern side of the waterway.<sup>77</sup> Closest to the epicenter, Woodstock Station and a few wooden sheds with brick chimneys collapsed due to extreme vertical motions that also brought the tottering pillars and chimneys of the ancient manor tumbling to the ground.<sup>78</sup>

## *Woodstock Hardwood and Spool Manufacturing Company*

During the waning years of the nineteenth century and the early years of the twentieth, Woodstock remained a flag stop on the rail line, but mining profits diminished until thick forest of tall trees and underbrush obscured the abandoned rice fields, pit mines,



**Figure 15: The undated image shows the Woodstock Industrial plant. A long latter accesses the deep pit in the forefront. A multi-story wooden structure is aligned with long warehouses. The image is courtesy South Carolina Historical Society.**



**Figure 16: A detail of figure 15 reveals two men near a loaded rail car atop an elevated tramway. The company employed the latest post-war technology.**

marl works and warehouses. In response to diminishing returns from mining, the owners of the *Ingleside Mining Company* formed the *Woodstock Hardwood and Spool Manufacturing Company*.<sup>79</sup>

The investors converted the old warehouses along the rail siding into factory space to house lathes, sanders and saws to produce cotton mill supplies for the burgeoning textile industry. Workers lived in barracks at Woodstock to fell hardwood trees and fashion wooden spools, bobbins, reels, boxes, shuttles and the “Williams rod and key fashioner.”<sup>80</sup> J. Freeman Williams invented the tool and managed the factory. W. H. Welch and Julius C. Koster served as officers.<sup>81</sup>

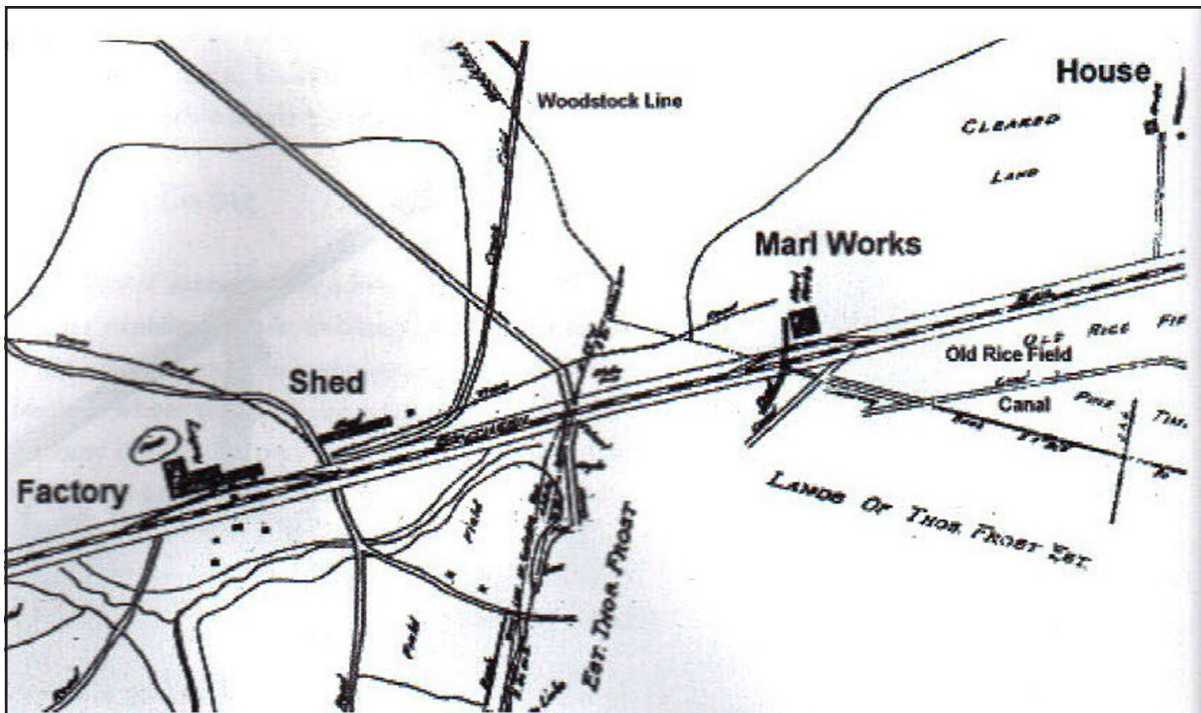


Figure 17: The plat shows the Ingleside Mining and Manufacture Company consisting of 1,639 Woodstock and Ingleside acres contiguous to the Southern Railroad. The Simons-Mayrant Company surveyed the property December 1904, Courtesy of South Carolina Department of Archives and History, Series L10005, Reel 0005, Plat 03070, (B.15, P.31). The factory, shed and marl works stood close to the rail line on Woodstock property. The old Ingleside (Hayes) main house, as well as the obsolete rice field and canal are shown. The author added the words “Factory,” “Shed,” “Marl Works” “Old Rice Field,” “Canal” and “Woodstock Line” in this publication for clarity.

