



# Historical Summary

From: Sullivan's Island Historical and Architectural Inventory - 1987, Survey Report  
Preservation Consultants, Inc., 1987

Sullivan's Island, located at the mouth of Charleston Harbor, has played an important role in the region's history since the earliest days of English settlement in South Carolina. It is a long, narrow island oriented from east to west with its western tip pointing toward Charleston Harbor, its front on the ocean to the south, and with a division from the Isle of Palms to the east by the waters of Breach Inlet. The development of the island's community has traditionally been closely associated with both the defense of the harbor and the summer recreation habits of Charleston and surrounding communities.

The island was named for Captain Florence O'Sullivan who came to the Colonies in 1669 and, after being elected to South Carolina's First Provincial Parliament in 1672, was appointed on 30 May 1674 to take charge of a signal cannon to be placed "near the river's mouth." This cannon was to be fired as a warning to Charles Towne, then located upriver at Albermarle Point, upon the approach of ships into the harbor. O'Sullivan's post established the island as an important component of the harbor's defenses, a role that it would retain until World War II.

Various legislative acts refer to the maintenance of the "watch house on Sullivan's Island" throughout the remainder of the 17th century. In 1700, the legislature passed an act "to encourage strangers to come to this port (Charleston) by making Sullivan's Island more remarkable, by building a new lookout and buoys the channel." In 1714, it passed a further act to appoint Commissioners to layout streets and regulate police.

In addition to its role as a coastal defense and marking station, the island also served as the location for the harbor's early pest houses or lazarettoes. These structures were built as quarantine stations in which to hold persons, free and slave, entering Charleston who were thought to present a potential risk for the spread of disease. A 1707 legislative act called for the construction of what was probably the first pest house on the island and an act of 1753 called for the replacement of a pest house that had been destroyed by a hurricane.

Evidence suggests that the island remained sparsely populated in the years prior to the Revolutionary War. In early 1776, construction started, under the command of Col. William Moultrie, on the first substantial fortification on Sullivan's Island, to be built of sixteen foot thick palmetto log cribbing filled with sand. Work was completed on the beachfront and part of the northern front by June of that year when Sir Peter Parker's British forces attacked the fort and its thirty-one guns. Elsewhere on the island, toward Breach Inlet, Col. William Thompson, with 780 troops, fought off an attack by 2,200 British soldiers under the command of General Henry Clinton, who attacked from the Isle of Palms (then called Long Island). Moultrie's command held against great odds and was victorious (see sites #26-28 for info about Breach Inlet battle).

An act of the state legislature in 1787 appropriated the island for public purpose and made all grants of land made after 21 March 1784 invalid. The result of this act was that no land acquired after that date could be owned in fee simple. Possession of lots was through the granting of "licenses"; these became "licenses to build" and led to the custom of erecting a small two-room "keeping house." Some lots were "pre-empted" - a type of squatter's rights, where building a house resulted in being issued a license after the fact. These lease forms of tenancy remained in effect until 1968 when the township began to grant fee-simple titles.

In 1791, the legislature passed an act that allowed those who might find it "beneficial to their health to reside on Sullivan's Island [to] have liberty to build on said island a dwelling...and the said person... shalt have exclusive right to the same...delivering up the same when demanded by the Governor or Commander in Chief for the time being." Despite the lack of fee-simple ownership, lots were assigned and houses built. Between 1796 and 1799, town commissioners were appointed, property was assessed, streets were laid out, the pest house was removed, and Sunday gambling was prohibited.

In 1796 the U. S. government acquired four acres of land from the state on which to erect a replacement for "Moultrie's Fort" (or "Fort Sullivan") which had been washed away by advancing tides. This replacement earthenwork fortification was itself destroyed in a heavy storm that occurred 1-2 October 1803. Plans for a third Ft. Moultrie (site #293) were developed by Maj. Alexander McComb, U.S. Army Corps of Engineers, in 1809. The new fort was approved by the Secretary of War and completed by 1811.

