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SHORT HISTORY, FORT SUMTER

by

Rock L. Comstock, Jr.

June 1956

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Memorandum

To: The Director

From: Assistant Regional Director, Region One

Subject: "Short History, Fort Sumter"

Submitted herewith is the original of "Short History, Fort Sumter" research report on Project No. 14, Fort Sumter National Monument, prepared by Historian Rock L. Comstock, Jr., formerly stationed at Fort Sumter National Monument and now on the staff at Colonial National Historical Park.

We believe that the title of this report should be "Short History of Fort Sumter National Monument" rather than merely "Short History, Fort Sumter." This is not as trifling a comment, we believe, as it might at first appear, as the study reports in this series are to be principally historical accounts of the respective national parks and monuments rather than an exposition on its principal feature.

Despite the omission of the name of the national monument in its title, this study, we believe, well fulfills the purpose of the short histories in its detailed and illustrated treatment of the movement toward establishment and history of the national monument. We recommend its acceptance in fulfillment of Research Project No. 14, Fort Sumter National Monument.

(SIGNED)

E. M. Lisle
Assistant Regional Director

JWHolland:rnp

Attachment

Copy to: Supt., Ft. Sumter NM (2)

General
Daybook

PLATE I

Fort Sumter National Monument



SHORT HISTORY, FORT SUMTER

History was all around us. As we stood on a high point above the ruin of an old fort, there was almost a challenge to search back in the years of another century in order to understand the whys and wherefores of another age, another people. The inspiration was the setting: a sunlit harbor, a fort, the marsh and island landscape of a tidewater countryside, the silhouette of a city to the west, and to the east, an ocean. Could we forget for a moment that we were mere 20th Century sightseers on a National Monument? This was Fort Sumter, island fortress at the entrance to the harbor of Charleston, South Carolina, scene of events of import. Here was the place to start the search.

From Sumter's modern ruin our eye swept the gamut of view, taking in each new scene, breathing deeply the rich ocean breeze, hearing the cry of the tern and splash of the diving pelican. Eastwardly was the limitless Atlantic. To north and south its salted surf met sandy barrier islands typical of coastal South Carolina. As we faced toward the ocean, the island to our left was Sullivan's, Morris to our right, both islands that played dramatic roles in affairs of State and Nation. In the foreground was the great break in this island chain that was the mouth of the Harbor of Charleston. Between the fort and Morris Island, shallow waters forbade the passage of large vessels. However, to the north, deep waters provided a main ship channel of historic proportions. For ages, the traffic of the seaport of Charleston had slipped in and out at this point. Today, in the crucial year 1861, back even to the Revolutionary War, this has been the entrance. Thus the sifnificance of Fort

Sumter, "overlord of the manor", Charleston Harbor.

Now looking back over the shoulder, to the west, there was the inner harbor and the city. The southern shore of the harbor was luxurious green James Island. Opposite stood the mainland bluffs of the town of Mount Pleasant. Then, 3 1/3 miles inland from Sumter, at the end of the harbor, was the city itself.

Charleston, South Carolina lay on a peninsula formed by the confluence of the Ashley and Cooper Rivers. Here in this favorable location, Lords Proprietors established Charles Town in 1680. The rivers were the contact with the hinterland; the magnificent harbor was the point of contact with the sister colonies and the Old World. These gave the site economic advantages both ancient and modern. This was Charleston's promise of future wealth and renown. As the years passed, the town grew, the seaport thrived. During the 18th Century, South Carolina evolved from colony to state with a Revolution sandwiched between. Many men of stature did South Carolina produce during these years; and South Carolina was a colony and state of stature. Furs, indigo, rice, cotton, trade - these and the initiative of the citizens wrote the success story of this land. Then a new century and a new, or at least a noticeably growing spirit.

In the years prior to 1860, a decisive "statism" gradually, almost imperceptibly at times, arose inside South Carolina borders and those of her southern sisters. Economic, cultural, political, and emotional patterns of northern and southern sections of the United States differed sharply. The result: discord within the Union. As 1860 neared, individuals, personalities - embittered, angered - took up the cudgels to perpetuate the fearful threat to

the permanence of the Union of the United States of America. Into this highly charged atmosphere, needing only the proper ignition to bring about conflagration, stepped the State of South Carolina and the Charleston-based Federal garrison commanded by Kentuckian Major Robert Anderson.

In November 1860, Abraham Lincoln, Unionist and Republican, won the Presidential election. The next month the State of South Carolina seceded from the Union. The date was December 20, 1860. On nearby Sullivan's Island, on the Federal post at Fort Moultrie, a Major in the First United States Artillery made a decision. The night of December 26 he evacuated Fort Moultrie and took a most official and upsetting possession of Fort Sumter. Thus it was that Sumter, the fort that held the latch-key to Charleston Harbor gained immediate and national prominence. The reaction was pronounced. For thirty-two years Federal engineers had gone ahead with the construction of a fort presumably designed to protect the harbor and city of Charleston. Now, overnight, Federal artillerymen dramatically changed the strategic position of the fort. What was to be a safeguard was now a threat. And South Carolinians in general and Charlestonians in particular were not to take this lying down.

Several months passed, months of great national unrest. Six Southern States joined South Carolina in the seceded ranks and in February, 1861 formed the Confederate States of America, capital at Montgomery, Alabama; President, Jefferson Davis.