Access to rail transport, abundance of nearby hardwood trees and willing laborers lent to success, but the robust enterprise languished when workers became persistently ill and too weak to work. The company blamed the City of Charleston for causing the problem after the City dredged the old rice field canal to augment the flow of fresh water into the Goose Creek Reservoir, where it was treated as a potable source for the City.<sup>82</sup>

Dr. A. H. Hayden of nearby Summerville reported that eighty-five to ninety percent of workers referred to him from Woodstock showed symptoms of malaria illness.<sup>83</sup> J. Freeman Williams reported to Dr. Hayden that the problem worsened shortly after the City of Charleston dug a canal through the old rice fields. Seasonal rainfalls typically rinsed the stagnant pools and flowed the polluted rainwaters over the Goose Creek dam, but Williams claimed that droughts in the summer and fall of 1904 and 1905 reduced the canal depth. The flow caused “boggy” areas that made his workers “sick all the time...”<sup>84</sup> “...our employees ...lost [work] time ...on account of the unhealthful conditions caused by the water company.” He continued, “...few of them are able to put in a day[']s work.”<sup>85</sup> Some testified that the Woodstock millpond and other stagnant pools were a “... common public nuisance,”<sup>86</sup> but all agreed that stagnant water, parasite larvae, and breeding and biting mosquitos spread deadly malaria virus throughout the industrial area.<sup>87</sup> Workers, such as Charles Grooms and Willie Mims swore they would not return to that unhealthy work place in fear of their lives.

As a consequence of the malaria epidemic, the *Woodstock Hardwood and Spool Manufacturing Company* relocated soon

after to the City of Charleston. J. Freeman Williams, on behalf of the company, submitted a claim to H.A.M. Smith, President of the Charleston Water Company, for \$40,000, for loss of business and moving expenses.<sup>88</sup> More disaster followed when fire destroyed their relocated Centre Street plant in 1915, reducing the buildings and business records to ashes.<sup>89</sup>

## *Woodstock in the Twentieth Century and Today*

A visitor in 1919 could not locate the site of the Woodstock manor house, and reported that all “... vestiges of the old garden and grounds have [had] vanished.”<sup>90</sup> All mining and manufacturing at Woodstock/Ingleside ceased and only a small amount of timber harvesting continued. Several banks held the title to the land until the Citizen and Southern National Bank sold it to Charles A. Jones in 1938.<sup>91</sup> Jones contracted with the Leigh Banana Company to fashion wooden crates applicable to carry a single banana stalk.<sup>92</sup> Jones hired men to cut hardwood swathes with which they fashioned the containers, but he too abandoned the land when the banana company business faltered. Jones sold the Woodstock/Ingleside tract in 1947 to Max A. Behrens, five years before the banana company went out of business. When Max A. Behrens conveyed Woodstock/ Ingleside to Eunice C. Fabian,<sup>93</sup> the Fabian family put the land in a trust named F. & B. Investments. As a trust Woodstock/Ingleside persisted as a private hunting preserve with light timbering until Weber principals purchased it in 1997.<sup>94</sup>



**Figure 18:** The image shows unidentified men aside a tram rail car above an open phosphate mine in Columbia, Tennessee. A similar mine operated for nearly twenty years at Woodstock Plantation along the Southern Railroad line near Ladson. The ore, found in large beds in the southeastern United States, contain calcium, nitrogen and other compounds that promote plant growth. The image, taken near the end of the 19th century, is among the collections of the South Carolina Historical Society, Charleston, South Carolina.



**Figure 19:** The photograph entitled, “Azimuth of fissure, N30W,” describes the deep fissure at the epicenter of the earthquake at Woodstock Plantation. The image is courtesy of the South Caroliniana Library, Columbia, South Carolina.

The public road that accessed Woodstock fell out of use after the Civil War. Twentieth century trains ignored the old stopping place, and new byways skirted the ancient wetlands until work commenced to extend the Palmetto Commerce Parkway from Ladson Road to Ashley Phosphate Road and beyond. Today, a section of the new parkway traces the footpath that Jean ffrancois De Ginellat, the Huguenot, followed south to access his frontier home or pursued north to reach the French Church where he served as the sole official. A public road followed the old foot path from the intersection of the Road to Dorchester and the Road to Ladson to the busy Woodstock railway station for more than a century where rice gave way to industry.

