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## **An Archeological Survey of Proposed Widening of U.S. 52 Between Monck's Corner and Kingstree, South Carolina**

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AN ARCHEOLOGICAL SURVEY OF PROPOSED  
WIDENING OF U.S. 52 BETWEEN MONCK'S CORNER  
AND KINGSTREE, SOUTH CAROLINA

by

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Prepared by the  
INSTITUTE OF ARCHEOLOGY AND ANTHROPOLOGY  
UNIVERSITY OF SOUTH CAROLINA  
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## INTRODUCTION

At the request of the South Carolina Highway Department, the Institute of Archeology and Anthropology, University of South Carolina conducted an archeological survey of the section of U.S. 52 between Monck's Corner in Berkeley County and Kingstree in Williamsburg County, South Carolina. The work was done as a part of the continuing program of Highway Archeology under a contract between the Department and the Institute. This program, a cooperative effort of the two state agencies is a means of assessing the environmental impact of highway construction, within South Carolina, on the archeological and historical values in highway rights-of-way. The program is funded by the Department and the work is done by Institute staff, thus eliminating any overlap or duplication of effort by the two agencies and providing professionally competent archeological results at a minimum cost to the state.

The present project is a proposed widening of U.S. 52 and, when completed, will alter the surface of the ground in an area approximately 200 feet on either side of the present roadbed for a distance of approximately 35 miles. In some sections, the alteration is on only one side of the roadbed, in others on both.

The archeological survey in the field was accomplished during the five days of September 3-6 and September 25, 1975 by Mr. Albert C. Goodyear and Mr. Robert Asreen of the Institute staff. Fifteen days were devoted to laboratory analyses of the resulting materials and data, and to preparation of a report.

## THE AREA

The route of U.S. 52 extends from the town of Monck's Corner through moderately populated suburban and rural areas along the east shore of Lake Moultrie, through the towns of Bonneau and St. Stephens and along the route of the Atlantic Coast Line Railroad. At St. Stephens it turns from a NNE direction to a NW direction for some 4 1/2 miles where it turns NNE again to cross the Santee Swamp and the Santee River and thereafter follows a winding route to the Black River Swamp and across it to Kingstree (Fig. 1). Population, though rural for most of this distance is moderately heavy throughout the route and clusters along the edges of the highway. Vegetation includes pine barrens, swamp, light hardwood forest, and areas of cultivated fields.

The terrain is dissected by the Black and Santee Rivers and their tributaries to some extent but, in general, is a low, flat coastal plain of from 35 feet to 80 feet elevation above sea level.

## THE SURVEY

The search methods used in this survey involved the walking of all accessible parts of the survey area along the route of U.S. 52 where the ground surface was visible. Here borrow pits, road cuts, cultivated fields and other exposed areas were intensively searched. Surface collections of cultural materials were made wherever found and the locations and descriptions of each of these areas were recorded.

Much of the area was heavily overgrown with a lush vegetation and the surface, in September, was not visible. Sites may thus have been

missed in this survey. Additional examination of the area should be made as some of these covered areas become available during construction. It is felt that the sites located present a reasonable sample of those in the area.

A total of ten archeological sites was recorded in this survey (Fig. 1). Six of these produced only historic material in the surface collections. The other four sites produced both historic and prehistoric material. Table I summarizes the components at these sites. The detailed descriptions of the cultural content of the sites are presented below.

38BK140, This is a site containing both prehistoric and historic materials. It is located ca.210 feet east of the existing roadbed in a powerline cut. Material was scattered over an area ca.300'N.-S, by 180'E.-W. Prehistoric occupation of this site during the Early (1000B.C.-A.D. 1) and Middle (A.D. 1-A.D. 500) Woodland Periods is indicated by the presence of sand-tempered ceramics (plain, check-stamped, cord-marked, incised, and fabric-impressed body sherds) along with lithic debris in the collection. Historic occupation as indicated by the presence of glass and a rusted wheel hub in the sample has been limited thus far to the Twentieth Century. This site has been heavily disturbed by the construction of power lines.

38BK141 and 38BK142, These two sites are located between the existing roadbed of U.S. 52 and the S.C.L. roadbed which lies to the east. Both sites have recently been heavily disturbed by S.C.L.'s construction activities. Material was scattered over both sites. Based on the presence of earthenware and porcelain sherds at both sites, their occupation appears to have been within the Twentieth Century.

38BK143, A site is located immediately adjacent to the east of the S.C.L. roadbed on a rise oriented east and west and overlooking Walker Swamp. Both prehistoric and historic materials were scattered over the surface of the rise in an area ca.250'E.-W. by 70' N.-S. The presence of sand-tempered, plain, punctated, check-stamped, simple-stamped, cord-marked, brushed and fabric-impressed sherds along with a fragment of a baked clay object and lithic debris in the sample indicates prehistoric occupation during the Early (1000B.C.-A.D.1) and Middle (A.D.1-A.D.500) Woodland Periods. A historic Eighteenth Century occupation of this site is indicated by the presence of slipware, creamware, porcelain, stoneware, earthenware and pearlware sherds along with a wine bottle fragment and glass fragments. Brick was observed which may indicate that a structure had been erected in this area in the past. This site has been heavily disturbed by S.C.L.'s construction activities.

38BK144, In the fill of an access road to the Santee Swamp, a dubious site was located. Two whiteware sherds were collected which indicate a Twentieth Century historic occupation of this site.