In Charleston, two armies prepared. Confederate General G. T. Beauregard took command of Southern forces in early March. And then, in early April, the tiny unavoidable excuse for war appeared. In the first months of the year 1861, one cloud in particular hung dark and forboding over the harbor. There was a food shortage on Fort Sumter. Thus, as long as the Federal government

remained determined to uphold their authority in southern waters, there was a threat to South Carolina of a Federal relief attempt. Early in January, the Buchanan administration attempted to relieve the garrison. Cadets from The Citadel still honor the efforts of their forebears who drove back the Star of the West. With leaders in Washington badly split on the solution to the problem, the stage was set for the appearance of a more dominant personality.

Abraham Lincoln was inaugurated President March 4, 1861. A reminder from Anderson of his supply problem arrived almost simultaneously. The decision must soon be made. Opinions in the Cabinet still varied sharply. However, by month's end, Abraham Lincoln had made up his mind. By his order, a relief expedition set sail from New York on April 8. That same blue Monday, news arrived in Charleston of the impending fleet. South Carolinians exploded! Information received from their own sources in Washington had led them to believe that Anderson would be evacuated. Now, look! Rather than that, it was relief! A Confederate demand for evacuation received an unfavorable reply. Anderson would not remove immediately!

The hands of the watch reached 4:30 A.M. One word, "Fire!" and war it was. From James Island near Fort Johnson on April 12, 1861 Captain George James of the First South Carolina Regular Artillery ordered the shot that signalled the start of the great American Civil War. For a day and a half opposing Federal and Confederate forces fought a noisy but virtually casualty-less duel. Then, the afternoon of the 13th, short of supplies and men, with the relief expedition apparently an immobile spectator off the Charleston Bar, Anderson agreed to surrender. With full honors of war, Federal guns saluted their colors and April 14, 1861, the garrison marched off

the fort to the tune of "Yankee Doodle". A Confederate steamer at the wharf received them aboard and gave them free passage out of the harbor. Thus did the first proper but significant battle of the Civil War end.

The news of the opening shots had a dramatic effect. In the North and South alike, people rallied behind their flags. Just as "Remember the Maine" and "Remember Pearl Harbor" inspired later Americans, so too did Fort Sumter arouse the citizen. President Lincoln called out 75,000 volunteers on April 15 with enthusiastic response. Below the Mason-Dixon line, the states of Virginia, Tennessee, North Carolina and Arkansas swelled the ranks of the Confederate States. The war scene moved northward and westward.

Although this was Sumter's most dramatic moment, history records later scenes of courage and fortitude at the fort. A Union naval assault on April 7, 1863, aimed mainly at Sumter, ran into unexpectedly stiff resistance. In a two and a half hour battle, in which it was hoped to reduce the fort and thus make possible tightening of the Federal blockade of the Harbor, the attacking Ironclads ran into a rain of shells. Five of the nine attacking vessels were damaged, one of them eventually sinking off Morris Island. This convinced all and sundry that if Sumter were to be destroyed, the harbor entrance channel more effectively closed, and the city of Charleston forced into submission, other methods than mere naval bombardment must be employed. On July 10 of that same year, a second plan went into operation.

Through the combined efforts of a Union army and navy, it was hoped that the promise of a Federal victory at this "seat of the Rebellion" could be fulfilled. The first objective was the occupation of Morris Island by an army under General Quincy Adams Gillmore. Beginning on July 10, this work required

58 days of bitter fightings. The stumbling block was the Confederate garrison in a sand work called Battery Wagner. The difficulties in overcoming this stubborn group convinced General Gillmore that rather than await total occupation of Morris Island, heavy cannon should commence the destruction of Fort Sumter by firing over the heads of contesting infantrymen. The first of three great bombardments began on August 17. Seven days and over 5000 shots later, Gillmore announced the destruction of Sumter. As an artillery post, yes, but as an infantry work, the Union general was bit premature. South Carolina and Georgia troops grimly held the fort in the face of a patter of Federal shells for almost the entire rest of the war. They held the wreckage until, to some at least, it became unthinkable. The affect on morale in Charleston of evacuation might well have been disastrous. And it played a part in deterring the rather reticent Federal navy from movements against the harbor. As long as it remained in Confederate hands, it served as a flank anchor for obstructions running across the main entrance channel toward Sullivan's Island. So, the year 1865 found the ruin of Fort Sumter still in Confederate hands. On February 17, 1865, Captain Thomas A. Huguenin received orders to evacuate. But it was not the Federal shells by the thousands but General Sherman's thousands moving northward toward Columbia, S. C. that were the cause. The gallant stand on that historic pile of dirt was over.

Less than two months later, the war came to an end. In Charleston Harbor, yet one more event was on the program before the curtain lowered. Four years to the day after Major Anderson lowered his flag in defeat, this same man returned to Fort Sumter. That same flag he re-raised. Fort Sumter was now an American symbol, a symbol of Union.

"The Fort Sumter Run"

One might guess that the average historic shrine is many years in the making and many years in getting properly recognized as such. Not so with Fort Sumter. This fort made the front page one dark December night, three and a half months later made an even bigger splash, and then in one more day, the local Daily Courier announced an excursion. At 10 o'clock, the 15th of April, 1861, Captain Thomas Lockwood's The Carolina was to run out for a view of the place where so much excitement had been stirred up.[1] The fare for the trip, $1.00. Charlestonians had another major attraction to offer the general public. "SEE FORT SUMTER, IN CHARLESTON'S HARBOR OF HISTORY."