By the time the town of Moultrieville was incorporated in 1817, as many as two hundred houses may have been in existence. Most of the town's early population was made up of summer residents from Charleston, as the fort was not heavily garrisoned at the time. In 1819 the town's charter was amended, so that in order to claim a lot, a dwelling house had to be erected. Between the Revolutionary and Civil Wars, Moultrieville's population appears to have continued to grow, although it was affected by activity or inactivity at the fort and occasional storms or other disasters.

Francis Hall, an Englishman, wrote about summertime in the Charleston area in the early 19th century, saying: "All the inhabitants who can afford it, then fly to a barren sand-bank in the harbour, called Sullivan's Island, containing one well, and a few palmettoes: here they dwell in miserable wooden tenements, trembling in every storm, lest (as frequently happens) their hiding places should be blown from over their heads) or deluged by an inundation of the sea."

The island has always been exposed to natural disasters. The most memorable were the hurricanes of 1893, 1911 and 1916 which destroyed buildings in large sections of the island. As early as September 1752, a storm hit the area killing about one hundred people in and around Charleston, nine of them on Sullivan's Island. In 1816 lightning struck the steamboat Enterprise resulting in two deaths and ten injuries. Major hurricanes damaged the island again in 1822 and 1845, and half of the fort's garrison was wiped out by a yellow fever epidemic in 1845. An article in the Charleston News and Courier on 11 September 1854 mentioned that the Point House, a hotel, had been destroyed in a hurricane. A cyclone did extensive damage in 1885; the Charleston earthquake of August 1886 affected several buildings on the island, and a tornado touched down in 1938 destroying at least fifteen houses.

Access to the island was provided by ferries and steamboats throughout the 19th century. Hibben's Ferry operated between Mount Pleasant and Sullivan's Island between 1798 and 1821. The ferry boat Hildegard was operated by the Pressley and Mintz families, making trips between the tip of Sullivan's Island and Adgers Wharf in Charleston.

By the 1840s, an English visitor, Frederick AdoIphus Porcher, described the island in his journal: "The difficulty of living on the Island was great. An irregular market was held, but too uncertain to be depended upon. The steamer which came every day from the City left too early to permit anyone to get his market supplies in that way, so we were obliged to depend on poultry."

The areas to the east of Moultrieville, referred to as "The Myrtles" because of the abundance of woodland and myrtle bushes found there, developed slowly during the 19th century. Porcher's journal described it: "This portion of the Island had been well peopled) but after the storm of 1822 people were afraid, and its proximity to the marshes also made them afraid of fever. It was now almost abandoned, the only houses in the neighborhood being those of Judge Huger and Col. l'on on one side, and the elegant mansion of Gen. Pinckney on the other."

On the eve of the Civil War, it appears that most of the island's population, predominantly summer residents, were still concentrated on the western end of the island. The war itself had a devastating effect, with constant bombardments resulting in the destruction of most of the island's buildings.

Fort Moultrie was all but abandoned after the Civil War and soon fell into disrepair. The last troops were mustered out on 10 December 1866 and no regular garrison was reinstalled until 1897. During Reconstruction, Congress passed a Fortifications Bill in March 1871 that resulted in sporadic work at Fort Moultrie lasting until 1876. This work included the construction of foundations for magazines and gun platforms, guardrooms, and bombproofs as well as the installation of several pieces of artillery. The fort was nearly abandoned again after 1876.

After the war, the island's summer residents returned and much of the western half of the island was again covered by houses by the 1870s. The first post office on Sullivan's Island, Moultrieville Post Office, was established in 1875. A bridge from Mount Pleasant is reported to have been built during the Civil War, and with the coming of the trolley line, several smaller neighborhoods began to be developed on the eastern end of the island during the late 19th and early 20th centuries. Maxwell Anderson, a lumber mill operator and real estate developer, floated lumber over from Charleston, and laid out several lots on which were constructed houses (See Sites #3, 4, 5, 8,9, and 17) for his mother and brothers. The neighborhood was referred to as "Andersonville" by island residents.