The Ingleside/Woodstock Plantation lands, as well as other tracts of undeveloped properties between Interstate Highway 26 and Norfolk Southern Railway will convert into grand housing, commercial and industrial zones. Planners recommend the establishment of a Conservation Development Zoning District or Planned Development District to preserve as much wetland as possible and to cluster housing units at a higher density to conserve environmentally sensitive wetlands and community green space.

The second phase of Palmetto Commerce Parkway is designed to access those properties, as well as Ashley Phosphate Road and beyond to South Aviation and International Boulevard.<sup>95</sup> A surveyor working on the road project found a grave site and revealed it to his neighbor, Susan Saunders, vice regent of Sumter’s Home Chapter of the National Society of the Daughters of the American Revolution. Saunders visited the site and discovered the final resting place of a long-lost patriot when she read, “In Memory of the Honble [sic] Thomas Bee who died in 1812 Aged 72.”<sup>96</sup>

Today, thick woods shroud the small cemetery, rice fields, home site, pleasure gardens, marl pits and factory site, but the Weber Company recognizes these important locations and envision a historic district to highlight the significant themes of the three-hundred and thirty-year-old tract. The Woodstock boundaries incorporate historic resources associated with the immigration of Huguenots to the Carolina frontier, the use of slave labor in rice fields, the origin of rail travel and the emergence of nineteenth and twentieth century industry. The Weber Company will interpret the contributions of Woodstock and communicate to the people of South Carolina and the Nation the sweeping transformation of the ancient land of rice and steel.