In the next few days, there was no slackening of interest in the fort. The morning after that first run, competition came from Captain John Magrath's Schooner Patriot.[2] For 4 to 5 hours, she would cruise the harbor, and a view of Fort Sumter was one of the attractions. The price this time, a reduced 50¢. The same day, Bolles Temple of Art advertised the sale of photographic representations of the interior of the fort taken on the morning after surrender.[3] And for those who hankered for reading material on the battle, there was a pamphlet account of the bombardment on sale at the local bookstores.[4]

Then, on April 24, 1861, the Steamer G. W. Coffee whistled her intent of a visit "to Fort Sumter...."[5] This apparently was the first commercial trip purporting to land.

The four years following April, 1861 brought great change to the fort as an historic site. In one way, its value as a tourist attraction was impaired for all time. No more was there a recognizable fortress standing at the harbor entrance. A Federal bombardment took care of that. The magnificent engineering

example of a 19th century coastal fortification disappeared almost overnight. Its place was taken by a ruin of rubble and sand. But that is not the whole of the story. The gallant deeds of attacker and defender wrote into history's pages a second phase to the Sumter saga. Now the fort was not only the site of a renowned signal but the site of a stirring Confederate defense. The ruin became the symbol of the trials of a fort. For as the walls fell, men died; history was making.

By 1865 the shooting was over. It was time for more peaceful visits. During much of the period of reconstruction which lasted into the mid-1870's, Sumter was in the process of reactivation. The Federal army under the besieger of Charleston, Quincy Adams Gillmore, actively occupied and rearmed the area. How sightseers fared in their visits would be difficult to say, or how many went to the fort in those trying years of recovery. Yet, by 1881, five years after the end of South Carolina "reconstruction", the army caretaker at the fort had interesting news to report.[6] The wharf needed an extension so that the fort's many visitors could land in safety. He added a note that no doubt places him high in the ranks of estimation of fellow astrologers: it is "probable the interest that now attaches to it will endure forever."[7]

The turn of the century found the fort in the midst of its first important facelifting in a quarter of a century. By 1900, army engineers completed the Spanish-American War Battery Isaac Huger. The structure was centrally located above the ruin of the older fort. The question now, how did this effect Sumter as a tourist attraction? The chances are the battery with its spectacular disappearing rifled cannon was the most exciting stop on the entire area. The fact that important historic artifacts were treated at times

with disdain during the preparation of the battery is in part offset by the grandiose results of their labors, the installation of two modern and devastating-looking weapons of war.[8] It surely must have impressed the average visitor.

Although special harbor cruises and private parties no doubt stopped often at Sumter in the first decades of the 20th century, it was the 1920's before a regular commercial run came into being. In the year 1926, Daniel Ravenel, Sr. and his son started the first daily commercial harbor tour to Fort Sumter.[9] They were not boatmen themselves. But, they realized the potential of that pile of rubble and were willing to take a long shot.

This line started by the Ravenels operated for only one season. It was the important first commercial attempt to make something big out of "The Fort Sumter Run."[10] It may have been the spark that set other men in motion.

Two bits of evidence exist that there was a tour boat operating about the same time as the Ravenels. Captain Shan E. Baitary, soon to become prominent in the "Sumter" excursion business, recalled the name "Craven" as belonging to one harbor boatman who was active just prior to Baitary's own start.[11] The 1926 City Directory listed a Frank Craven located on Calhoun Street along the Ashley River was the operator of a sightseeing launch.[12] He apparently was not successful for there is no later (or earlier) mention of his business in the Directories.[13] Then, the big step to the Fort Sumter Navigation Tours, Inc., Captain S. E. Baitary, owner and skipper.

Shan E. Baitary operated tour boats in Charleston Harbor for roughly fourteen years beginning in 1928, ending in 1941.[14] He was not an ordinary boatman. A talk with him years after his retirement from the tour boat business inclines one to believe that his love for the fort was equal to his love of boats. This

undoubtedly was an important factor in the success of his operation for he put as much into his tour of the historic ruin as into the harbor tour. The thought of conducting one more walk around the ruins, of standing one more time beneath the Flagpole Monument to Major Anderson to deliver a final tribute to a now united people (lifting his cap in salute to flying colors) was almost too much for this man with little but his memories.[15] His parting thought, that his guided tour experience might benefit the present National Park Service guide, was spoken from the heart.

As for his own story, the Captain said his start came about in a chance meeting with the old fort. His first meanderings over the grounds brought about the realization that here was a sight people would want to see. The result: By 1930, the Directory listed the "Fort Sumter Navigation Tours, Inc."[16] President and General Manager of the new line was this same Shan E. Baitary.

Sightseers with a hankering for history and water boarded The Ruby-Lee II or The Cheerio, Baitary's most famour tour boats, at the foot of King Street in Charleston, South Carolina. The prospect was for over two hours of delightful relaxation. The harbor cruise included a visit to the underside of the newly-constructed cantilever span Cooper River Bridge, a trip past Charleston's waterfront, and highlights of harbor history. But a visit to an old fort was the climax. In the early years of operation, a Confederate veteran, William Robert Greer, served in the capacity of Fort Sumter guide.[17] "Colonel" Greer was a member of the Washington Light Infantry during the war, a unit which saw much service at the fort. As the last surviving Confederate veteran to see action on Sumter, his choice as guide was logical.[18] Here was an eyewitness telling his story as he saw it. It must have been an impressive meeting, that

of visitor and veteran. Baitary himself learned from the old gentleman. For years after Greer's death in 1932, the Captain carried on the personally conducted service at the fort. And it was largely Greer's story that was told with a dash of the Captain's personality to enliven the narrative. This was "the best dollar's worth to be had in all Charleston."[19]