The 1890s saw a major development in transportation to the island. In 1898, Dr. Joseph Lawrence became interested in developing the Isle of Palms as a resort area and promoted the Charleston and Seashore Railroad Company. Lawrence became the company's first president and presided over the construction of a trolley line from Mount Pleasant, through Sullivan's Island, to Long Island (now Isle of Palms). In addition to the line's eight miles of track, a power house was built on the island and bridges were built between Mt. Pleasant and Sullivan's Island, across Cove Inlet (Site #336), and across Breach Inlet between Sullivan's Island and the Isle of Palms. Early in the trolley line's history it was also possible to bypass Mt. Pleasant by taking a ferry from Charleston directly to Sullivan's Island, where it was met by a horse or mule trolley. The last trip of a mule trolley was in July 1898.

The trolley line had an important impact on the island's growth as it made the eastern end of the island far more accessible and therefore more attractive for residential development. The trolleys had box cars large enough for furniture, commercial ice delivery, etc. and could be used to transport entire households to and from Charleston. On 23 July 1903, a post office (Site #122) was opened for Atlanticville, representing much of the land east of Station 22 (The Atlanticville Post Office was discontinued in October 1942). The trolley's generating station provided electricity for the island for the first time and telephone service followed in 1913. Houses continued to be built at a rapid pace, filling in between those that had predated the trolley line, so that by 1917 a plat of the island indicates houses on virtually every dry lot.

The trolley company's ferry Commodore Perry boarded at the foot of Cumberland Street in Charleston and traveled to Mt. Pleasant. In 1899, the Charleston and Seashore Railway Company

was absorbed into the Consolidated Railway, Gas, and Electric Company, a company which would later be absorbed into the present day South Carolina Electric and Gas Company. In April of that year Consolidated acquired the Mount Pleasant ferry company and their ship Sappho. The company operated both ferries between Charleston and Mt. Pleasant, with trolley connection to Sullivan's Island and the Isle of Palms until the Commodore Perry, a former Confederate blockade runner, was sold circa 1910 and dismantled. Parts of it were reclaimed to build a house at 2662 Jasper Boulevard (Site #40) for the owner of Pregnall's shipyard in Charleston. The Lawrence catered to holiday makers and on special occasions provided direct service to hotels on Isle of Palms, complete with an Italian band.

In 1913, Consolidated formed a new company called the Isle of Palms Traction Company, with James Sottile as president and Julius Koster, William M. Bird, and M. Rutledge Rivers among its incorporators; and Santo, Albert, and Giovanni Sottile as major stockholders. The company operated the Sappho and Lawrence from a wharf near Gaillard (now Cumberland) Street in Charleston. Financial problems began to plague the Isle of Palms Traction Company after World War One, and in February 1924, the Sheriff of Charleston County seized and sold the ferry under court order. In June of that year, the Cooper River Realty Commission was established and reactivated the Sappho for service between Mt. Pleasant and Charleston only. The Lawrence was sold. At about this time, an independent steamer began to operate from Accommodation Wharf in Charleston to the Quartermaster's Wharf on Sullivan's Island, bypassing Mt. Pleasant.

In 1926, the Cove Inlet Bridge was opened to automobile traffic. The final blow to the trolley line came in 1929 with the opening of the Grace Memorial Bridge across the Cooper River from Charleston to Mount Pleasant. With ready access to the island by automobile, the need for the trolley line all but vanished,

A lasting reminder of the trolley's impact on the community can be found in the names of many of its streets which represent trolley stops, or stations, along the route to the Isle of Palms. Prior to the official renaming of the Island's streets in 1968, street names had changed almost informally throughout the island's history, beginning as notations on plats, when streets were dirt tracks or paved with oyster shell. Pon Avenue was at one time Shell Street; Station 10 was also called Shell Street for a time; Station 19-1/2 was Wharf; Station 23 was Frost Street; Osceola Avenue was Cove Street or Main Street; Central Avenue was Cove Street as well for a while; Flag and Pettigrew were both called Bayonne Street. In 1968, the station numbers were reinstated, names related to Edgar Allan Poe were added (Poe, Goldbug, Raven), Railroad Avenue was renamed Jasper Boulevard, and several streets were renamed after some of island's World War I and II heroes (Brooks, Harvey, Brownell, and Keenan: See Site #301, World War Heroes Monument).

