An Archeological Survey of the Proposed Southwestern Beltway Extension and Twelfth Street Extension Highway Route in the Vicinity of Congaree Creek

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AN ARCHEOLOGICAL SURVEY OF THE PROPOSED SOUTHWESTERN
BELTWAY EXTENSION AND TWELFTH STREET EXTENSION
HIGHWAY ROUTE IN THE VICINITY OF CONCARNE CREEK

by

David G. Anderson, James L. Michie and
Michael B. Trinkley
Research Manuscript Series, No. 60

with

Preface and Conclusions by

Robert L. Stephenson

Prepared by the
INSTITUTE OF ARCHEOLOGY AND ANTHROPOLOGY
UNIVERSITY OF SOUTH CAROLINA
May, 1974
PREFACE

The Institute of Archeology and Anthropology, University of South Carolina, has been concerned for some time about the potential danger to archeological sites in highway construction areas. Many states have archeological programs in conjunction with their state highway departments that quite adequately protect the archeological resources along highways but, until recently, South Carolina did not have. Research commitments on other projects of the Institute kept postponing our initiating such a program. Occasional individual projects were undertaken by the Institute in conjunction with the South Carolina Highway Department. A brief survey of a portion of the Interstate 77 corridor was undertaken in 1972 and in 1973 an intensive survey of the Reedy River Freeway Project was made. The need, though, was for a continuing, systematic program of highway archeology.

Early in the fall of 1973 negotiations were started between the Institute and the South Carolina Highway Department to undertake such a program. On December 20, 1973 the South Carolina Highway Commission approved a proposal by the Institute for this purpose. A cooperative agreement between the Department and the Institute was formulated and signed and became effective on February 1, 1974. Under the terms of this agreement the Institute is committed to provide the Department with archeological surveys of highway right-of-ways and construction areas throughout the state and the Department is committed to fund these surveys. If major archeological sites are located in these surveys decisions are jointly made by the Institute and the Department as to the most feasible way to preserve or salvage them. If salvage is required negotiations are made for additional funds for excavation.
This is a highly satisfactory agreement of mutual benefit to both parties. It insures the Department of compliance with the archeological aspects of Environmental Impact and that the Department will either preserve or salvage archeological values (prehistoric or historic) within highway project areas. It also assures the Institute that archeological values will be made known, that sites will be properly recorded and that the resulting data will be available for scientific research. It is a major step forward for archeology in South Carolina and another example of productive cooperation between state agencies.

Under this agreement the Institute has already reviewed and commented on several A-95 statements and has done one field survey in addition to the project that is the subject of this report.

This report describes an initial survey of a portion of the proposed Southwestern Beltway Extension Project and includes the proposed Twelfth Street Extension and the interchange at the junction of the two. The area is situated between the Congaree River and Interstate 26, in Lexington County.

Attention was first directed to the archeological potential of this area in 1969 when James L. Michie, an amateur archeologist in Columbia, reported the presence of archeological sites there to the Institute. He also suggested that the proposed Beltway Extension might endanger them although the exact right-of-way was not then known. The Institute sent a representative, Mr. Paul Brockington, to the area with Mr. Michie and recorded a small Woodland Period site (38LX5) in December, 1969. Subsequently Michie reported three other sites in this area but funds were not available for anything more than recording these sites.

Another aspect of the area became apparent during this time when Mr. William McDowell of the South Carolina Department of Archives and
History reported to the Institute that the Old Congaree Fort ruins were probably situated somewhere in this area. This early trading post had been established in 1718 and used throughout most of that century. The Institute sent Dr. E. Thomas Hemmings and Mr. Richard Polhemus to the area to search for that site. A good candidate for the location of the Congaree Fort was found and recorded as site 38LX30. A brief test pit and surface collections, however, indicated that this site was of a somewhat later period.