38WG40, Another dubious site is located in the fill for the existing roadway of U.S. 52 on the northeast bank of the Santee River. A single whiteware sherd was collected indicating historic occupation during the Twentieth Century.

38WG41, This site is located in a cultivated field adjacent and to the southeast of the intersection of U.S. 52 and S45-197. Material covers an area ca.150'N.-S. by 100'E.-W. From the presence of kaolin pipe fragments, sherds of finger-painted whiteware, shell-edged whiteware and ironstone, banded whiteware, mocha pearlware, shell-edged pearlware and plain pearlware in the collection indicate historic occupation

during the early to late Eighteenth Century. Brick and coal were observed indicating that a structure may have been erected on the site during the past.

38WG42, This site is located on a rise east of U.S. 52 and overlooking the Black River on the edge of the town of Kingstree. This rise is approximately 20-30 feet in elevation above the river level. The area of occupation is approximately 30 feet east of the roadway and covers an area ca.100'N.-S. by 100'E.-W. The presence of a single sand-tempered, plain sherd and a flake indicates a prehistoric occupation of the site sometime during the Woodland Period (1000B.C.-1600A.D.). The historic material collected included shell-edged ironstone sherds along with whiteware sherds, a fragment of wine bottle and a kaolin pipe stem fragment. This indicates occupation of this site by peoples of the Twentieth Century.

38WG43, This site is located in a cultivated field ca. .2 mile northeast of the intersection of U.S. 52 and S45-197. Material was scattered over an area ca.100'NE-SW by 60'NW-SE approximately 30' to the east of U.S. 52. Sand-tempered, plain, check-stamped and fabric-impressed sherds along with lithic debris indicate occupation of this site by prehistoric peoples during the Early (1000B.C.-A.D.1) and Middle (A.D.1-A.D.500) Woodland Periods. Historic ceramics (ironstone and whiteware indicate that this site was occupied during the late Nineteenth Century. The observation of brick further indicates that a structure might have been erected in this vicinity.

38WG44, Approximately .15 miles northeast of the intersection of U.S. 52 and S45-197, is a concentration of historic late Nineteenth Century ceramics (ironstone, porcelain, whiteware and a single pearlware

sherd) and glass in an area ca.100' on a side. This area is approximately 20' to the east of the roadway.

#### SUMMARY

During the five day field survey a total of ten archeological sites were located and recorded and sample collections were made from the surface of each. These specimens were cataloged and processed in the Institute laboratory and analyses were made to determine the significance of the sites they represent. These analyses included comparisons with similar materials from other sites in related areas. Comparisons of interpretations in the literature were made and the standard lithic and ceramic analyses were conducted.

Table I lists these sites by number and indicates the cultural assumptions for each.

TABLE I

<u>SITE</u>	<u>PREHISTORIC COMPONENT</u>	<u>HISTORIC COMPONENT</u>	<u>SIGNIFICANCE</u>
38BK140	Early and Middle Woodland (1000B.C. to 500A.D.)	20th Century	high
38BK141	---	20th Century	low
38BK142	---	20th Century	low
38BK143	Early and Middle Woodland (1000B.C. to 500A.D.)	18th Century	high
38BK144	---	20th Century	low
38WG40	---	20th Century	low
38WG41	---	18th Century	high
38WG42	Undifferentiated Woodland	20th Century	high
38WG43	Early and Middle Woodland (1000B.C. to 500A.D.)	19th Century	high
38WG44	---	19th Century	low

## RECOMMENDATIONS

All ten of the sites recorded in this survey have been disturbed to varying degrees by construction activities and farming. Those listed in Table I as of low priority have yielded but few cultural materials and, for the most part, these are of the present century and therefore of less apparent significance than the earlier materials. The five sites of high significance suggest that considerable cultural data may be gathered by proper investigation of these sites.

These latter five sites (38BK140; 38BK143; 38WG41; 38WG42; and 38WG43) are recommended for test excavation and full-scale excavation, depending upon the results of the test excavations, if they are to be damaged by the construction of the widened highway. All five appear to be endangered by widening of U.S. 52 but with some care in construction, possibly may be avoided if the construction equipment is confined strictly to the right-of-way in these areas.

It is further recommended that the area be re-examined at the time of clearing for construction in order to determine if sites exist that were missed in this survey due to heavy vegetation. It is recognized that by that time excavation will be virtually impossible in view of construction scheduling but it would be well to have the additional data on record and some salvage could be done ahead of construction. Also as soon as borrow pit areas are determined they, too, should be investigated as they have a high potential for archeological resources.

## ACKNOWLEDGMENTS

The cooperation between the South Carolina Highway Department and the Institute is acknowledged as a laudable example of inter-agency cooperation. Mr. Robert Ferrell of the Department and Dr. Robert L. Stephenson of the Institute have both contributed to the survey in arranging the details of this cooperation. Mr. Albert C. Goodyear, highway archeologist for the Institute is to be thanked for his supervision of the project. Staff of the Institute that have also aided in this project in laboratory analysis, photography, drafting, and typing include Leslie L. Beuschel, Gordon H. Brown, R. Darby Erd, James M. Rhett, Maryjane G. Rhett, and Stanley South. To all of these people is due sincere gratitude for their efforts.

ARCHEOLOGICAL SITES

AT THE PROPOSED WIDENING OF  
US 52 BETWEEN MONKS CORNER  
AND KINGSTREE, BERKELEY  
AND WILLIAMSBURG COUNTIES, S. C.

