

ARCHAEOLOGICAL FIELD REPORT  
SCDOT ENVIRONMENTAL SECTION



**TITLE:** SCDOT Cultural Resources Survey of Intersection Improvements at S-41 (Senator Gasque Road), SC -41-A (Jones Avenue), S-51 (Metal Street) and S-626 (Vera Court).

**DATE OF RESEARCH:** June 9, 2017

**COUNTY:** Marion

**PIN:** P028428

**ARCHAEOLOGIST:** Tracy Martin

**PROJECT:** S-41, SC-41-A, S-51 and S-626 Intersection Improvements

**DESCRIPTION:** The Department proposes improvements to the intersection of S-41 (Senator Gasque Rd), SC -41-A (Jones Avenue), S-51 (Metal Rd) and S-626 (Vera Ct) in Marion County (**Figure 1**). The proposed improvements consist of updating the intersection of the roads into a roundabout. The approach from the east of Senator Gasque Road and Jones Avenue will be enhanced for a better entrance into the roundabout. A small amount of new right of way will be required to complete the project. The intersection improvement project area extends approximately 860 feet east and 790 feet west from the intersection down Jones Avenue, 830 feet down Senator Gasque Road, and 435 feet down Metal Street. The project area varies in width, but it is typically between 60 and 120 feet in width (**Figure 2**). The APE (Area of Potential Effect) for archaeological resources for the project consists of land that will be acquired as new right of way as well as those areas within the existing right of way that might be affected by the undertaking. The APE for architectural resources consists of a 300 feet buffer around the archaeological APE (**Figure 3**).

**LOCATION:** The project area is located on the boundary of the city limits of Marion, South Carolina at the intersection of Senator Gasque Road and Jones Avenue.

**USGS QUADRANGLE:** Marion

**DATE:** 2014

**SCALE:** 7.5'

**UTM:** NAD 27

**ZONE:** 17

**EASTING:** 648985.66

**NORTHING:** 3783483.82

**UTM:** NAD 83

**ZONE:** 17

**EASTING:** 649002.94

**NORTHING:** 3783696.96

**ENVIRONMENTAL SETTING:** The project is located at the intersection of S-41 (Senator Gasque Road, SC-41-A (Jones Avenue), and Metal Road. Small portions of Vera Court, Wilmoth Court, and East Northside Avenue are also included in the APE at their intersect points with Jones Avenue. Almost all of the project area consists of grassy lawns and fields. Small wooded areas exist along Lakeem Court and between SC-41 and SC-41-A (**Figures 4-6**).

**NEAREST RIVER/STREAM AND DISTANCE:** The nearest water source is Smith Swamp approximately one half mile south of the project area.

**SOIL TYPE:** The majority of soil in the project area is the moderately well drained Goldsboro loamy fine sand, 0 – 2 percent slopes (91.7 %). The well drained Dothan loamy fine sand, 0 – 2 percent slopes comprises 4.6 percent of the project area in the south. Poorly drained Coxville fine sandy loam is the least prominent soil in the project area (2 %) and is found in the northeast part of the project area.

**REFERENCE FOR SOILS INFORMATION:** Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.sc.egov.usda.gov/>. Accessed [6/15/2017].

**GROUND SURFACE VISIBILITY:** 1-25%   X   26-50%    51-75%    76-100%   

**CURRENT VEGETATION:** Vegetation in the project corridor consists primarily of lawn, field, and sparse areas of mixed pine and hardwood forest.

**BACKGROUND INVESTIGATION:** Prior to the field investigation the online GIS database (ARCHSITE) was examined to determine if any previously identified archaeological sites, standing structures or National Register of

Historic Places (NRHP) sites were present in the project area. No such resources were shown to be present within the project APE. No previously recorded resources are located within 0.25 mile of the project area. Two historic resources are incorrectly located in Archsite as being adjacent to the project area. These properties are the Davis Vault at the Palmer Cemetery and the Palmer School. The resources are actually approximately 11 miles to the south near the intersection of SC-41 and SC-41-A.

In addition, historical maps and aerial photos dating to between 1820 and 1964 were examined to determine if any structures or architectural features could be identified within the project area. The earliest aerial imagery examined was from 1939 (USAAA 1939). This photograph depicted several structures within both the archaeological and architectural APEs. Although the image is unclear, at least two structures along the northwest side of the project area appear to be standing today. These structures were documented during the survey and are discussed below. At the time the photograph was taken S-41 (Senator Gasque Road) did not exist. That corridor was occupied by a railroad track (**Figure 6**). Aerials from 1950 (USGS 1950) and 1959 (USDA 1959) were also examined. **Figure 7** shows the aerial from 1959. A total of 21 structures shown on this aerial were still standing at the time of the survey (**Figure 8**). These structures are discussed below.

Historic maps consulted include the 1820 Mills Atlas (Mills et al. 1825) map of the Marion District, a 1939 highway and transportation map (SCSHD 1939), and the 1947 Marion topographic quadrangle (USGS 1947). The Mills Atlas map did not show any cultural resources in the vicinity of the project area. The 1939 highway map, which predates the construction of S-41 (Senator Gasque Road), shows the Atlantic Railroad in the place of S-41 (**Figure 9a**). The 1947 Marion quadrangle shows a short road where the future S-41 will go as well as several structures within the architectural APE (**Figure 9b**).

**ARCHAEOLOGICAL SURVEY:** An archaeological reconnaissance of the project area was conducted on June 9, 2017. Field methods consisted of a pedestrian reconnaissance of the entire project area. No shovel tests were excavated within the archaeological APE because of extensive ground disturbance and buried utilities (see **Figure 3**).

**ARCHAEOLOGICAL SURVEY RESULTS:** Much of the project area was found to exhibit significant disturbance along the existing roadways due to highway construction as well as commercial and residential development. Both sides of the roads featured disturbance from drainage ditches, paved areas, and buried utilities such as water and electrical lines (**Figures 10 - 11**).

In the southern extent of the project area, along Metal Street, are the remnants of three railroad tracks. These tracks are visible on the 1939 and 1959 aerials, the 1939 SCDOT highway map, and the 1947 Marion USGS quadrangle. One track was the Atlantic Coast Line (Seaboard Coast Line), one left a factory and joined the Atlantic Coast Line, and the last served as an industrial corridor through the city and traveled southwest to the south end of Marion. **Figure 12** shows the remains of the tracks at the time of the investigations.