However, a change was in the offing. Early in the 1930's, the potential of the harbor tour attracted a second company into the field. Nearly twenty years before, the Thompson Transfer Company had entered the transportation business. Success and expansion followed. One direction of expansion was the tourist industry. The company advertised "Special Tours for Busses and Closed Cars", in 1927, the year before Baitary began his water service to Sumter.[20] But, according to C. O. Thompson, son of the original owner, it was 1933 before the company purchased its first power boat for commercial purposes. This was the 84' fishing boat Windswept. The next winter, a second power yacht, the Frances III, was added to the "staff". It was with a sharp eye on the barometer of the future that Thompson took this second step.[21]

Baitary operated only in the spring of the year. Was it not possible that Charleston Harbor's "proudest possession" might deserve year-round attention? Getting established was the problem. An important step was the tie-up in 1931 with a transportation company of national scope, Gray Line Tours, Inc.[22] The location of docking facilities, the take-off point for tours, was a real headache. Baitary operated from the city-owned wharf on the colorful "Battery". The Standard Oil Dock along the Cooper River waterfront, the first Gray Line wharfage, was anything but ideal. Nevertheless, every morning at 10:00, the Frances III was scheduled to depart for a harbor cruise and visit to Fort Sumter.[23] This

situation could not long continue however. Soon a second pier appeared on the Battery, right alongside Battery. "See Fort Sumter via the yacht Frances III, 8:30, 10:00 and 2:30"![24] Competition was now keen.

From that first year of competition until the end of the spring season of 1940, the two companies sailed forth from their neighboring piers. Indications are that through most of those years business was good. As national interest in old Charleston grew, so too, naturally, would interest in harbor tours. The Gray Line travel figures for the seven years beginning in 1934 show a substantial growth.[25] The first three years, operating largely in the spring months with a single boat, pickings were rather slim. Then, the addition of a "speedboat" in 1937 made financially feasible a trial full year of operation. Passenger figures immediately jumped over 300%. Even with this added service, however, this phase of the Gray Line business showed what must have been a discouragingly slow tendency to improve. Not until 1940 was there another sharp rise in the travel statistics. So much did it rise then, said owner Thompson with a wry grin, that he had to purchase a bigger boat, the Carol Jean, capacity 25-30.[26] So the horizon brightened in 1940 - for the Gray Line Tours, Inc.

These figures are solid evidence of the early growth of the "Sumter Run". This is not all the evidence though. Baitary speaks of fourteen years of tour operation. Such a time span plus the early difficulties of the Gray Line in getting a foot-hold would seem to prove the old Captain had some considerable success of his own. Gray Line figures also show a tremendous jump between the years 1940 and 1941, when Baitary dropped out of the running. Visitation was up 100% or close to 5000.[27] Much of this must have been Baitary's share of the spring trade.

March and April were the season for boat tours in the 1930's. April newspapers carried long-winded advertisements in favor the "authentic descriptions" of a Gray Line tour of the harbor. The schedule announced on the 3rd of April, 1937 was a prosperous-sounding three trips a day. Eight days later, the Courier carried a more personal note to "be sure that your [tour] of this historically famous fort is conducted by Captain Baitary, who is prepared to give you an authoritative description."[28] So, in 1937, there were certainly two hats in the ring and it was "toe-to-toe".

As the years passed, though, problems beset one of the competitors. According to Baitary, it was difficulty in hiring Union labor in 1940 or thereabouts that finally forced him to bow out.[29] Whether the effects of an approaching world crisis and/or Gray Line competition aided and abetted his downfall is a matter for conjecture. However, the Gray Line did have an exceedingly good year in 1940 which probably cut into Baitary's trade. And when the army reoccupied Sumter in March of 1941, it might have been the final straw.[30] Nonetheless, the year 1940 was Baitary's last. Thompson said he (Baitary) did not operate that year; he did not advertise as in previous years; and by 1942, his name was noticeably absent from the City Directory.[31]

The now unhampered Gray Line Tours continued to run their boats until the summer of 1942.[32] Wartime restrictions then stopped all visits. Not until the close of the war could any sort of normal traffic be revived. Even then, it could be only after considerable publicity of Sumter's reopening that pre-war visitation records would return. The Gray Line Tours, minus competition, set about the task. At the same time, another group was in the harness, at work on an idea not new, but one as yet unfulfilled.

P L A T E I I

Old Charleston





Preservation, Local and National

At this point it is interesting to note some national and local trends in the world of preservation. The bond between the National Park Service and the American preservation movement is undeniably close. The National Park was the ultimate answer to the plea for protection of America's wilderness. In the field of historic preservation as well, the Federal system played an at times dramatic role. However, in this latter work, the Federal role has been somewhat less predominant. From almost the beginning, private and local groups were at the helm of the historic preservation drive. The Hasbrouck House at Newburgh, New York marked the epochal step number one. The year was 1850. Nine years later, Miss Ann Pamela Cunningham organized the Mount Vernon Ladies Association, the first society of its kind in America.[33]