Sullivan's Island's principal attraction remained its breezes and beaches. The vast majority of the island's residents were summer residents, mostly from Charleston. Men could commute from their summer houses to their offices along the Cooper River waterfront and Broad Street in Charleston in a matter of an hour and a half each way. Small resort hotels, boarding houses, and rental cottages were prevalent, and the New Brighton Hotel opened in 1884. "Charleston, South Carolina: Its Advantages, Its Conditions, Its Prospects, A Brief History of the 'City By the Sea," an 1890 publication, said of Sullivan's Island: "There is one excellent hotel and a number of private boarding houses - all have been crowded this year. There are about two hundred and fifty cottages occupied in the summer by people from Charleston and the interior, and many built for rent to parties who make a visit occasionally."

The McCullough family moved from Columbia, acquired the New Brighton Hotel, and reopened it as the Atlantic Beach Hotel in 1896. The Breakers, a dance pavilion with snack bar and bowling alley, was located behind it on the corner. Weekly dances were held, attended by soldiers, summer people, and permanent residents. The first Breakers opened in 1925 and was torn down and replaced;

the second was tom down as well circa 1935-1940. The hotel itself burned on the night of 9 January 1925 after a dance; houses have since been built on the site (see sites.#175, 177,179,180,181,183).

In addition to the Atlantic Beach Hotel, the Puritan Hotel and Augusta Boarding House operated early in the century. Other summer boarding houses included White's Boarding House, 2269 Atlantic Avenue, destroyed by hurricane in the mid-1940s; Myma Brown's at 2262 Atlantic Avenue (Site # 143); a boarding house at 2317 I'on Avenue run by the McCullough family; Tranquility Inn, at 2308 Atlantic Avenue (site #137) run by Mrs. Marian Smith; Miss Mattie Taylor's boarding house (before circa 1930's) at 2302 I 'On Avenue (Site # 147); Klofton's Boarding House (before 1944) at 2118 Pettigrew Street (Site # 169); and Mrs. Cudworth's boarding house, located at 2113 I'on Avenue (now gone), with 20-30 rooms with bath and full board provided. 2120 Middle Street (site #212) was a boarding house run by Anton Hammerschmidt from circa 1885 through circa 1911. The Mazyck family residence at 1808 Middle Street (Site #238) was a boarding house from circa 1937 to circa 1941.

Commerce on the island was largely limited to businesses that served residents and the fort. A cobbler's shop (site #74), coal business (site #118), and a number of small grocery stores, drug stores, billiard halls and other entertainment facilities developed and faded with the fluctuating size of the summer colony and the fort's manpower.

Typical of small enterprise on the island, the McGulre family's bakery was established to serve both the army and civillans. The business was started near Station 13. The 1902 expansion of Fort Moultrie forced its move up to Station 25 where it was called Mary Ann's Store. The business moved locations several times before finally changing hands; the Triangle Store (now gone) operated by the Simmons family, at Quarter Street and Jasper Boulevard, was the successor business of Mary Ann's. Kenyan's store at 2502 Jasper Boulevard (site #122), also housed the Atlanticville Post Office. Werner's Store, flirt located (1898) in the garage portion of 226 Station 19 (site #193); then relocated to a larger building, now gone, was operated by Mr. and Mrs. Werner and their nephew Fritz. It was notable for sending a morning messenger to take orders for afternoon delivery; Fritz Weaver Is said to have owned the first automobile on the island. Joseph McInerny, at 1820 Central Avenue (site #:232), kept a small grocery, built by his father, that served as the Moultrieville Post Office from 1928 to 1930.