One site was identified during this reconnaissance. Site 38MA243 consists of the remains of the Bell Lumber Mill. The site is situated between S-41 (Senator Gasque Road) and SC -41-A (Jones Avenue) and is about 130 meters east of the intersection of Metal Street and S-41. The site measures approximately 195 meters southwest/northeast by 120 meters northwest/southeast (**Figure 13**). The site has several areas where above ground remains from the Bell Lumber Mill can still be seen. Structural remains are visible throughout the current neighborhood and woods and consist of brick and cement wall remnants and one reservoir (**Figure 14-16**).

There is not a great deal of information available about the Bell Lumber Mill. It is listed as a new incorporation in 1913 with capital stock of \$150,000 (St. Louis Lumberman 1913). There were at least six lumber mills located in Marion County by 1923. These included one near Mullins, one at PeeDee, one at Sellers, and three near Marion (Godbold and Williamson 1923:17). Mills within the city of Marion included the Bell Lumber Company and the Marion Lumber Company (Olson 2009). The Bell Lumber Company mill is shown on the 1924 Sanborn Fire Insurance map for Marion, SC (Sanborn 1924). The insurance map depicts the layout of the buildings, which includes a planning mill, a sawmill, an 80,000 gallon reservoir, lumber and stacking sheds, dry kilns, and multiple railroad tracks on the eastern side of the property (**Figure 17**). A newspaper article from May 29, 1919 reports that the mill suffered heavy losses due to a fire. Although the fire was still burning at the time of the news report, it was thought that the planning mill and most of the lumber sheds would be saved. This was the second fire to damage the

mill. Two months prior to this fire, the mill lost their dry kilns and a large amount of lumber to a rapidly spreading fire (Dillon Herald 1919). In an aerial photograph taken in 1939 the outline of the mill can be seen (**Figure 18**). It is not known when the mill was shut down but it is not shown on the 1939 SCDOT county highway map or the 1947 Marion topographic quadrangle.

All of the structural features at site 38MA243 have been totally razed except for the reservoir and some scattered brick and cement structures of indeterminate function. The site has no integrity left and additional work is not recommended. This site is recommended as not eligible for the NRHP.

**ARCHITECTURAL SURVEY:** A historical resources survey of the project area was conducted on April 19, 2017. Survey methods consisted of a visual examination of all structures within the architectural APE.

**ARCHITECTURAL SURVEY RESULTS:** A total of 21 newly-identified historic resources (site #s 2119 – 2138) were identified within the architectural APE (see **Figures 7 and 8**). All 21 resources were assessed under NRHP Criteria A, B, and C. All resources lack any known historical significance and do not possess architectural significance meriting eligibility for the National Register of Historic Places (NRHP). It is therefore recommended that all of the aboveground resources documented during investigations for the proposed project are not eligible for the NRHP.

Site Number	Address	Eligibility	Figure Number
2119	1905 Wilmuth Court	Not Eligible	19a
2120	1902 Wilmuth Court	Not Eligible	19b
2121	1900 Wilmuth Court	Not Eligible	20a
2122	2007 North Highway 41-A	Not Eligible	20b
2123	2011 North Highway 41-A	Not Eligible	21a
2124	1318 East Northside Avenue	Not Eligible	21b
2125	2106 North Highway 41-A	Not Eligible	22a
2126	2016 North Highway 41-A	Not Eligible	22b
2127	1712 Lakeem Court	Not Eligible	23a
2127.01	1712 Lakeem Court	Not Eligible	23b
2128	1708 Lakeem Court	Not Eligible	24a
2129	1707 Lakeem Court	Not Eligible	24b
2130	2008 North Highway 41-A	Not Eligible	25a
2131	2004 North Highway 41-A	Not Eligible	25b
2132	1726 Senator Gasque Road	Not Eligible	26a
2133	1728 Senator Gasque Road	Not Eligible	26b
2134	1732 Senator Gasque Road	Not Eligible	27a
2135	138 Metal Road	Not Eligible	27b
2136	136 Metal Road	Not Eligible	28a
2137	132 Metal Road	Not Eligible	28b
2138	945 Jones Avenue	Not Eligible	29

**REMARKS AND RECOMMENDATIONS:** The cultural resources survey of the Intersection Improvements at S-41 (Senator Gasque Road), SC-41-A (Jones Avenue), S-51 (Metal Street) and S-626 (Vera Court) resulted in the identification of one archaeological site (38MA243). A total of 21 new aboveground resources were documented during project investigations. The archaeological site and all of the aboveground resources are recommended as not eligible for the National Register of Historic Places. No historic properties will be affected by the proposed undertaking. No additional cultural resources investigations are recommended.

**SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

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- 1950 1950 Aerial Photo Single Frames. Project 710. Roll 000042. Frame 5848. Retrieved from USGS Earth Explorer. < <https://earthexplorer.usgs.gov/>>.