In the late fall of 1973 Mr. Michie proposed to the Institute that the Archeological Society of South Carolina undertake research on the sites in this area. The center line of the highway right-of-way was then known and appeared to endanger several of the sites. Also another potential location for the Congaree Fort had been found in a portion of site 38LX50. Mr. Michie, Mr. David Anderson and Mr. Michael Trinkley would undertake the direction of the Society's efforts and all would be under the general supervision of the Institute. The labor force would be the volunteer members of the Society. Mr. Michie had had experience in a well-conducted excavation at the nearby Taylor Site (38LX1) and had returned to the University to major in anthropology. Mr. Anderson, a graduate of Case Western Reserve University in anthropology, was a research assistant on the Institute staff. Mr. Trinkley was a graduating senior in anthropology at the University of South Carolina. All three were capable of the task at hand.

The Institute approved the project and it was initiated in December, 1973. Meanwhile the agreement with the South Carolina Highway Department had come into being. I asked Michie, Anderson and Trinkley to conduct an intensive survey of the entire area including potential "borrow"
areas, equipment parking areas, etc. This included the entire strip of high ground from the Congaree River to Interstate 26 along both sides of the proposed Southwestern Beltway Extension.

Meanwhile the Society began excavations in three parts of site 38LX50 and determined that it, too, was of too late a date to be the Congaree Fort. Prehistoric occupation of this site though was found to be very abundant and the excavations continued.

The body of this report, prepared by David Anderson, James Michie and Michael Trinkley provides the details of this survey and summary descriptions and definitions of the nine sites located.

INTRODUCTION

At the request of Dr. Robert L. Stephenson, State Archeologist and Director of the Institute of Archeology and Anthropology at the University of South Carolina, the authors undertook an extensive survey along the route of the South Carolina Highway Departments' proposed Southwestern Beltway Extension between I-26 and the Congaree River. The purpose of the survey was to locate and briefly describe the archeological resources of the area and to determine the effect of highway construction upon them.

The archeological surface survey was conducted by the authors and members of the Archeological Society of South Carolina between December, 1973 and March, 1974. Nine sites were located during the survey and extensive surface collections were made from each. A search of document and map sources was made by Anderson with the assistance of Steven Baker of the Department of History at U.S.C. The purpose of this search was to determine the early historic occupation (if any) of
the area with the goal of determining locations of possible early historic sites. Finally, the authors undertook a controlled testing operation involving excavation and analysis of materials at one of the sites (38LX50) to further clarify the archeological nature of the area. The results of all of these operations are given below and recommendations based upon them are stated in the conclusion.

A number of people helped with the preparation of this survey and deserve special mention. In particular Forest Swails of Lexington, S.C. and Tommy Charles of Columbia, S.C. are to be thanked for providing us with data from their collections and personal surveys of the area. Mr. Burwell Manning, the owner of much of the land in the area is to be especially thanked for his extensive cooperation and material assistance in allowing us to conduct testing operations in his cultivated areas.

The survey operation was conducted by members of the Archeological Society of South Carolina, and to these people who gave of their time and effort to help us we offer our sincere thanks: Forest and Sara Swails, Steven Baker, Tommy Charles, Sammy Lee, Robert Parlor, Oleata and Ken Beard, George Lewis, Paul Williams, Robert Durrett, Sue Ficker, Jackie Carter, Dave Ballinger, and Sonny and Barbara Hiott. Finally, to Leland Ferguson and Stanley South of the Institute of Archeology special thanks are due for advice and assistance.

THE ENVIRONMENT

The area covered in the survey lies along the southern and eastern banks of the Congaree Creek near its confluence with the Congaree River (Figs. 1-3). The land is presently owned jointly by Mr. Burwell Manning,

The terrain consists of wide, flat, low-lying fields with occasional, slightly elevated knolls or ridges. The land rises as it approaches the Congaree Creek, and a long ridge overlooking the creek channel lies along the southern and western banks. The Congaree Creek, which is immediately to the north of most of the survey area, meanders through a small but densely overgrown swamp. The proposed Beltway passes through fields elevated above this swamp (five to twenty feet) while the proposed Twelfth Street Extension passes through it (Fig. 2).