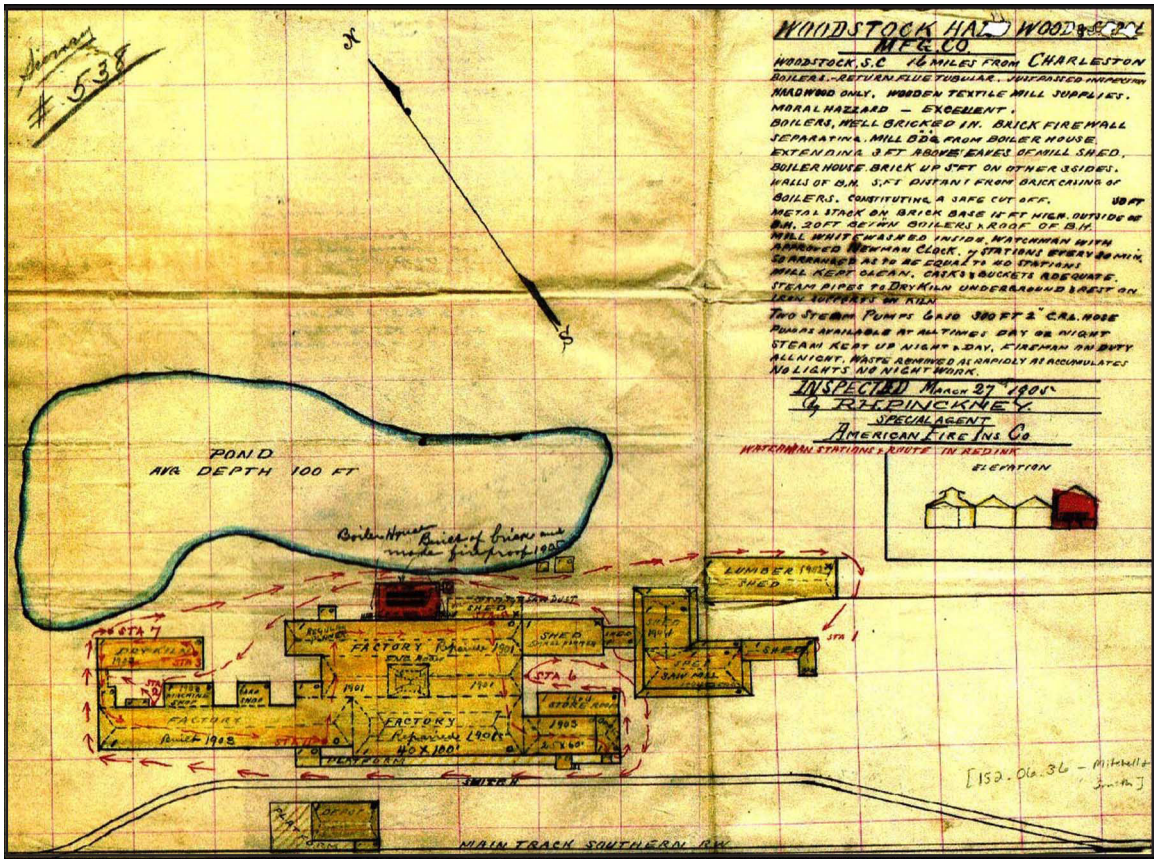


Figure 20: A March 27, 1905 American Insurance Map of Woodstock Hardwood and Manufacturing Company (Mitchell and Smith Collections), shows the expansion of the factory structures at the obsolete Woodstock mining site. The wooden structures consisted of one and two story buildings with tin roofs housing a spool shop, planer room, rip saw shed, log saw shed, small saw shed, engine room, warehouses, office and a brick and frame boiler house. Machinery included engines for shafting, belting, pulleys, lathes, saws, and dowelling. The one hundred foot deep pond supplied water for the boilers that powered the woodworking equipment. Two steam pumps operated constantly and a fireman remained on duty at all times. Red arrows indicate the route of the night watchman.



Figure 21: The image shows “wooden textile mill supplies reels and boxes” produced by Woodstock Hardwood and Spool Manufacturing Company and displayed at an exposition in Charleston, 1901-1902 where the company received a gold medal. The image is the letterhead for the company letter written on July 17, 1907. The image is with the Mitchell & Smith correspondence, 1874-1919, among the collections of the South Carolina Historical Society.