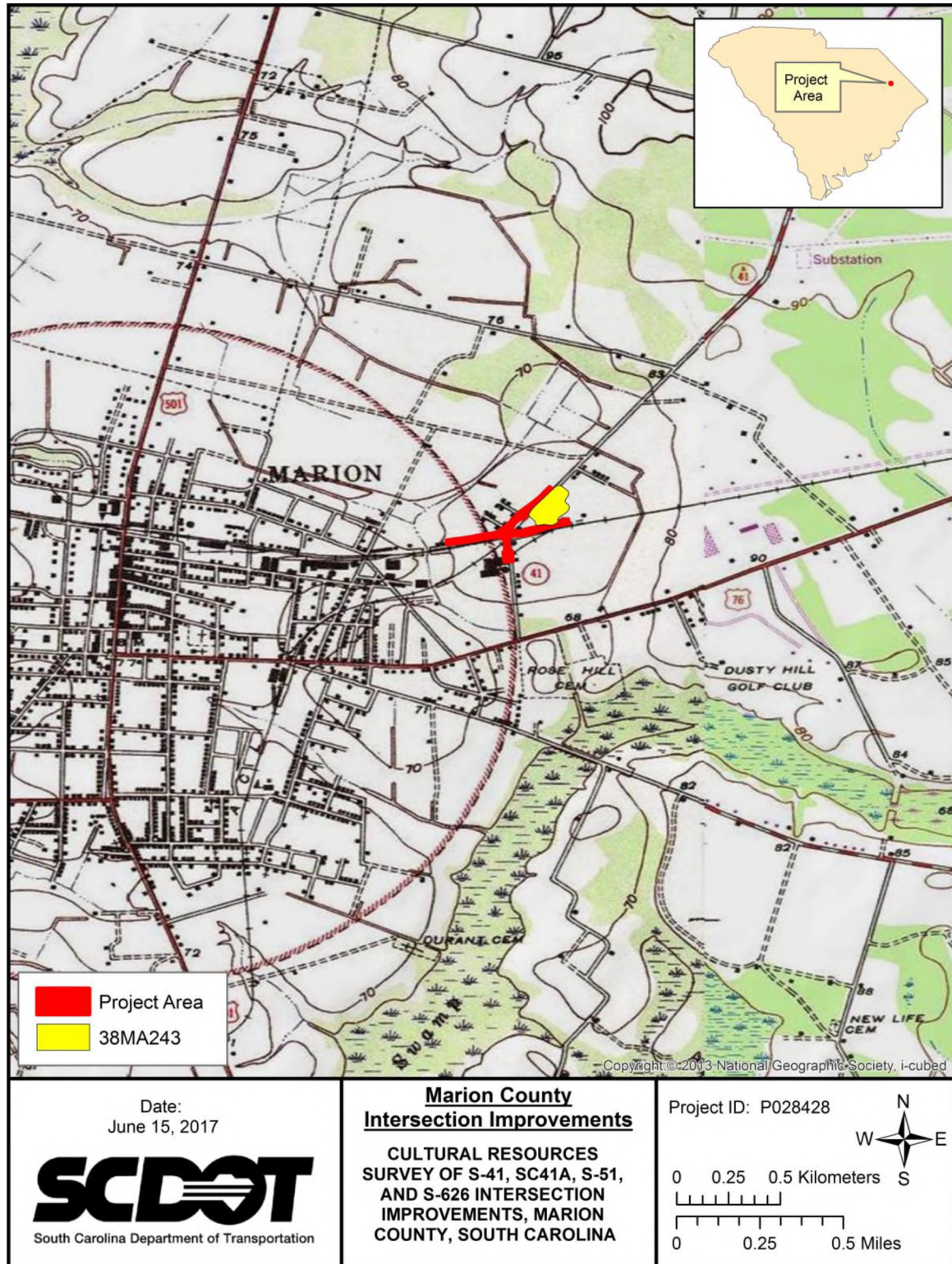


Figure 1. Project Area and Site 38MA243 Location, Marion, SC, 7.5' Topographic Quadrangle.



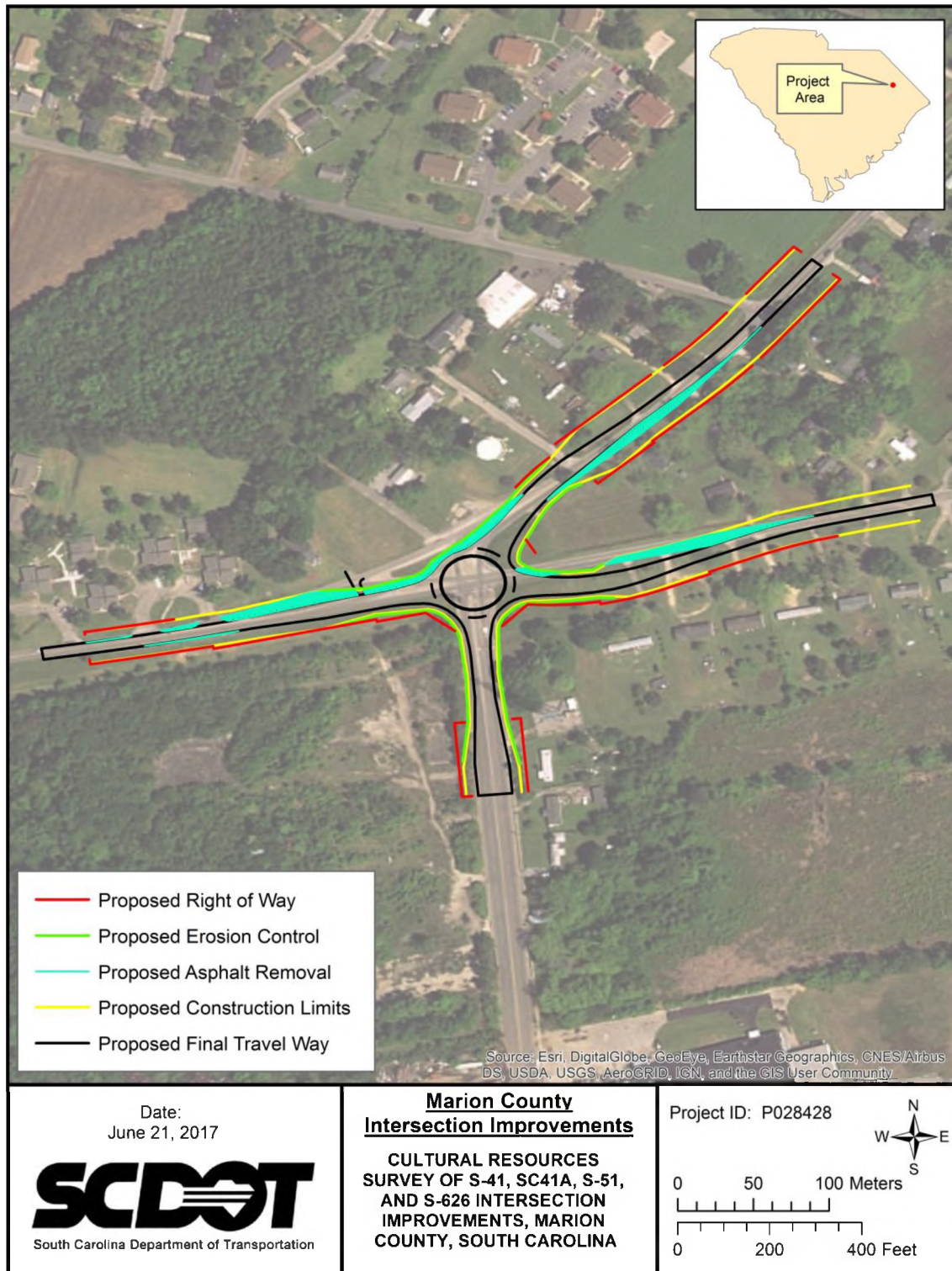


Figure 2 – S-41, SC-41A, S-51, and S-626 Intersection Improvement Project Plans.