The area is presently cultivated except for forested belts along the Congaree Creek and other small stream channels in the area. Wheat, rye, and soy beans constitute the primary cash crops, and the area has been under cultivation for at least fifty years and probably far longer (Burwell Manning: personal communication). A number of abandoned early twentieth century dwellings are located in the area and a recent power line cut has been made, but overall the land is utilized mainly for farming and hunting.

Because of the low relief of the area and the proximity of the Congaree River, extensive flooding has taken place over most of the land through the years. The soils of the area are characterized by water-deposited clays, silts, and fine sands resting upon a clay base, with occasional small water-worn pebbles interspersed in the alluvium. The low-lying fields are especially susceptible to flooding and only the higher ground is relatively free from inundation.

The area is located just below the fall line: the piedmont-coastal plain boundary characterized by rocky shoals along the rivers and a rapid drop in elevation as the crystalline rocks of the piedmont plunge
downward under the extensive sedimentary layers of rock and sediment that cap the coastal plain geologic strata. Because the rivers are relatively wide and shallow as well as rock-strewn in this area, it was a natural fording place for earlier occupants. People traveling from one region to the other, especially those interested in exploiting the markedly different resources of the piedmont or the coastal plain on a seasonal basis would be expected to frequently camp in such an area as they traveled up and down the river valleys. Traffic up and down the river would have to temporarily halt at this area, for the rocky and shallow river passage would make travel on the water difficult; a portage of some kind must be arranged.

With regard to the particular area under consideration, the fact that parts of the route surveyed included knolls and ridges, many overlooking swamps, made the area seem especially attractive archeologically. To earlier peoples this relatively high ground would provide a dry campsite safe from most of the frequent flooding. In addition it would provide an ideal vantage point from which they could watch the game-filled swamps below. Finally, the recurrent flooding of the area suggested the possibility of finding stratified sites in the alluvial deposits in the lower areas.

GLOSSARY OF TERMS

A number of archeological sites were located within the survey area, and the materials recovered indicated that many of them had been occupied over a long period of time. Because in this report a number of general archeological terms for earlier time periods are used to describe these sites, brief listings and identifications are given below.
Paleo-Indian refers to the time period from ten to twelve thousand years ago when the last of the great ice-age glaciers were in retreat in the north. The occupations of this time period are the earliest known for this area and the New World, and represent the remains of the nomadic big-game hunting groups that roamed the area in search of mammoths, giant ground sloths, camels, and other large Pleistocene animals that were in North America at this time.

The Archaic refers to the time period from roughly ten to three thousand years ago, when the climate and the native animal population were much as they are today. During this time the natives of this area lived by hunting this smaller game and increasingly, over time, utilized greater and greater amounts of plant material for food in a nomadic hunting and gathering pattern of existence.

Woodland refers generally to the time period from roughly a 1000 B.C. until 1600 A.D., when colonization of this area began to increasingly effect the Indians' traditional way of life. During the Woodland period agriculture, settled villages, well made pottery, and towards the end, elaborate ceremonial complexes appear.

The Historic period generally refers to the period of white contact and settlement in this area, and dates after A.D. 1600. The historic sites mentioned in this report date to the eighteenth century.

THE SITES

Four archeological sites in the area had been located and reported to the Institute of Archeology and Anthropology by James L. Michie prior to the period of the survey: 38LX5, 38LX19, 38LX50, and 38LX54. A search of the site survey files and records at the Institute revealed
a fifth reported site for the area, 38LX30, located by E. Thomas Hemmings in 1970. The survey was undertaken to see if there were other, unreported sites in the area, and to define particular areas of artifact concentration within reported sites. In addition the goal of the survey was to gather as large a sample of material as possible from each site to give a fairly clear picture of the archeological potential.

Four additional sites were located by the survey, each with extensive concentrations of artifacts appearing on the surface. Site survey sheets on these sites have recently been placed on file with the Institute of Archeology and are reported here as 38LX61, 38LX62, 38LX63, and 38LX64. These bring to a total of nine the number of separate sites located within the survey area and reported here.

An additional section has been added to this survey to deal with the problem of Old Fort Congaree which is believed to lie somewhere in this area but has not been discovered. Discussion is limited to the historical importance of the site and its probable location, with a recommendation for salvage operations should highway construction uncover it.