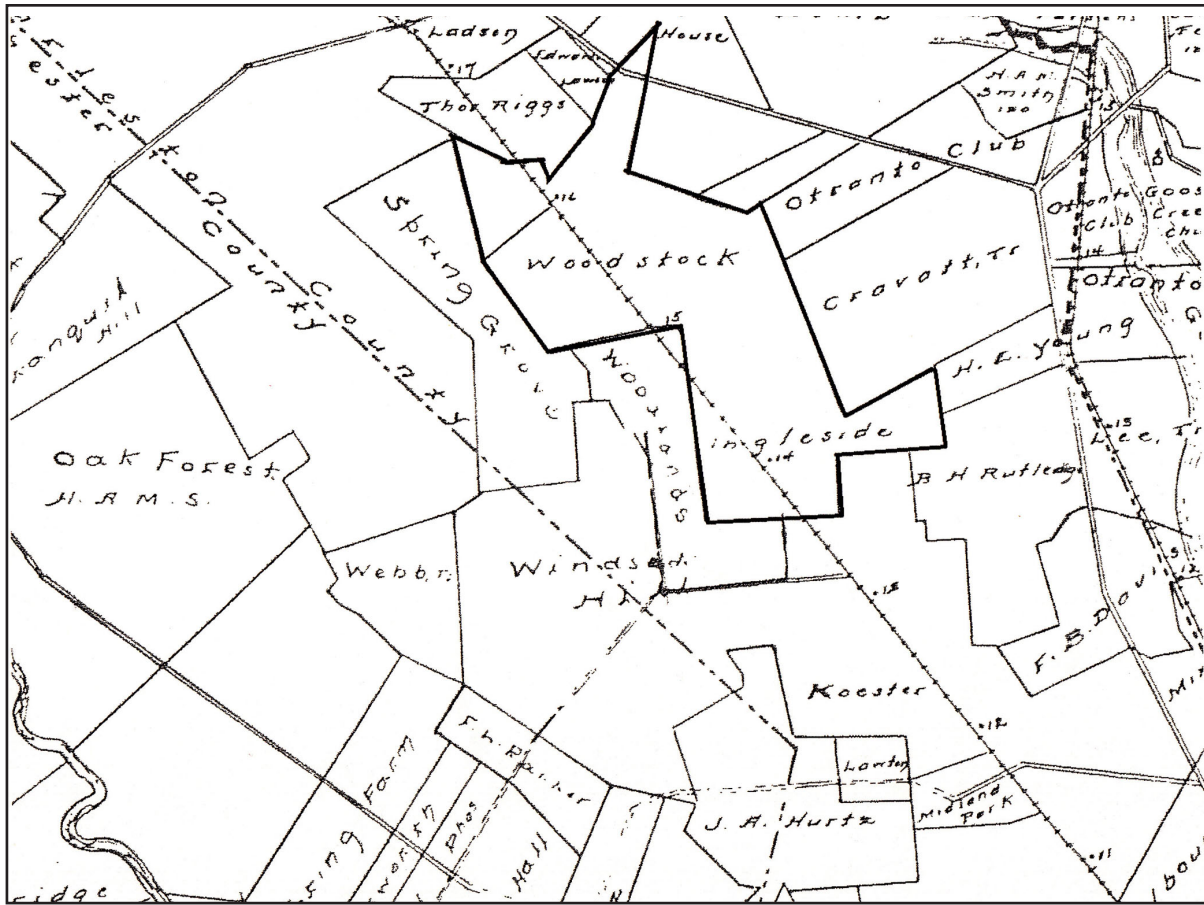


Figure 22: This detail of the G. Palmer Gaillard Map of Berkeley County and Parts of Charleston and Dorchester Counties, SC, circa 1936, shows the boundaries of properties near the Southern Railroad Track. The rail line transected Woodstock and Ingleside Plantations that are shown as a single piece of property. The image is courtesy of Berkeley County Government, Moncks Corner, South Carolina.



Figure 23: The image shows the granite cross standing five feet tall at the French Church site in Ladson. The monument is 571 feet from the public road within a gated fence. A three-foot square granite stand supports the cross. The inscription on the front reads: "Site of the ancient and extinct French Church of Goose Creek, with its surrounding burying ground. Established about 1694 by French Protestants." The back reads: "Erected A.D. 1910, by the Huguenot Society of South Carolina, on God's Acre, donated to the Society in Trust, 8th July, 1909." The author made this photograph on December 20, 2006.



Figure 24: The image shows a section of roadway under construction on July 5, 2012. The roadway skirts Bluehouse Swamp and traces the original footpath to Woodstock Plantation. Image is courtesy of Ann Yarbrough.



**Figure 25:** The aerial image shows Woodstock forests in the background and a lake near the Ingleside manor on the Woodstock/Ingleside tract in 1934. The ruins of the two-story Hayes/Ingleside main house stand near the right margin. The image appeared in an advertisement by Prince and Ripley Inc. 551 Fifth Avenue, New York, New York. The tract was marketed as a Historic Plantation and Hunting Preserve. The announcement touted a “heavily wooded” game area, three lakes stocked with various fishes and a seventy-five acre rice field.



**Figure 26:** Woodstock Cemetery is a small burial site measuring less than 15 by 15 meters, and containing at least eight graves belonging to members of the Bee and Bulline families. Thomas Bee (1739-1812) served many important offices including Speaker of the House of Representatives. He once owned more than 7,000 acres and described as “a planter of considerable opulence.” Thomas Bee stipulated in his last will and testament that “...a railing round the same if not already completed be finished immediately & kept in constant repair...” (Charleston County Wills 32:590, CCL).

# Notes

- <sup>1</sup> John Culpeper, "Draught of Ashley River," 1671, a map among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>2</sup> South Carolina Historical and Genealogical Magazine, (SCHGM) V.29 p. 87 and Proprietary Grant Book (PGB) 38:69, June 13, 1688.
- <sup>3</sup> Henry A.M. Smith, Goose Creek, South Carolina Historical and Genealogical Magazine (SCHGM), the South Carolina Historical Society, Charleston, South Carolina, V. 29: p. 174. The revocation of the Edict of Nantes that guaranteed religious freedom, occurred five years after the arrival of Abraham Fleury Siuer De la Plaine to Carolina in 1685, but political unrest in France preceded the revocation.
- <sup>4</sup> Book D-D, p. 15, November 29 and 30, 1747, Lease and release by mortgage. The record is among the collection of deeds at the Charleston County Office Building, Charleston, South Carolina.
- <sup>5</sup> Book B-B, p. 56, March 22, 1744, Deed of Sale, Charleston County Office Building. Memorials of South Carolina, CCWB: Charleston County Will Book, CCDB: Charleston County Deed Book.
- <sup>6</sup> The only plat showing the location of this church is a survey by Joseph Purcell of the Fleury land in July of 1785. On this the "Remains of a French Church" is located. (See Book G-6, page 95, R. M. C. Office, Charleston.)
- <sup>7</sup> The Jean Boyd Map and Letters, Charles Towne, Transactions of the Huguenot Society of South Carolina, Supplement number 110, (Charleston, South Carolina, 2006).
- <sup>8</sup> Works Project Administration (WPA), Last will and Testament of Antoine Prudhomme, July 1695, WPA will book 1, pages 56 and 57, recoded in original will book 1692-93, page 227, Charleston County Courthouse, Charleston, South Carolina.
- <sup>9</sup> Joseph Ioor Waring, St. James' Church, Goose Creek, South Carolina: A Sketch of the Parish from 1706-1896, (Charleston: Lucas & Richardson Co. Printers and Engravers, 1897), 7.
- <sup>10</sup> Santee River grant for 100 acres to Francis Gignilliat, 1693, plat among the maps and plats of the South Carolina Historical Society, Charleston, South Carolina, 33-38-05.
- <sup>11</sup> McCrady Plats, 1595, C3182, South Carolina Department of Archives and History, Columbia, South Carolina.
- <sup>12</sup> August 4, 1690, Deed, RSP: 350.
- <sup>13</sup> Henry A.M. Smith, Rivers and Regions of South Carolina, Articles from the South Carolina Historical Magazine, Volume III, The Reprint Company Publishers, Spartanburg, South Carolina 1988, p. 293.
- <sup>14</sup> Susan Baldwin Bates and Harriot Cheves Leland, Proprietary Records of South Carolina, Volume 3, Abstracts of the Records of the Surveyor General of the Province, Charles Towne 1678-1698, The History Press, Charleston, London, 2006, p. 135.
- <sup>15</sup> Will, memorial 3:126, circa 1720
- <sup>16</sup> Smith, p. 296.
- <sup>17</sup> Will, CCWB 1747-52:362, July 6, 1733. Also see, Thomas Bulline memorial for four tracts containing 1,141 acres in St. James, Goose Creek Parish, Berkeley County, S111001, Volume: 0003, Page: 00126, Item: 001, Date: 5/24/1733, SCDAH
- <sup>18</sup> South Carolina Gazette, 8-30-1735 and 9-6-1735 Thomas Bulline advertised the sale of plantation products
- <sup>19</sup> Will, CCWB 1761-77:362, pre-1769.
- <sup>20</sup> Bulline family history and genealogy research files, 30-4, South Carolina Historical Society, Charleston, South Carolina.
- <sup>21</sup> Trinkley, p. 59.