There was never a large commercial fish industry on Sullivan's Island, though the ruins of an old oyster factory remain on the lot at 2850 Jasper Boulevard (site #54). Black vendors, who lived on Sullivan's Island or nearby areas, used small wooden bateaux to fish in the creeks along Breach Inlet, and walked up the island selling flounder, shrimp and vegetables. After the opening of the Cove Inlet Bridge, other vendors came in at Station 9 from Mount Pleasant and surrounding areas with mule wagons, and drove through the residential areas selling vegetables and fish.

Early 20th century lumber and building contractors included John E, Blanchard and his children, John McInerny, the Welling family, and Maxwell Anderson.

Work on Fort Moultrie was started again in 1897, largely as a result of growing tensions between the United States and Spain. In October of that year, elements of the 1st U. S. Artillery were stationed at the fort and work began to improve its fortifications. The Spanish American War started as a result of the sinking of the battleship Maine in Havana Harbor, 15 February 1898, supposedly by a mine. The "splendid little war" was ended by the Treaty of Paris, December 10, 1898, under which Spain left Cuba, and ceded Guam, Puerto Rico and the Philippines to United States. Fort Screven, near Savannah, was built up at the same time as Ft. Moultrie and exhibits similar turn of the century military architecture.

Following a plan for coastal defenses that had been developed in 1885 by a board headed by then-Secretary of War William C. Endicott, Fort Moultrie was greatly expanded with improvements

to its batteries, the addition of numerous guns, and the mining of Charleston harbor. Over the next several years additional improvements were made to the fort. Six thousand dollars was allotted in 1898 for the construction of a new battery to contain two rapid fire guns. Named for Horatio S. Bingham, Battery Bingham (site #293) was ready for the installation of its guns by June 1898. In December, \$9,500. was allotted for the construction of Battery McCorkle (site #293) with three rapid fire guns. It was quickly followed by Battery Lord (site #293) with two guns; Battery Jasper (site #291), with four 10" disappearing rifles; Battery Logan (site #289), with two 6" guns and one disappearing rifle; Battery Thompson (site #187), with two 10" disappearing rifles; Battery Gadsden (site #188) with four rapid-fire guns; and Batteries Pierce Butler and Capron (site #221) with sixteen mortars.

In 1902, the government took possession of much of the land between Station 12 and Station 18 for the expansion of the fort. A great deal of construction was carried out between 1902 and circa 1930 as housing and support facilities were constructed for the fort's growing garrison. In 1906, the state legislature revoked the charter of the Town of Moultrieville. A township government was established immediately thereafter, and established the Town of Sullivan's Island.

Fort Moultrie again expanded in the years immediately prior to and during World War II. The Marshall Reservation had developed as a large gunnery range at the eastern end of the island, extending from the present Station 28-1/2 Street all the way to Breach Inlet. It was developed to include a large gun emplacement and other facilities and during the war served as a point of departure for troops bound for overseas,

The fort was deactivated in 1947 and most of its property was dispersed by the War Assets Administration, either being sold to private individuals or turned over to the State of South Carolina or the Township of Sullivan's Island. The four hundred-thirty foot long reinforced concrete structure known as Battery Marshall was sold to private owners in three sections in 1951. William R. Willauer purchased the western section. Mrs. Gertrude McKowan the eastern section, and Fred McMurray the center section. Each section was eventually converted for residential use (see sites #26, 27, and 28). At the present time, the old section of Fort Moultrie, as well as Battery Jasper, is part of the Fort Sumter National Monument, administered by U. S. National Park Service as a historic site.