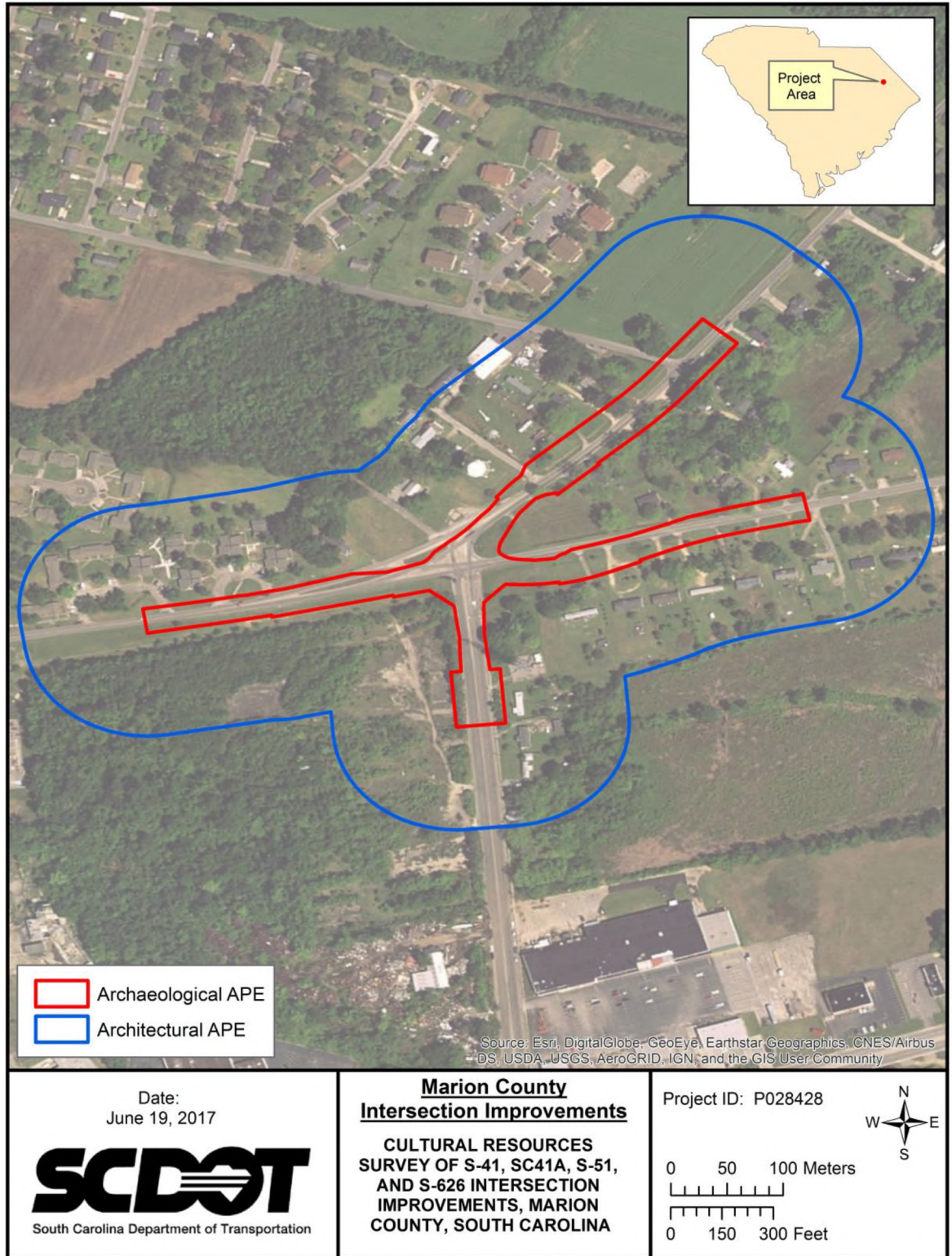


Figure 3. Project Archaeological and Architectural APE.





Figure 4a. View East from the Western Portion of the Project Area Showing SC-41-A.



Figure 4b. View Southeast from the Western Portion of Project Area Showing S-41.





Figure 5a. General View of APE Along SC-41-A.



Figure 5b. Facing Northwest from Intersection of S-41, SC-41-A, and Metal Street.