## Notes Continued.....

- <sup>22</sup> Transactions of the Huguenot Society of South Carolina, Volume 12, Number 75, 1970, p.45. South Carolina Historical and Genealogical Magazine, Volume 10, p. 225
- <sup>23</sup> South Carolina Historical and Genealogical Magazine, Volume 10, p. 65
- <sup>24</sup> Amarinthia Saunders, Admix. of Roger Parker Saunders vs. Thomas Bee and Susanna Bee, his wife, late Susanna Shubrick, Judgment Roll Series:L10018,Year:1798, Item: 0114A,4/11/1798 and Neilson, George, Admor. of Ralph Dawes vs. Thomas Bee
- <sup>25</sup> Robert E. Rector, Thomas Bee and the Revolution in South Carolina, 1760-1790, Masters of Arts Thesis, University of South Carolina,1971. The thesis is among the collections of the South Carolina Historical Society.
- <sup>26</sup> Will, CCWB 1761-77: 362
- <sup>27</sup> Charleston Mercury, 20 December 1837.
- <sup>28</sup> Thomas Fetters, The Charleston and Hamburg, A South Carolina Railroad and an American Legacy, The History Press, Charleston/London: 2008. Derrick 1975:48-49
- <sup>29</sup> South Carolina Canal and Rail Road Company [SCCRC] Annual Report of the Board of Directors 1832:3.
- <sup>30</sup> Derrick 1975:96
- <sup>31</sup> Derrick 1975:96
- <sup>32</sup> Thomas Fetters, The Charleston & Hamburg: a South Carolina Railroad and American Legacy, The History Press, Charleston, South Carolina, 2008, 33.
- <sup>33</sup> Fetters, p. 45. Also, see the legal notebook (1890s) of the Mitchell and Smith Law Firm Records, 1877-1919, 152.10.03, among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>34</sup> Fetters, 32. Also see Joyner verse South Carolina railroad Company, Mitchell and Smith Law Firm Records, 1877-1919, 152.10.03, SCHS.
- <sup>35</sup> Fetters, 58, "An advertisement for charges and mileage on the South Carolina Railroad."
- <sup>36</sup> Charleston County Deed Book [CCDB] H10:274. Derrick 1975:54.
- <sup>37</sup> Sales Advertisement, Charleston Mercury, 20 December 1837
- <sup>38</sup> CCDB T10:387
- <sup>39</sup> The Augusta Directory of the South Carolina Canal and Railroad Company gives the train time table for the Charleston and Augusta ride, circa 1836. "Passengers up will breakfast at Woodstock and dine at Aiken; down, breakfast at Aiken and dine at Charleston." Among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>40</sup> Derrick 1975:52.
- <sup>41</sup> Barnard E. Bee, For the Vestry of St. James, Goose Creek Church, Trustee for the Reverend Richard Ludlam Fund, Report of the Status of the two schools and the fund, S165029, Item 2, 1829, Report to the General Assembly, Episcopal Church of St. James; Ludlam Fund, SCDAH.
- <sup>42</sup> S126061, 1824, item 2206, 4-27-1825, Bee, Barnard, Tax Return for 970 acres and thirty slaves in St. James, Goose Creek Parish, SCDAH.
- <sup>43</sup> Paul Stevens: Institute of Southern Studies, University of South Carolina, Columbia, South Carolina, Volume XI, Winter 1964. "Bee is a ...Negro community a mile or so down the road which goes past the Episcopal Church and its Negro caretaker's house..." <http://www.cas.sc.edu/iss/SCNames/index.php?action=showPage&book=2&volume=13&page=10>. Also see Michael Heitzler, "Bowen's Corner," the City of Goose Creek, 2011.