Growth of the number of historic sites and homes was, in these early stages, almost imperceptible. By 1895, the number of historic homes receiving preservation attention was but twenty. However, the next decades were to bring change. The major reason: the automobile. Between 1910 and 1930, the number of cars on the road jumped from a mere 1/2 million to 23 million. During roughly that same time, over 300 homes were added to the protected list.[34] The auto industry matured and with it the preservation movement.[35] Between World Wars I and II, private persons and societies by the hundreds turned their hands and funds to the restoration and preservation of objects historical. By 1933, a peak was reached. The Federal government put their best food forward in the initiation of projects which evidenced a widespread "conscious appreciation... of the importance of...heritage to the American people."[35]

Some years previously, 1916 to be exact, Congress established the National Park Service. Legislators clearly stated the objectives of this branch of the Interior Department. It was the duty of the Service "TO CONSERVE" and "TO PROVIDE FOR THE ENJOYMENT" of the national wonders scenic, scientific, and historic.[37] Then, in 1935, recognizing a need for more drastic action in the field of historic preservation, Congress passed the Historic Sites Act. This formulated "'a national policy to preserve for public use, historic sites, buildings, and objects of national significance for the inspiration and benefit of the people of the United States.'"[38]

These years of national progress were not lost in Charleston. From several quarters comes evidence of the gradual rise of sensitiveness to the value of preserving what was unique and significant about the city. W. W. Ball tells of a revival of interest in the city's heritage following the publication in 1906 of Harriott Ravenel's warm and colorful Charleston, the Place and the People.[39] However, the local movement did not show a definite upsurge until much later.

After World War I, the national increase in travel and interest in old things brought about an extraordinary situation locally. Samuel Gaillard Stoney described this in his narrative to This is Charleston.[40] Collectors began to appear in the city after the war. Their intentions were hardly what might be termed honorable. They were "picking up houses with the same discrimination as a boy would collect birds' eggs." One individual caused particular concern. His eye was on the venerable Heyward-Washington House. In 1928, however, the pressure of local groups saved the day.[41]

Two groups, in particular, played major roles in the Heyward-Washington affair: the Charleston Museum and the Society for the Preservation of Old Dwellings. The organizing spirit for the Society was Miss Susan Frost. What originally aroused her ire and brought about organization of a preservation society was the destruction threat hanging over the "nationally important" Joseph Manigault House at 350 Meeting Street.[42] The Society plus other individuals managed to win a temporary respite. Twelve years later trouble brewed once again. The property was burdened with unpaid taxes and the house was placed on public sale. Fortunately, the purchaser was E. Milby Burton, with money borrowed from one Princess Pignatelli.[43] There would seem to have been a guardian angle overlooking old Charleston in those days.

Other notable steps in the preservation surge followed the early struggles. A city zoning ordinance (1931) designated an "Old and Historic Area" to be preserved and protected for its historic value. It created a Board of Architectural Review which "undoubtedly prevented many an architectural indiscretion in the years of great restoration activity...."[44] Two years later, the Historical Commission of Charleston was created by city enactment.[45] Its purpose:

> The historical commission shall collect and preserve and promote the collection and preservation of historical data making publicly known and commemorating persons, deeds, events and things of historic interest, by publication, erection of monuments, markers and otherwise that the historic and aesthetic interests of the city may not only be preserved but the desire and purpose to preserve the memory of these persons, events and things may be fostered and stimulated.[46]

Then, in 1940, came the start of one of Charleston's most important preservation projects. A Civic Services Committee was organized (bolstered by funds from the Carnegie Corporation and Rockefeller Foundation) to survey Charleston architecture. Inspiration behind this move was the Carolina Art Association. The aim was to educate the public on the subject of the architectural heritage of a unique American city and to promote preservation. In 1940 and 1941, an exhaustive stock of the architecture of the city was made by Miss Helen McCormack. The publication of the findings of the Committee came out in the form of a book called This is Charleston. The narrative recognized the fact that "history.../is/ not only one of her greatest assets, the living record of a wide and solid industry and culture, but also that it is a thing of value to the nation and, as such, a responsibility to the city." As a partial answer "This book is one of the first fruits of the efforts of a group of Charlestonians who, forseeing a new era for this city, determined to study the necessities of its future, the better to reconcile them with the values of its past."[47]

The outgrowth of this study was the incorporation in 1947 of the Historic Charleston Foundation and its organization the following year of the now world-famous spring tours of Charleston's Historic Houses.

The Establishment by Law

It was during these years of the formulation of a local preservation program that the idea of a Fort Sumter National Monument began to find support. The earliest activity along this line seems to have come in the mid-1930's. Pressure from at least two important sources resulted in the government field report of September 14, 1936.[48] The inspectors were Herbert E. Kahler and Ralston B. Lattimore of the National Park Service. The interested local groups were the City of Charleston, speaking through its newly-appointed organ, the Historical Commission, and the Charleston Chamber of Commerce. The inspecting team also mentioned two individuals because of their special interest in the case. These were W. B. Hutto, Jr., Membership Secretary of the Chamber, and Herbert Ravenel Sass, Secretary of the Commission. There were others behind the effort to establish the Monument. However, according to the report, it was the Chamber and the Commission that furnished the spark and created the big smoke.

One individual unmentioned in the field report who seems to have done yeoman duty was the late Daniel Ravenel, Sr. Mr. Ravenel went to Washington evidently in an effort to force the issue in the 1930's.[49] In fact, he may well have been the one important cog in the machinery that brought about the inspection. The most imposing evidence of this came from Director of the Charleston Museum, E. Milby Burton.[50] "It was about the time of the inspection," Mr. Burton recalls,"that Dan Ravenel and myself were writing letters to Washington encouraging preservation of Charleston's forts." [Ravenel and Burton were both members of the Historical Commission at this time.] These letters resulted in the visit of a National Park Service official.