### Churches and Religion

Grace Episcopal Church was established in 1813 for summer residents of the island, with services held from June through October. In 1816, the church purchased a brick building originally constructed as a lazaretto. By 1823, there were 30 families and 150 persons in the congregation, who typically belonged to other congregations on the mainland, with the exception of the officers and soldiers at Ft. Moultrie who regularly attended and did not belong to another church. An 1841 report of the church's membership stated that "services were held every Sunday morning, June through September, with 30 to 35 white children being catechized before service, and 12 to 15 colored after service. The Bishop this year confirmed five colored." During the Civil War, shells of U.S. forces on Morris Island destroyed the sanctuary's roof. The church appears to have disbanded after the war, and in 1879 it was reported that "The site has been sold and the proceeds are in the care of some of the former vestry." These proceeds later passed into the custody of the trustees of the diocese.

In 1891, the trustees of the church reported that they had purchased a lot at 1401 Middle Street (site #339) for the building of a new Episcopal chapel. The "Chapel of the Holy Cross," designed by W. W. Deveaux of New York, and built by Robert McCarrel, was constructed at a cost of slightly over \$6,000. The cornerstone was laid on 12 September, 1891, and the first service was held on 10 July, 1892. As a mission, or chapel, the church did not have a full-time minister; year-round services were conducted by William G. Mazyck, lay reader, with various Episcopal clergymen officiating during

the summer. In 1902, with the expansion of Fort Moultrie, the federal government condemned the site; it was sold to the Army in 1904 for \$9,000. The keys were finally turned over to the government in 1907 and the building was used as a Post Chapel until 1947 (see also site #287, "New Post Chapel").

A new "Chapel of the Holy Cross" was built at 2520 Middle Street (site #100, "Holy Cross Episcopal Church") to closely resemble the old chapel, with the memorial windows, beams and chancel being moved to the new building, and the first services were held here in June 1908. In 1911, the mission was put into the charge of an ordained minister for the first time, and services were held throughout most of the year.

With the beginning of World War II, few communicants were left on the island, and 2520 Middle Street was turned over to the Army for use as a first aid center. Holy Cross reopened as a mission chapel in 1947; with this building in disrepair, the congregation again met for a time at 1401 Middle Street while they fully restored the New Chapel of the Holy Cross. They returned to it, and in the early 1950s a dispensary and dental clinic were removed from the Fort Moultrie hospital complex, installed on the site behind the chapel and renovated as a Parish House. In 1962, Holy Cross was accorded parish status for the first time, and is now known as the Church of the Holy Cross.

After the deactivation of Fort Moultrie in 1947, the old Chapel of the Holy Cross, 1401 Middle Street, was sold by the War Assets Administration to J. C. W. Bischoff, who presented the building to the Town of Sullivan's Island. After several years of disuse, the structure was given to the South Carolina Lutheran Synod, and used by a newly formed Lutheran congregation as Evangelical Lutheran Church. The congregation later relocated to the Isle of Palms, where it exists as St. Mark's Lutheran Church, and sold the sanctuary building, two half lots behind it, and two houses to either side. 1401 Middle Street is now used as a private residence, but retains much of its historic exterior appearance.

The "New Post Chapel" at 1753 Central Avenue (site #287) was a simple frame building with asbestos siding, constructed in 1944 as part of the World War II-era expansion of Fort Moultrie. With the deactivation of the fort in 1947, the Army no longer conducted services in either Post Chapel. On 1 July 1948, the War Assets Administration rented the New Post Chapel (or Fort Moultrie Chapel) to the Sullivan's Island Baptist Church, founded that year with 75 members. The church purchased the structure in late 1949 for \$4,500 and acquired a Pastorum nearby in 1951. Between 1949 and 1953, the church bought one of two long wings that made up the Army nurses' barracks, located across the street at 1739 Middle Street, and attached it to the sanctuary to use as a Sunday School building. In 1953, the large 50,000-gallon cistern behind the church was connected to it and converted for office space. The Keros property on Pettigrew Street (site #239) was acquired in 1950, and is used as a youth department. The Sullivan's Island Baptist Church has continued to expand, and remodeled the church building in 1965 (adding brick veneer and a portico) and 1975 (completely reworking the interior). New rooms were added atop the cistern between 1985 and 1986.