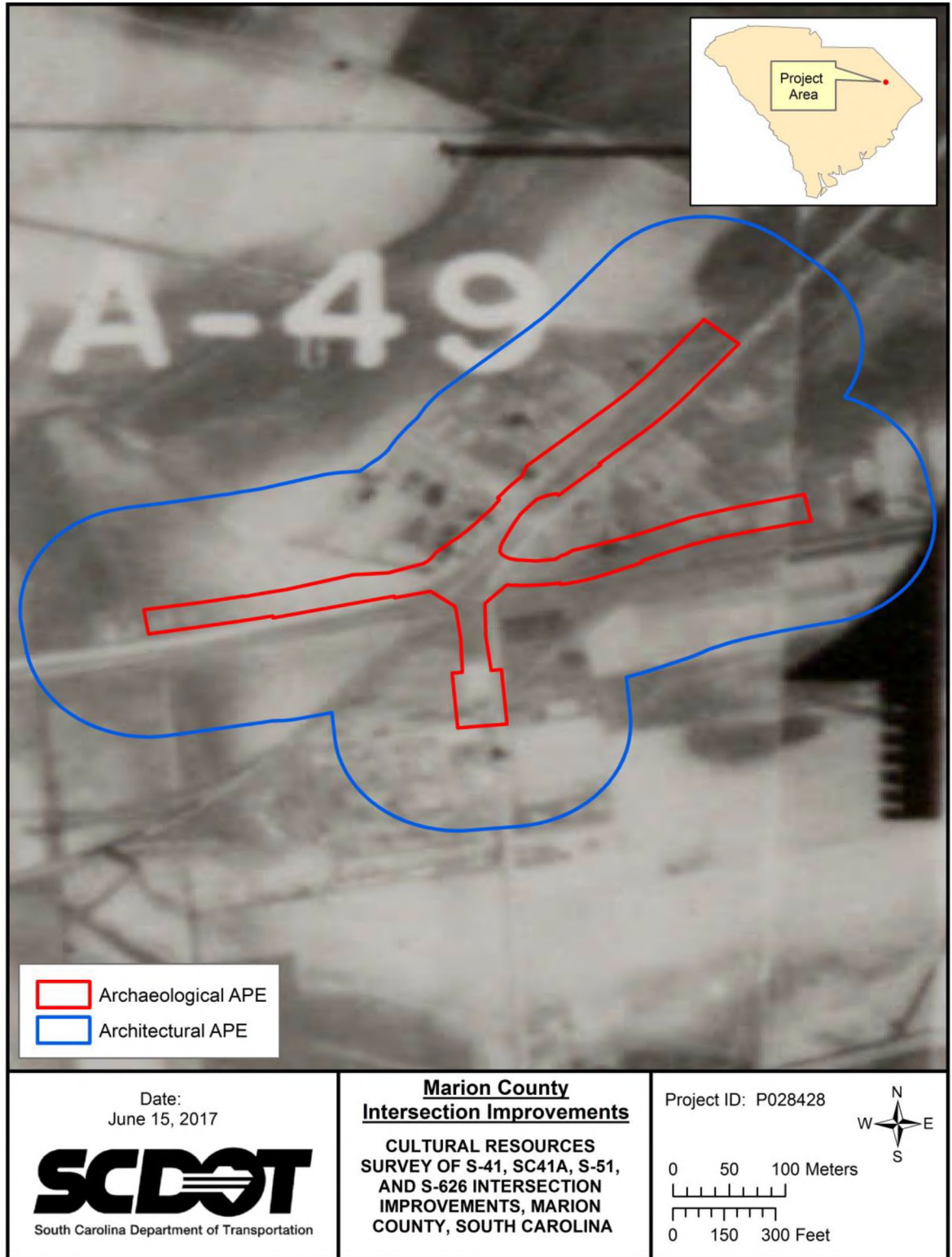


Figure 6. 1939 Aerial Showing Archaeological and Architectural APEs (USAAA 1939).





Figure 7. 1959 Aerial Photograph of the Project Area Showing Archaeological and Architectural APE and Newly Recorded Structures (USDA 1959).



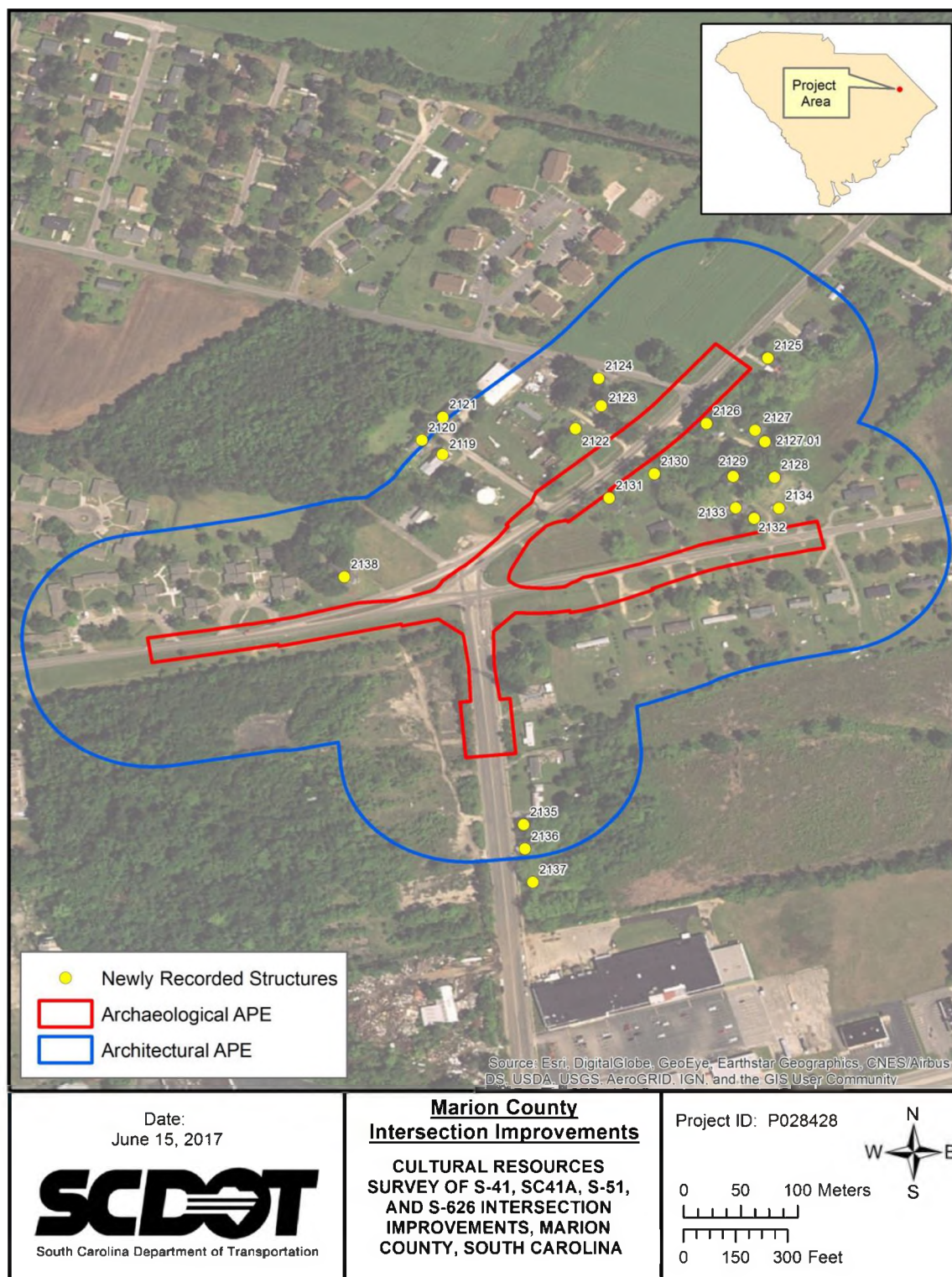


Figure 8. Modern Aerial Photograph of the Project Area Showing Archaeological and Architectural APE and Newly Recorded Structures.