Mr. Burton agreed that it may well have been this same inspection team. The group boarded a boat and toured the harbor at that time.

What came of the Kahler report is somewhat uncertain. The team wrote of the promise of Sumter as a park site. Centrally located, it well could serve as a focal point from which the entire story of Charleston Harbor could be told. The stumbling block was the War Department. They believed the fort still valuable as a military installation. As long as this opinion held, Sumter the army post hardly could become Sumter the Monument.[51]

In other words, the time was not ripe. Not until the emergence of a new era of destructive weapons would the army declare the fort a surplus of no military value. That new era, however, was not far away. The 1945 mid-Pacific signing of the document ending World War II seemed almost a signal for renewed action in Charleston. At a meeting of the Historical Commission held on September 26, 1946, the body authorized E. Milby Burton to start the ball rolling for Federal preservation of Forts Sumter, Moultrie, and Johnson.[52] Present at that meeting were the following:

Daniel Ravenel, Chairman
Colonel L. A. Prouty, Vice Chairman
I. M. Bryan
E. Milby Burton
J. Harold Easterby
Miss Mary Sparkman, Secretary

This body seems to have been the only organized group who did anything active in behalf of Fort Sumter National Monument in 1946-7. There may have been talk elsewhere, but the positive steps toward creation of the Monument (before army announcement of abandonment) can be credited to the Historical Commission of Charleston, South Carolina.[53]

The first step in the negotiations was a letter of inquiry to Dr. Fiske Kimball, member of the Advisory Board of the National Park Service. The answer was promising. "There is no doubt that our board could (and well might) rule that the forts you speak of are eligible for designation as National historic sites...."[54] However, the spector again appeared. They were still areas administered by the War Department. The problem was referred to the National Park Service for further comment.

On December 9, 1946, Park Service Director Newton B. Drury addressed a note to Mr. Burton.[55] In it he stated there was soon to be an inter-agency meeting with officials of the War Department. The aim was to get assurances from the War Department that the forts in question would be properly preserved.

Apparently before any further action was taken, the army surprised all with an announcement. Both Forts Moultrie and Sumter, historic sites in Charleston Harbor, were to be abandoned.[56] South Carolina acted. Senator Burnet R. Maybank announced his intention of introducing a bill for Senate perusal. "Under no circumstances", the Senator is quoted as saying, "must Fort Sumter be declared surplus or offered for sale: you might as well offer the Statue of Liberty for sale."[57] He rose before his colleagues on Monday, March 31, 1947 to speak: "I ask unanimous consent to introduce for appropriate reference a joint resolution to establish the Fort Sumter National Monument in the State of South Carolina".[58] The Senate tagged the bill J. R. 94, sent it to Committee, and then on July 16, 1947, considered and passed it.[59]

Months later, on April 20, 1948, the House of Representatives joined the Senate in approval of the bill.[60] Only the signature of the President of the

United States was necessary. President Harry S. Truman affixed his signature the 28th day of April, 1948, on an act "TO ESTABLISH THE FORT SUMTER NATIONAL MONUMENT IN THE STATE OF SCUTH CAROLINA."[61]

William W. Luckett, representing the National Park Service, and Thomas V. dye, Sr., of the U. S. Army Engineers, signed the final transfer papers on July 22, 1948.[62] The area was now officially a unit in the National Park System.

A news release from Maybank's office in April of that year probably best sums up the local reaction to the recent Sumter affair.

> An historic site has been saved from a fate worse than Yankee cannon fire. Such valiant names as Beauregard, Wigfall, Rhett, Pringle, Ashley and numerous others will now be forever enshrined in the great national monument now assured at Fort Sumter.
>
> Any South Carolina school child, at no more provocation than the drop of a magnolia, will instantly recall that Fort Sumter is a big chunk of brick and masonry located on a minute spit of sand commanding the entrance into Charleston Harbor. It was against these walls, the child will remind you, that Confederate cannon fire was directed during the dark morning hours of April 12, 1861. That first hurtling arc of sparks across Charleston Harbor was preceeded by a flash of fire and smoke from James Island and followed by a rending report from Fort Sumter. The long-smoldering fuse had burned down to dry powder. The first shot of the War Between the States had been fired....
>
> The announcement of Congressional and Presidential approval of the transfer of Fort Sumter to the Department of the Interior brought smiles to a soft spot in the hearts of Senator Maybank and Congressman Rivers and to all men who have a tender feeling for the historic fort....
>
> The unbowed pride of the Confederacy, the grand old fort which never surrendered under the Confederate flag, stands ready to rise now to even greater heights in the eyes of men who will come across miles and miles of plains, mountains and oceans to visit her in her glorious new role as a national shrine.[63]

There was also a word of advice for incoming historians:

> A full account of Fort Sumter will be found in 'The Defense of Charleston Harbor' by Major John Johnson.... An abbreviated account, taken from Johnson, and suitable for public in The News and Courier, is contained in Chapter IV of Hagood's 'We Can Defend America', to be found in both the Charleston Libraries. The Federal government, in its guide book, should not be permitted to use the description given in the Encyclopedia Americana, which is punk.[64]

Thus, the National Park Service received its baptism of fire in Charleston, South Carolina.