38LX5

38LX5 covers 1-2 acres and is located on the western edge of an elevated knoll directly adjacent to Road 129 (Fig. 1). The site is apparently Late Woodland and is characterized by an extensive scatter of ceramic fragments and quartz and chert points, tools, and flakes. The area has been extensively plowed and is presently under cultivation. Woods and low-lying fields are located to the north, east, and southeast of the site, which commands an excellent overview of the immediate area. The site is located four to five hundred feet to the south of the Beltway.
centerline. Construction of the Beltway should not affect this site provided that the construction activities are confined to the right-of-way strip.

38LX61

38LX61 is a small site covering about one acre located on the northern side of a large high hill which dominates the area (Fig. 1). The site has been extensively plowed and is presently under cultivation. The site is quite close to the southern bank of the Congaree Creek and is characterized by a scattering of Woodland ceramics and lithic materials, of which small triangular projectile points predominate. The site appears to represent a small Woodland period occupation with no apparent evidence for earlier or later activity. The site is well away (over 1000 feet) from the highway and should not be affected by construction of the Beltway provided that construction activities are confined to the right-of-way strip.

38LX62

38LX62 is a small site covering about one acre located on a low sandy hill overlooking the Congaree Creek swamp (Fig. 1). The site is situated about two hundred feet to the east of the Seaboard Airline railroad passage and is characterized by a light scatter of ceramic fragments and lithic materials. Inspection of the surface collection indicates that the site has a primary Woodland period occupation with a small occurrence of earlier, Late Archaic period material. The site has been extensively plowed and is presently under cultivation. The southern edge of the site area is located approximately 200 feet from the centerline of the right-of-way. The northern edge is some 600 feet
from the centerline. Construction of the Beltway may destroy approximately 25% of the site. A small test excavation is recommended for this site before construction begins.

38LX54

38LX54 is a large site covering about two acres that lies adjacent to a small unnamed seasonal creek to the south of the Congaree Creek swamp (Fig. 2). The site is located in an extensively plowed, low-lying field elevated some four to five feet above the swamp floor which it overlooks to the northwest.

The site is characterized by an extensive scatter of lithic and ceramic fragments and inspection of the surface material indicates a very dense occupation for the site throughout much of the Archaic period. A very large quantity of surface material was collected, with the initial analysis revealing occupation of the site all through the Archaic period and well into the Woodland period. A small early historic occupation is indicated by the presence of late eighteenth century ceramics, kaolin pipe fragments, and badly worn iron fragments.

This site lies some 200 feet from the centerline of the right-of-way for the proposed Beltway; in addition the proposed clover-leaf for the Twelfth Street Extension leading off the Beltway will probably cut through the edge of the site. Because of the low relief of the terrain the site may contain stratified cultural deposits in the layers of alluvium which characterize the soils of the site. 38LX54 should be tested to determine if such stratigraphy exists. If such proves to be the case an extensive salvage operation is recommended.
38LX50

38LX50 is the largest, and in the opinion of the authors, the most important of all the sites that will be affected by the proposed Beltway and Twelft Street Extension. The site encompasses an area of about forty acres and is elevated some thirty feet above the floor of the Congaree Creek swamp, which it overlooks to the north and east (Fig. 2). The area of the site has been extensively plowed and is presently under cultivation. An extensive survey of this particular site has determined that six areas exhibit concentrations of aboriginal materials. These areas are designated Areas A, B, C, D, E, and F.

All six of the areas have produced materials ranging from the Paleo-Indian period through Early Woodland. Particularly dense occupations throughout the Archaic are indicated for all of these areas from the quantities of materials collected during the surveys. Area B has been tested by the authors and has been found to contain stratified cultural deposits from the Early Archaic through the Early Woodland with an historic occupation of the middle to late eighteenth century over these. Area C has produced a number of Paleo-Indian artifacts on the surface and test excavation undertaken here by the authors indicates that the soils below the plow zone are possibly of this period. Further testing in this area is recommended.