The first Roman Catholic Church on Sullivan's Island was the Church of St. John the Baptist, located on the back beach near present-day Station 9. The church was first blessed in 1846 and was in use until 1872. The only public building to remain intact in Moultrieville after the shelling of Fort Moultrie by Federal forces, St. John's was destroyed by the cyclone of 1885.

1204 Middle Street, the site of Stella Maris Church (site #358) was purchased in 1867 and the cornerstone was laid in 1869. Stella Maris Church was designed by John H. Devereux, noted Charleston architect and summer resident of the island (see site #228, "Devereux Mansion Gatehouse") who was active with the congregation, Tradition holds that shortly after purchase of the site, permission was given to the builders of the church by General Schofield in Washington,

D.C., to use loose brick and stone scattered around Fort Moultrie after its shelling; this practice was stopped when the workers began to dismantle the walls of the fort itself to retrieve brick.

Stella Maris Roman Catholic Church has had an active year-round congregation since its founding and the building has been remodeled several times. The tower was added by 1882; damage from the 1886 earthquake and 1893 cyclone was repaired in 1894. Stained glass windows were installed in 1955. Only after the deactivation of Fort Moultrie in 1947 was the threat of glass breakage resulting from the firing of large Rodman guns at the fort removed. The church rectory is located at the corner of Osceola and Middle Streets (site #310).

The Sullivan's Island Presbyterian Church was formed in March 1946 and first met at the Faith Cottage Camp (site #31) owned by Star Gospel Mission of Charleston. In 1948, with the support of the Second Presbyterian Church of Charleston, the congregation acquired the Trustees Central Chapel on Middle Street, and remained there until it acquired the Sullivan's Island Graded School building at 2302 Middle Street (site #76) in 1956. Major repairs and changes were made to this building in 1965, including a new roof and the addition of a steeple. Continued growth of the congregation during the 1970's resulted in plans to build a new church building. In 1977, the renamed Sunrise Presbyterian Church sold the former school and moved to a new sanctuary built near Breach Inlet.

The Union Chapel or Union Church, a frame building located on Middle Street now used as a residence, was constructed in the late-19th century as a Joint Protestant church. Ministers of several denominations took it in turn to come over from Charleston to preach in the chapel every week. The Mt. Zion AME church is located next to the old island school on Central Avenue.

None of the island churches had a cemetery, since summer residents were typically taken home to be buried. Many year-round residents were buried in Mt. Pleasant and downtown Charleston. Veterans, active military personnel, and their families were either taken home to be buried, or to U.S. military cemeteries. The township operated two cemeteries (sites #65 and #215) that were used into the 20th century. A lack of space and the high water table combined to render them unfit for further use.

## Schools

Several buildings housed schools on the island. Summer residents went home with the beginning of school, but year-round residents and children of military personnel attended school together. Teachers were often boarded out with residents (site #68), or housed at 2314 Middle Street (site #75), which was owned by the Township until 1962. The Sullivan's Island Graded School, 2302 Middle Street (site #76) was built in 1925 and sold by the School Board in 1956. A school was operated from 1904 to 1925 at 211 Station 22 (site #214), now the home of Mrs. O. F. Blanchard. 2014 Central Avenue (#222) was built as a school circa 1890, and its use as a school has been reported until at least 1910. Stella Maris Church opened a parochial school at 1208 Middle Street (site #312) in the mid-20th century. It has since become a part of Christ Our King-Stella Maris School on the Isle of Palms. After seventh grade students commuted to Charleston where they attended Memminger School, Charleston High School, or Bishop England School.

## Conclusion

Since the 1940s, Sullivan's Island has seen considerable growth. Residential development occurred in the 1950s and 1960s on land that was formerly part of Fort Moultrie. The 1970s and 1980s have seen additional development, particularly along the beaches. Even with this growth, the island remains residential in character and has not experienced many of the other kinds of change that have affected many beach communities in the area.