<sup>44</sup> Committee on the college, education and religion, Report on the Report of the Attorney General on a debt owed the Ludlam Fund by Barnard E. Bee, S165005, item 1779, record 1, SCDAH.

<sup>45</sup> Smith 1988:295; CCDB H10:274

<sup>46</sup> CCDB H10:274

<sup>47</sup> CCDB H10:274

<sup>48</sup> Charleston Mercury December 20, 1837 and sale by Jervey, Waring and White, Charleston Mercury, January 12, 1838, "Well known Woodstock Plantation containing 1100 acres 500 cleared. The building appropriated as a hotel with 12 rooms, handsomely furnished with a breakfast Pavilion calculated to accommodate a large number. Best situated for raising stock in the lowcountry with 80-100 head sold with it.

<sup>49</sup> CCDB T10:387.

<sup>50</sup> CCDB H11:463.

<sup>51</sup> Charleston Mercury, February 8, 1842, Under Decree of Equity, Wm. Carter and John C. Ker, "Will be sold ...960 acres...together with mansion, inn and other improvements thereon."

<sup>52</sup> CCDB H11:463; CCDB Q11:288.

<sup>53</sup> Samuel Gaillard Stoney, This is Charleston : An Architectural Survey of a Unique American City, Carolina Art Association, 1976, p. 108

<sup>54</sup> CCDB T11:125.

<sup>55</sup> James Rion McKissick, General Barnard Elliott Bee [pamphlet] , Washington, D.C. Government Printing Office, 1939. Also see Resolution to honor General Barnard E. Bee, who died at the Battle of Manassas, giving details of his life and service to his state and nation, S165018, Year 1861, item 16, record 100, SCDAH.

<sup>56</sup> Charleston County Library, Charleston City Inventories Film JR 4380, Book B, 1787-1793, p. 450.

<sup>57</sup> Marianne Porcher letter to Clelia, January 15, 1865 reports that she and her family were the only white residents remaining on the western side of the waterway and they felt isolated, and at the "tender mercies of the wicked..."

<sup>58</sup> J.W. Hayne, Attorney General, Letter to James Simons, Chairman for the House Committee on Education, Transmitting a report of the Ludlam School Fund for St. James, Goose Creek and concerning the debt of Col. B.E. Bee, S.C. Archives S165029, Year 1854, Item 20, SCDAH. Also see Committee on Education, Report on the report of the Attorney General Regarding the Money owed the Ludlam Fund by Barnard E. Bee, S165005, Item: 03010, Page: 000, Record 98 of 100 records, 1860, SCDAH.

<sup>59</sup> S.C. Archives S165029, Year 1860, Item 15 and Vestry Minutes.

<sup>60</sup> Vestry Minutes.

<sup>61</sup> "Woodstock Plantation for Sale or Rent," Charleston News and Courier, November 27, 1856

<sup>62</sup> CCDB B15:481

<sup>63</sup> CCDB B15:481.

<sup>64</sup> CCDB P15:197.

<sup>65</sup> CCDB P15:197. For information regarding the railroad finances see Committee of Ways and Means reports, Series: S165005, Item: 01690, Record 15-253, SCDAH.

<sup>66</sup> When Carter purchased the property out of foreclosure in 1842, the furnishings were not conveyed and deeds subsequent to his ownership listed no livestock, furnishings, or implements needed for a business indicating that the restaurant closed.