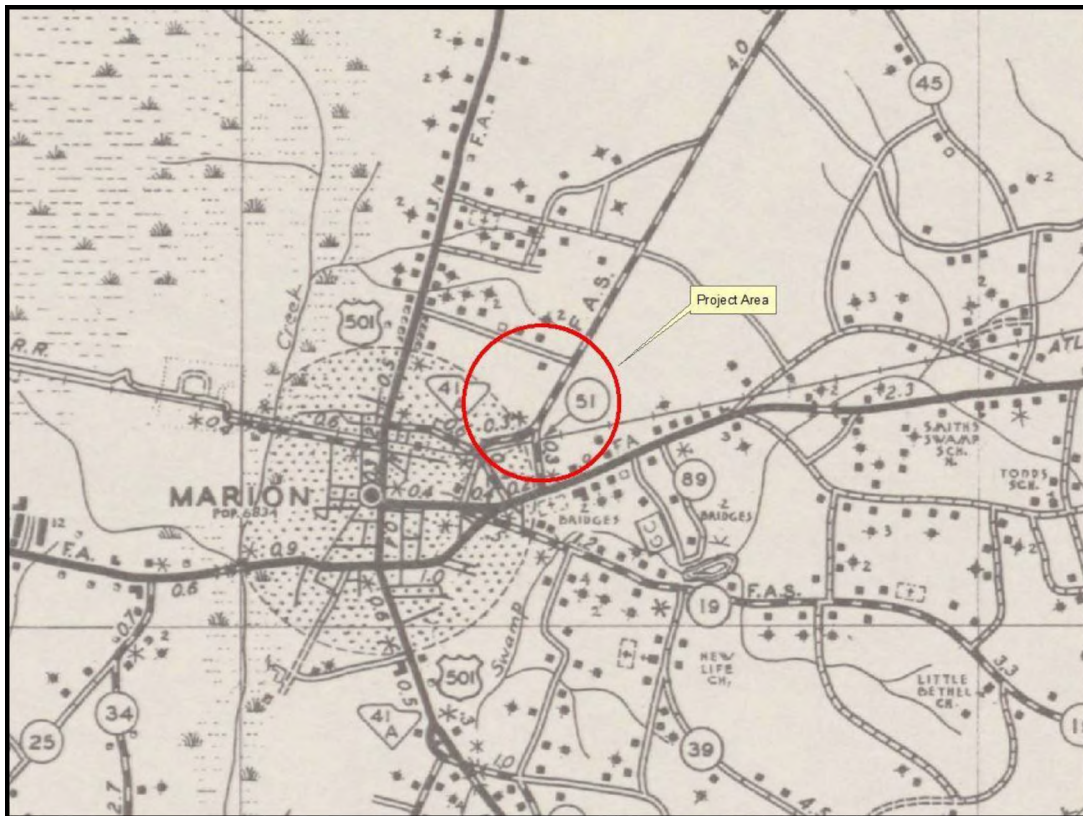


Figure 9a. 1939 SCDOT Marion County Highway Map Showing Project Area (SCSHD 1939).

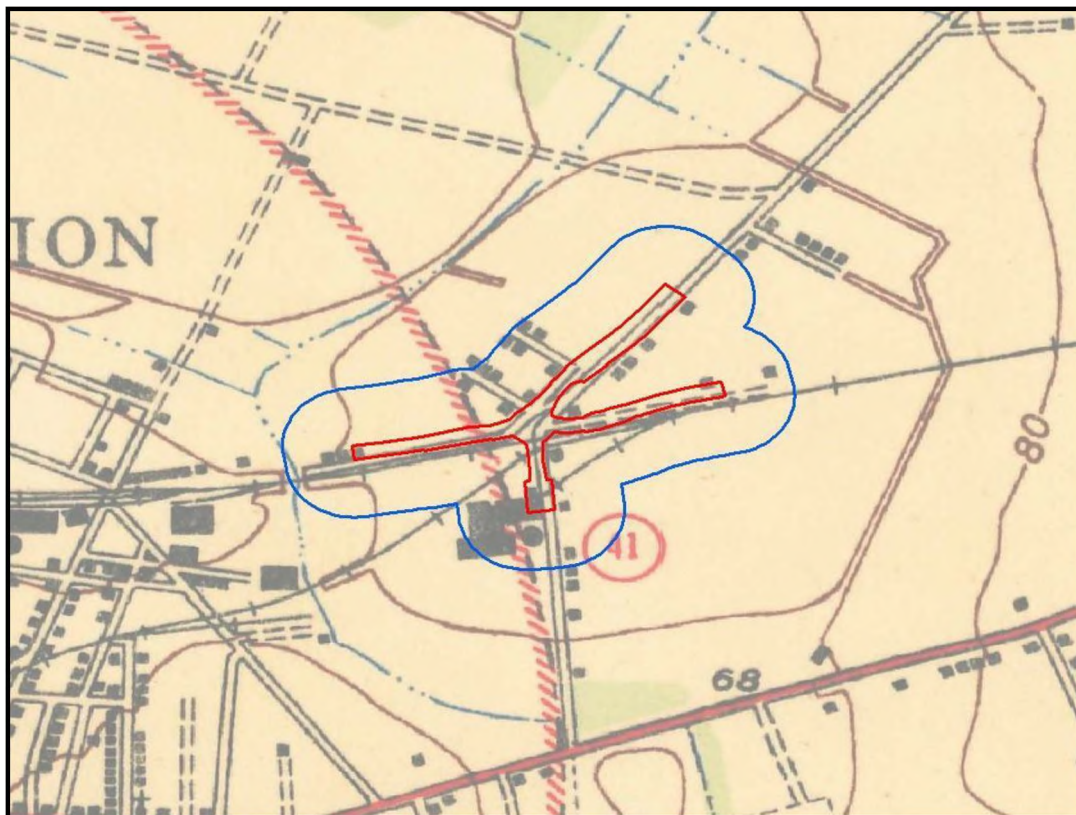


Figure 9b. 1947 USGS Marion Topographic Quadrangle Map Showing Project Area (USGS 1947).





Figure 10a. View of Disturbance in the Project Area.



Figure 10b. View of Disturbance in the Project Area.





Figure 11a. View of Disturbance in the Project Area.



Figure 11b. View of Disturbance in the Project Area.





Figure 12a. Railroad Crossing on Metal Street.



Figure 12b. Railroad Crossing on Metal Street.