Physical Characteristics

Fort Sumter National Monument is today, in 1955, not only one of the youngest but one of the smallest units of our National Park System. By the act of 1948, the National Park Service acquired "title to the site of the historic structure known as Fort Sumter,... together with much buildings and other improvements as are appurtenant to such site." Officially, this total acreage is 2.4. However, the boundary apparently extends beyond the old walls to include a large and unsurveyed bar which lies to the south and southwest. The limit of this boundary extends one hundred yards beyond mean low water.[65]

The grounds proper are a rather complex conglomeration of several periods of construction and destruction. These are: a. original construction period, 1829-1869; b. the key historic period, 1861-1865; c. the reconstruction period, 1865-1876; d. the Spanish-American War period; and d. the Twentieth Century period.

Much remains of the earliest structure to bring to each visit special inspirational appeal. The first view of the fort as one walks up the main wharf is the old north face with its gun embrasures long since closed and quieted. Portions of this original main wall are visible on four of the five sides of the fort, and on three of these sides, they stand to about one-half the original 48.4' above low water. Generally, but eight feet or so of the rear gorge wall remains and nothing of the original sea face or right flank. Later construction along these two sides brought their height up to about the same level as the original walls of the two faces and left flank.

P L A T E I I I

Battery Isaac Huger

1898 - 1900



On the area, the visitor gets his first taste of what the next few minutes hold from a man in National Park full dress. Standing at the foot of the Anderson flagpole monument, it is best not steal a look ahead for a tang of disappointment may result. The interior of the fort doesn't really look like a fort at all! But patience: there is a story to tell and a poignant reason for what is. From the introductory, the visitor treads onto the massive concrete Spanish-American War structure known as Battery Isaac Huger which dominates the entire central sector of the Monument. This is so big and yet so insignificant, the guide explains. The plan was for a two-gun coast artillery battery to protect Charleston Harbor. The guns were mounted during the year 1899. During World War II, after years of inactivity, both cannon were removed. The battery continues to serve Fort Sumter in both interpretive and maintenance capacities.

On top of the battery, the picture brightens. It is here that the visitor finds initial inspiration. The view is that of "American's Harbor of History" which from Fort Sumter looks its Sunday best. The model in the center of a large circle radiating arrows to distant points of interest suddenly explains much. This is the Fort Sumter of 1861, 4:29 A.M., the morning of April 12; then, with a sweep of the arm, you see there <u>is</u> a story here. Otherwise why would there be but a part of the first floor of a fort once three stories? The explanation begins here and continues throughout the remainder of the trip. Fort Sumter was no silent sentinel, she was fighting fort and she shows her scars!

From the Battery, a visit to the ruin is next. Eight first tier casemates along the left flank are open and well preserved. In these same

P L A T E I V

Gunroom Casemates (upper)

Left Flank Cannon (lower)





rooms, Federal gunners answered the challenge of Confederate guns on James Island, April 12. These are the high point of the tour through the ruin. In 1861, these interior rooms extended around four of the five sides of the fort. The armament capacity for this first tier was forty-one guns. Along the left and right faces there are eleven more gunrooms which retain much of their original appearance but unfortunately they have been long buried hollow beneath many feet of fill, the result of later construction on the area. In fact this is much of the story of the ruin of the western half of the fort: buried after 1865.

However, part of this section has been excavated. In uncovering original remains of the southwestern corner of the fort, a powder magazine, an adjoining anteroom, the ruin of a circular stair-tower and interesting remnants of the left flank barracks all came to light. They are encouraging testimony for further digging. A tour stop at this area is a most fascinating one to those with imagination and a love of history.

The final stop is outside the left flank wall for a look at three period weapons and the engineering feat that is Fort Sumter. Then, the visitor is free to roam for a moment. A small temporary museum inside Battery Huger houses artifacts found in excavations, several narrative and pictorial wall displays on Sumter history, and the important Anderson colors. Off the rear gorge the eastern half of the original esplanade plus a substantial section of the old stone wharf can be seen. Monuments to Federal and Confederate defenders add to each visit. Finally, the exodus back to the boat. The intriguing question still goes in part unanswered. What lies beneath? On paper, there is this - but what more? What more unforeseen hallowed relics, storied ruins? We must return.

To Administer Fort Sumter

William W. Luckett arrived in Charleston on October 31, 1948.[66] His job was the administration of Fort Sumter National Monument. As the Monument's first Superintendent, his problems abounded: personnel, maintenance and development, protection of the area, headquarters, public relations, and interpretation, all further complicated by the inaccessibility of this new area.

Shortly after he took over the job, a six-man inspection team came to the city. In a report dated January 3, 1949, the purpose of the visit was declared: "to obtain information concerning the present condition of Fort Sumter and to prepare recommendations on policy of development and a work program."[67] Accompanied by the Superintendent, the group went to the fort on December 14. This visit laid the groundwork for area development. The many obvious problems were taken up one by one. Basic policies, since unchanged, were expounded; i.e. "It is the recommendation of the group that Fort Sumter be restored as a stabilized ruin of the 1860-65 period... the old fort will have to be uncovered and exposed, and extraneous buildings and construction of recent periods removed.... To permit the presence of major intrusions in the fort differing materially from the 1860-65 period would be to make very difficult a clear presentation of the... story...."[68] And, then: "Fort Sumter is the only area needed for the purpose of interpreting events that precipitated the Civil War.... The Service should in time take a leading part in fostering historical conservation in old Charleston. This cannot be done very well if headquarters are at Fort Moultrie. Such a location would not be likely to impress Charlestonians favorably."[69]

P L A T E V

The Problem in 1948

Off the left flank - buildings
Inside the fort - buildings and rubble
Off the rear wall - rubble

Then, step-by-step, a work program was laid out on paper. Cleanup, repair, establishment of effectual utilities, preparation of historical markers, excavation, were among the needs. Finally, "The general intent of the program at Fort Sumter during the initial phase of development will seek to accomplish the restoration of the west half of the fort...."[70] But, not until there was more information. Research was the "principal immediate" need. This is the gist of the report. It was a guide for the future.