The areas designated are those of primary cultural concentration on the site. Nevertheless artifact scatter occurs over the entire area of the site. The proposed Beltway will pass a thousand feet to the south of this site. However, the proposed Twelft Street Extension will completely destroy Areas B and C which the authors feel are the most important areas within the site. Areas A, D, E, and F appear to be out
of danger from highway construction, provided that construction activities are confined to the right-of-way strip.

If at all possible Areas A and B of this site should be preserved from destruction. If this is not possible an extensive archaeological salvage effort should be undertaken. Of primary consideration in arriving at this conclusion are the indications recovered from the survey and exploratory excavation that these areas contain significant information regarding both the Paleo-Indian period and the early historic period in South Carolina.

38LX19

38LX19 is a large site covering about eight acres located on a low-lying sand-clay ridge adjacent to a small unnamed seasonal stream (Fig. 2). This stream meanders for several hundred yards through a wide swamp until it enters Congaree Creek near the Old State Road. The site is located in a plowed and cultivated field elevated some four feet above the swamp floor.

On the surface of the site evidence of a dense occupation is present and is characterized by the occurrence of fire-cracked rocks, chipped stone, and ceramics of both historic and prehistoric origin. Within the site there are two large, distinct concentrations of debitage that are termed Areas A and B.

Area A is in the northeastern edge of the site and lies upon a small knoll. This rise has produced cultural material from the late Paleo-Indian through Early Woodland periods as well as evidence of an early historic settlement.

Area B is somewhat larger than Area A and lies on a slightly elevated rise some two hundred feet to the southwest. The cultural
material recovered from the surface indicates that it was occupied from Paleo-Indian through Early Woodland, like its companion area. Historic materials are present from this area as well, but in a lower density than at Area A.

Both sites exhibit dense artifact scatter and apparently represent long utilization of the site. The proposed Beltway passes fifteen hundred feet to the north of these areas but the proposed Twelfth Street Extension will run right through the center of Area B. Because of the low relief of this site there is a good chance that within the alluvial deposits of the site exist stratified cultural materials. The authors recommend that if at all possible this site be preserved from destruction by the proposed construction. If this is not possible the site should be extensively tested and if found to be stratified, archeological excavation should be undertaken.

38LX63

38LX63 is a small site covering about one acre and is located along a ridge on the edge of an old flood plain that is presently under cultivation (Fig. 2). This site is elevated some four to five feet above the plain and is characterized by a light scattering of lithic materials that proved to be of Archaic and Late Archaic age. The site has been extensively plowed and is presently under cultivation.

The proposed Beltway will pass some 1200 feet to the north of 38LX63, and the proposed Twelfth Street Extension will pass approximately 1000 feet to the west of the site. The site does not appear to be in danger from the construction of the highways. The location of the site indicates that there is a good chance for materials below the
plow zone existing in stratified context within the alluvium.

38LX30

38LX30 is an historic house or cabin site located in a field overlooking Congaree Creek a quarter of a mile from the confluence of the creek and the Congaree River (Fig. 3). The site covers about one acre and is located in a level plowed field immediately to the north of the creek. It is characterized by a scattering of china, porcelain, earthenware, stoneware, brick fragments, glass, and pipestems. Inspection of the materials indicates a late eighteenth century date for the occupation. 38LX30 was located and reported to the Institute of Archeology by Thomas Hemmings and Bill McDowell in 1969. The site is located very close to the probable location of Old Fort Congaree (1718-1722), and a later map of the area, Cook's of 1773 (in Cumming, 1962: Plate 67 and in the U.S.C. Caroliniana Library), shows two houses in this area.

The proposed Beltway centerline passes some 600 feet to the north of this site and poses no apparent danger to the site.

38LX64

38LX64 is a large site covering about two acres located to the south of 38LX19 overlooking the same swamp that the latter affronts. The site is a relatively flat elevated field located some six to eight feet above the swamp floor of a small seasonal branch of the Congaree Creek. The site has been extensively plowed and is presently under cultivation.

The surface of the site is characterized by a scatter of ceramic fragments and quartz, slate, and chert projectile points, tools, and flakes. Inspection of the material indicates that the site was occupied
throughout much of the Archaic and Early Woodland periods.