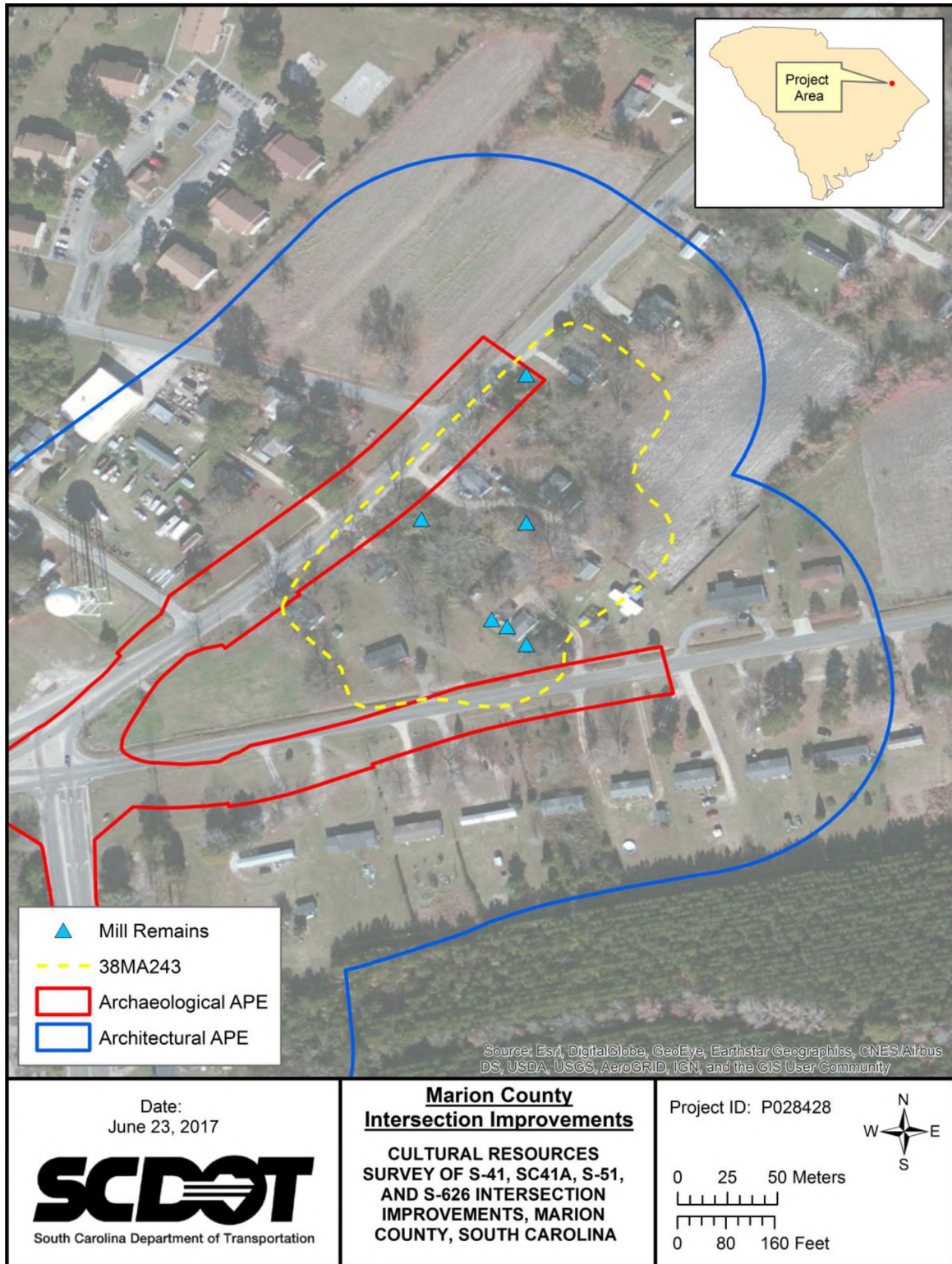


Figure 13. 38MA243 and Location of Above Ground Remains .





Figure 14a. View of Mill Remains Along SC-41-A.



Figure 14b. View of Mill Reservoir on Lakeem Court.





Figure 15a. View of Mill Remains in the Woods Along SC-41-A.



Figure 15b. View of Mill Wall Remains Between Houses Along S-41.





Figure 16a. View of Mill Structural Remains Between Houses Along S-41.



Figure 16b. View of Mill Structural Remains Between Houses Along S-41.