## Notes Continued.....

- <sup>67</sup> “Railroad Accomodations,” the Charleston News, Saturday, February 1, 1873. “. . .the old breakfast house is still there but in ruins, while a larger more pretentious building more recently erected is also going to ruins....”
- <sup>68</sup> “Railroad Accomodations,” the Charleston News, Saturday, February 1, 1873.
- <sup>69</sup> William K. Scarborough, “Protaganists for Secession: Edmund Ruffin of Virginia and Robert Barnwell Rhett of South Carolina, SCHM, July – October 2011, Volume 112, Numbers 3-4, p.126. Also see Trinkley, p. 27.
- <sup>70</sup> Stephens D. Laster, Ancient Animals and other wondrous things [pamphlet] : the story of Francis Simmons Holmes, paleontologist and curator of the Charleston Museum, Charleston Museum, Charleston, South Carolina 1988, among the collections of the South Carolina Historical Society.
- <sup>71</sup> CCDB B16:194.
- <sup>72</sup> Mitchell & Smith Collection, 1839-1925: 152.10-15: file 459, among the collections of the South Carolina Historical Society.
- <sup>73</sup> United States Census, Products of Industry, 1880.
- <sup>74</sup> United States Enumeration Census, St. James, Goose Creek, 1870.
- <sup>75</sup> United States Enumeration Census, St. James, Goose Creek, 1870. The great majority of the workers resided in group housing (of the 262 black phosphate workers, 252 were recorded in St. James Goose Creek and 242 of these lived in group housing
- <sup>76</sup> United States Census, Products of Industry, 1880.
- <sup>77</sup> Captain Charles Edward Dutton, U.S. Ordnance Corps, The Charleston Earthquake of August 31, 1886, Ninth Annual Report, 1887-88, U.S. Geological Survey, Washington D.C., 1889. Captain Dutton shows a significant isoseismal [sic] shock wave crossing Goose Creek at the location of the Goose Creek Bridge.
- <sup>78</sup> Smith 1988: 295-296.
- <sup>79</sup> Mitchell & Smith Collection, 152.10.15.459, 1901 among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>80</sup> Mitchell & Smith Collection, 152.10.15.459 file#459, 1904, The Williams rod and key wrench fastener received a patent in 1904.
- <sup>81</sup> S.C. Archives, McCrady Plat 3070, C 3184 shows numerous small structures some of which are tenant houses. S.C. Archives L10005, Reel 5, Plat 3070. The United States Census of Enumeration indicates that as many as one hundred men and boys boarded in barracks or smaller accommodations in 1890, 1900 and 1910 at lumber camps and mines in the St. James, Goose Creek Parish
- <sup>82</sup> Plat of Goose Creek showing the Goose Creek Dam, McCrady Plat 2992, C3184. Also see map showing the flood waters created by the Charleston Light and Water Company Dam on lands owned by Henry A. M. Smith, 1907, 32-84-07, SCHS.
- <sup>83</sup> Letter from Dr. A.J. Hayden to J. Freeman Williams, Esq. Superintendent of Woodstock Hardwood & Spool Manufacturing Company, November 10, 1905, 125.06.36 among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>84</sup> Woodstock Hardwood and Manufacturing Company verse Charleston Light and Water Company, p.557. Letter to A.H. Hayden from J. Freeman Williams, October 30, 1906, 12.06. 24 Mitchell & Smith Legal Papers among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>85</sup> J. Freeman Williams to Julius D. Koster, Treasurer, November 13, 1905, 12.6.36 with the Mitchell & Smith Legal Papers. The letter is among the collections of the South Carolina Historical Society, Charleston, South Carolina.
- <sup>86</sup> Woodstock verse Charleston, p. 557. Also see letter from Dr. A. H. Hayden to J. Freeman Williams, November 10, 1905, stating that stagnant water pools and “boggy soil” present at Woodstock hastened the spread of malaria illness, 125.06.36 among the collections of the South Carolina Historical Society

<sup>87</sup> Mitchell & Smith Collection, 152.10.15.459, 1904. Letters referenced an unhealthy work environment at Woodstock that probably instigated the removal to a healthier environ. Woodstock Hardwood and Manufacturing Company verse Charleston Light and Water Company, p.557.

<sup>88</sup> J. Freeman Williams letter to H.A.M. Smith, April 15, 1907 and July 24, 1907, 125.06.36 Mitchell & Smith Legal Papers, SCHS.

<sup>89</sup> *Charleston Plant Destroyed, Woodstock Hardwood and Spool Manufacturing Company Suffers Severe Loss by Flames*, Charleston Mercury, December 4, 1915, Charleston, South Carolina.

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<sup>92</sup> CCDB E44:311

<sup>93</sup> CCDB D47:462, R44:708.

<sup>94</sup> CCDB D130:336.

<sup>95</sup> City of North Charleston Comprehensive Plan Update, 2008, Chapter 9 – Land Use & Development, 9.1-Historical and Current Development Patterns, p. 250.

<sup>96</sup> “Long Lost Patriot Found in N. Charleston,” Charleston, Post and Courier, Robert Behre, March 29, 2010.

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