The proposed Beltway passes well to the north of this site (Fig. 2) but the proposed Twelfth Street Extension cuts directly through it. If possible this site should be preserved, if this is impossible the site should be tested to determine its archeological potential.

THE PROBLEM OF OLD FORT CONGAREE

In 1718 the Congarees Post was constructed on the north side of Congaree Creek near the mouth of the creek on the Congaree River. The fort is described by McDowell (1955: 316-320) as a stockaded enclosure designed more for the storage of trade goods than for any military purpose. This early fort was a focal point of trade with the Cherokees and Catawbas at this time (Brown 1966: 155). There is some evidence (Logan 1859, cited in Brown 1966) that an earlier village of the Congaree Indians was on the same site as the trading post. A later fort was built upon the site of the first trading post in 1748-49 (Chambers 1968: 2), and a map of 1773 (Cook's) shows the fort and two houses in this area.

Several maps of the period (Hunter 1730 [Fig. 4a], DeBrahm 1757, Cook 1773, Mouzon 1775, and Stuart's 1780 edition of DeBrahm [Fig. 4b]) all show the location of the fort as being just to the north of the confluence of the Congaree Creek and Congaree River. Unfortunately the definite location of the site has never been determined. 38LX30, reported here, is very close to the apparent location of the fort site, and should be tested to see if the later materials recovered in the survey give a true picture of the site. From the records it is known that the area about the fort was occupied on and off throughout much of the eighteenth century.
These same early maps (particularly Cook's of 1773) place the fort somewhere to the north of the house site 38LX30 which may or may not place it within the area to be affected by the proposed highway construction. If the fort site is located before or during the construction of the highway, and is endangered by that construction, then a salvage operation should be undertaken to recover as much information as possible from this earliest settlement in central South Carolina.

CONCLUSIONS AND RECOMMENDATIONS

This survey located nine archaeological sites in the area of proposed highway construction on the west bank of the Congaree River. Five of these are endangered by the proposed construction as indicated in Table 1.

TABLE 1

<table>
<thead>
<tr>
<th>Site</th>
<th>Occupation</th>
<th>Importance</th>
<th>Danger</th>
</tr>
</thead>
<tbody>
<tr>
<td>38LX5</td>
<td>Late Woodland</td>
<td>Minor</td>
<td>None</td>
</tr>
<tr>
<td>38LX61</td>
<td>Woodland</td>
<td>Minor</td>
<td>None</td>
</tr>
<tr>
<td>38LX62</td>
<td>Late Archaic, Woodland</td>
<td>Minor</td>
<td>Partly (25%)</td>
</tr>
<tr>
<td>38LX54</td>
<td>Archaic, Historic</td>
<td>Moderate</td>
<td>Partly (25%)</td>
</tr>
<tr>
<td>38LX50</td>
<td>Paleo, Archaic, Woodland, Historic</td>
<td>Major</td>
<td>Areas B &amp; C (Total)</td>
</tr>
<tr>
<td>38LX19</td>
<td>Paleo, Archaic, Woodland, Historic</td>
<td>Moderate</td>
<td>Area B (25%)</td>
</tr>
<tr>
<td>38LX63</td>
<td>Archaic</td>
<td>Minor</td>
<td>None</td>
</tr>
<tr>
<td>38LX30</td>
<td>Woodland, Historic</td>
<td>Minor</td>
<td>None</td>
</tr>
<tr>
<td>38LX64</td>
<td>Archaic, Woodland</td>
<td>Minor</td>
<td>Total</td>
</tr>
</tbody>
</table>

The Old Congaree Fort has not been located but may be somewhere in the vicinity of 38LX30. Several motor patrol cuts have been made in the plowed field to the north of this site but no evidence has been found to suggest the site of the Congaree Fort.
It seems clear from this survey that this area has been extensively, though sporadically, occupied from early prehistoric to recent historic times. It is difficult to say whether this represents a heavier occupation than is to be found in other similar areas nearby or not. Archeological investigation has not been of sufficient intensity along the Congaree River to determine this. Suffice to say that sites of some significance do occur along this proposed highway construction project.