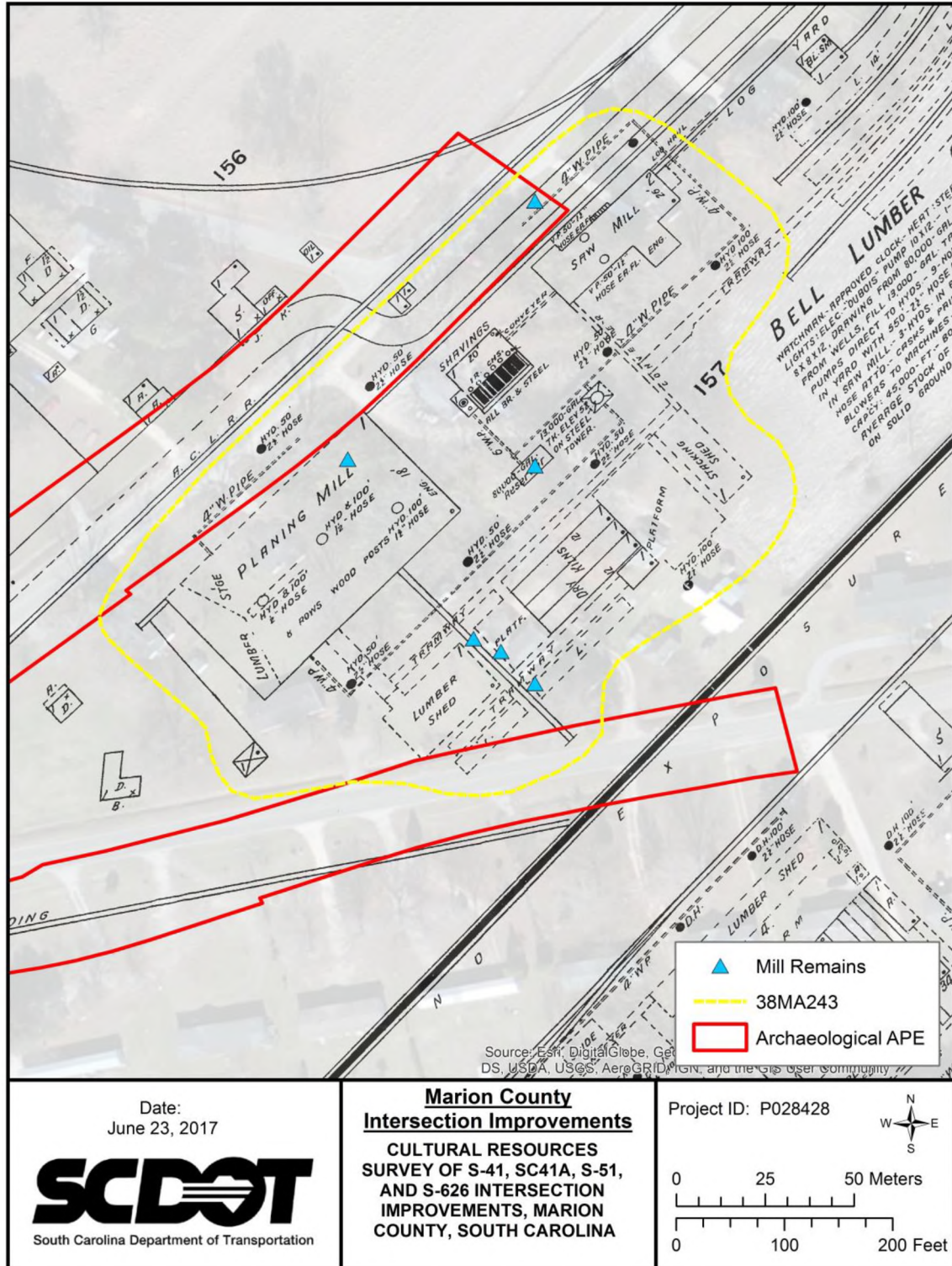


Figure 17. 1924 Sanborn Map Showing Mill Remains and 38MA243 Site Boundary (Sanborn Insurance Map Company 1924).

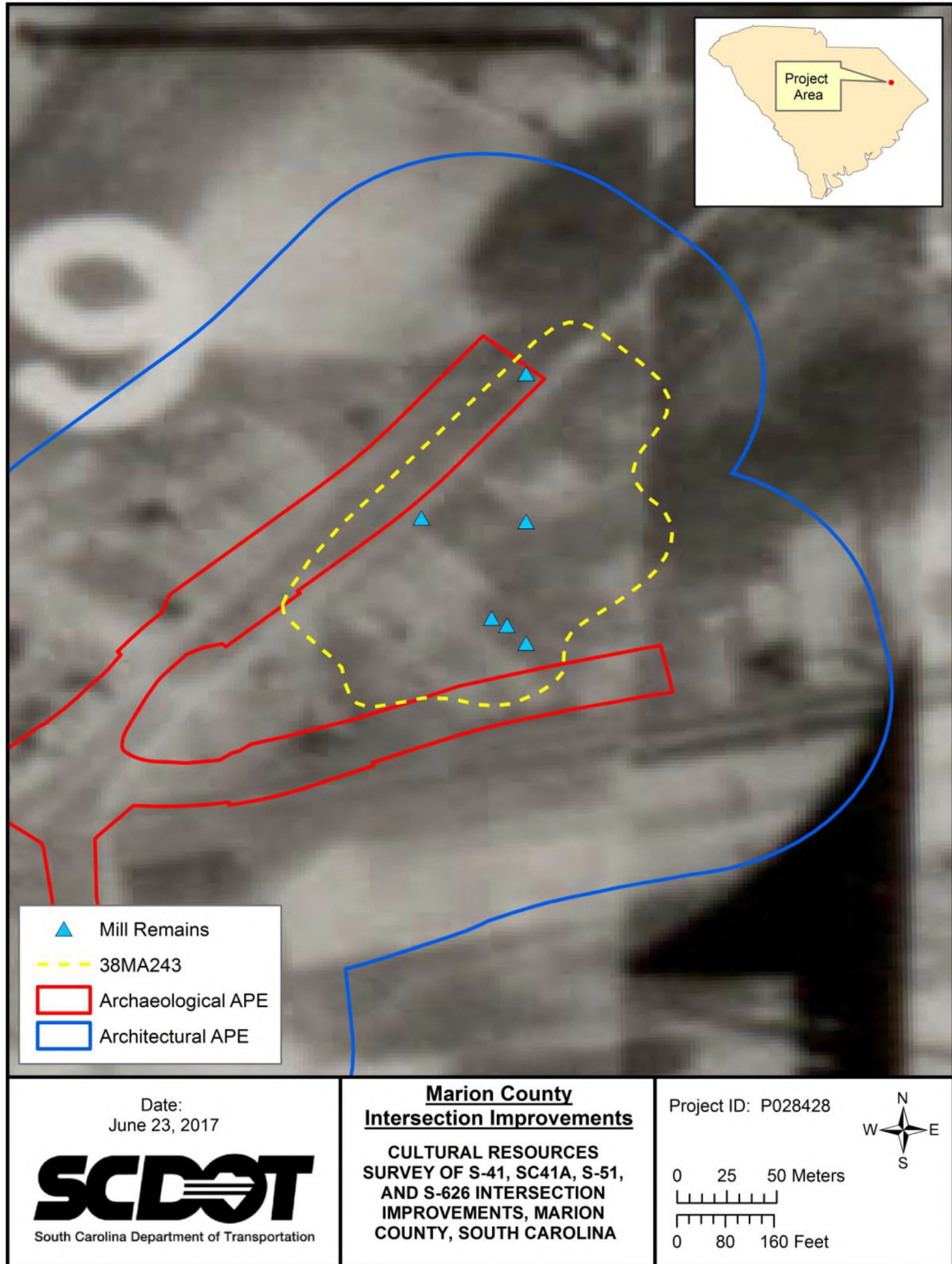


Figure 18. 1939 Aerial Photo Showing Mill Remains and 38MA243 Site Boundary (USAAA 1939).





Figure 19a. Site 2119.



Figure 19b. Site 2120.





Figure 20a. Site 2121.



Figure 20b. Site 2122.





Figure 21a. Site 2123.



Figure 21b. Site 2124.





Figure 22a. Site 2125.



Figure 22b. Site 2126.





Figure 23a. Site 2127.



Figure 23b. Site 2127.01.





Figure 24a. Site 2128.



Figure 24b. Site 2129.





Figure 25a. Site 2130.



Figure 25b. Site 2131.





Figure 26a. Site 2132.



Figure 26b. Site 2133.





Figure 27a. Site 2134.



Figure 27b. Site 2135.





Figure 28a. Site 2136.



Figure 28b. Site 2137.





Figure 29a. Site 2138.