It is also clear that construction of the proposed Southwestern Beltway Extension will endanger only two sites. These are 38LX64, a site of minor importance and 38LX52 a site of moderate importance. In each instance only about 25% of the site is expected to be affected. A week of test excavation by a crew of four should be sufficient to salvage these two sites.

The proposed Twelfth Street Extension will pass through portions of three sites. One of these, 38LX64, will be totally destroyed. Surface indications are that this is a site of minor significance and a week of test excavation by a crew of four should be sufficient to salvage the remains of this site. Site 38LX19 is a site of more substantial significance and the Twelfth Street Extension will destroy a portion of one major area of this site. A week of excavation by a crew of four should salvage these remains.

The third site, 38LX50, is the most significant of the nine sites located and two of the most promising parts of this site, Areas B & C, will be totally destroyed by the proposed Twelfth Street Extension. Areas A, D, E, and F are not endangered. It is recommended that a crew of four devote a week to each of the two Areas (A and B) to salvage the remains expected to be found there.
These recommendations are indicated in Table II. They are based upon the assumption that the right-of-way for the two proposed extensions is all that is to be considered. It is, of course, understood that in any construction project, areas outside the right-of-way are often affected. Borrow pits for construction materials must be found and excavated, parking areas and roads for heavy equipment must be utilized, aggregate mixing areas may be established, and so on. It is emphatically urged that in these activities the contractors avoid use of the areas herein indicated as archeological sites and that these areas not be disturbed.

Finally, it is recommended that a continued search be made for remains of the Old Congaree Fort. If this site is eventually located plans will need to be made for its salvage. Such plans probably will be outside the range of the highway program now planned. In any event the Old Congaree Fort, if found, would not very likely be a site amenable to reconstruction, historically significant as it would be. The prospects for finding sufficient evidence upon which to reconstruct it are almost negligible, even if the site were found. Excavation of the remains and erection of a suitable marker should suffice.

<table>
<thead>
<tr>
<th>Site</th>
<th>Endangered By</th>
<th>Salvage</th>
<th>Priority</th>
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<tr>
<td>38LX5</td>
<td>None</td>
<td>None</td>
<td>0</td>
</tr>
<tr>
<td>38LX61</td>
<td>None</td>
<td>None</td>
<td>0</td>
</tr>
<tr>
<td>38LX62</td>
<td>Beltway</td>
<td>4 men - 2 days</td>
<td>C</td>
</tr>
<tr>
<td>38LX54</td>
<td>Beltway</td>
<td>4 men - 3 days</td>
<td>B</td>
</tr>
<tr>
<td>38LX50</td>
<td>12th Street</td>
<td>4 men - 10 days</td>
<td>A</td>
</tr>
<tr>
<td>38LX19</td>
<td>12th Street</td>
<td>4 men - 5 days</td>
<td>B</td>
</tr>
<tr>
<td>38LX63</td>
<td>None</td>
<td>None</td>
<td>0</td>
</tr>
<tr>
<td>38LX30</td>
<td>None</td>
<td>None</td>
<td>0</td>
</tr>
<tr>
<td>38LX64</td>
<td>12th Street</td>
<td>4 men - 5 days</td>
<td>C</td>
</tr>
</tbody>
</table>

100 man-days
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BROWN, JANE DOUGLAS

CHAMBERS, GLADYS N.

CUMMING, WILLIAM P.

McDOWELL, WILLIAM (ed.)
Figure 4

Left: Figure 4a. Map of the Congaree River area made by Hunter in 1730. Note structure indicated near mouth of Congaree Creek. Possible site of Old Fort Congaree?

Below: Figure 4b. Map of the Congaree-Saluda river region made in 1780 by Stuart based on DeBrahm's map of 1757. Note placement of Old Fort Congaree as well as the fact that the area of the present survey is within the Saxa Gotha Township. In particular sites 38LX50 and 38LX54 are located within the township; early historic materials dating to the 18th century have been recovered from the surfaces of these sites. 38LX30, also reported in this survey, is located close to the fort site and just outside the central township area.