The first formidable task was plain. The fort was littered from wall to wall and even outside the original walls. In many of the years following 1865, the United States Army and the Treasury Department actively added structures to the site. Buildings of every imaginable kind rose on the grounds, often to be later removed for further development. By 1948, there was, to say the least, a surplus of property of little or no historic value.

During 1949, the Superintendent tackled the problem. On April 11, Laborer Grady Evans set the wheels of progress in motion. Luckily, Mr. Evans supplied his own transportation, for at that early date, the fort's 26' work boat was not yet commissioned for duty. In its place, Evans placed an outboard at the disposal of the National Park Service and some maintenance was the result.[71] He attacked the weeds, the rotted timbers lying about, the sand and trash windblown over the area. The place was full of "booby traps" which threatened life and limb of unwary visitors.[72] This was the start. The next June, a special crew arrived with even bigger ideas. The project was the razing of all those insignificant buildings. The work begun in June was

PLATE VI

Smallboat landing - 1949



continued into the first week of July. By that time, eleven structures including steel towers had been eliminated.[73] Only two radio towers and a half-century old lighthouse keeper's residence remained as major eyesores above the ground. The maintenance crew did the job on the residence in August, 1953.[74] The towers came down earlier that same year.

There were more jobs those days than one could "shake a stick at". For example, the landing facilities needed drastic attention. In late June, 1949, after considerable local and upper level study, this work got underway. The Salmon Dredging Company of Charleston constructed a small boat landing on the relatively protected inside of the wharf to accommodate the tour boat visits.[75] By the end of the month, the work was 80% finished. July marked its completion. The dock received no further serious repair work until the summer of 1953 when the same dredging company returned. Causing concern this time were precarious-looking wharf pilings. Thirty-four new posts strengthened the pier.[76]

In spite of these two major jobs, the staff will be much the happier when construction on the permanent wharf begins. The move will free for unlimited excavation the significant ruins along the faces. Also, the present landing is immersed in splashing water just enough to be irritating. The normal high tide level in Charleston Harbor is but a few inches below the present landing level. When northeast winds blow, tide readings rise and altogether too often Sumter's small boat landing is useless. A new wharf is the only answer.

Another problem was the Monument water supply. Reconditioning

P L A T E V I I

Charleston Chamber of Commerce



one of Battery Huger's cisterns (capacity 8500 gallons) afforded a permanent supply. This work was completed in June, 1951. Maintenance foreman Morgan Buchanan designed the answer to purification: a homemade chlorinator. Coolers completed the necessaries for the production of an efficient system. Earlier, the installation of a diesel light plant inside one of the Battery rooms brought electrical power to the fort.[77]

From the beginning, the administration of the fort from the mainland has meant complex management problems. For one thing, a headquarters had to be established on the mainland. The immediate question was where? The December 14 inspection picked Charleston as the logical site. Prior to that, a temporary office was set up in the Superintendent's dining room on on Sullivan's Island. Here, Clerk-Stenographer Jewel Northcutt set up office, commuted from home to home, converted floor into file, living room lounge into desk chair. Finally, the situation resolved itself in February 1949 with the move into the second floor quarters in the Chamber of Commerce Building in the heart of old Charleston.[78]

With neither a regular work boat nor communications of any kind on the fort, it can be seen that there would be some difficulty in initiating work on the fort. Mr. Evans' little boat was certainly no substitute for a work boat. It turned out early in 1949 that a local Army unit had at their disposal an acceptable craft, that is after some alterations and repairs. The boat, a 26' Mine Yawl, went into service in June, 1949, in time to transport the house-razing crew to the site of operations.[79] This did not solve the

P L A T E V I I I

A work boat in 1949 - Progress



pressing problem of contact with the Chamber office. Early studies and conferences with local Coast Guard and Engineer offices suggested the possibility of laying a cable to Fort Johnson on James Island to bring over electrical power. This idea did not bear fruit. But, an old submarine cable was found to be serviceable as a telephone line. The Coast Guard laid this years before, in 1930.[80] In July, 1951, the telephone was in operation, just two months after a short-wave radio had been set up for contact between fort and headquarters.[81]

On an old fort, with the "booby traps" of Sumter, the trail system offered a perplexing collection of protection problems. Where to establish stairways, where guard rails, how to preserve materials in Sumter's salty atmosphere, how far to go toward protection before detraction of the historic structure took precedence: all these were and continue to be ever-present headaches. With visitors generally following a specific route on a guided tour, safety devices along that route were essential. Handrails over Battery Huger were installed in several stages beginning in July 1949, with work continuing off and on until August 1953. Two important new stairways replaced old and less ample steps leading onto the battery roof. Throughout the main visitor-use area, railings were placed to safeguard the visitor at key danger points.[82]

A closely related problem was transport of the visitor over this trail system. The first years of Monument operation brought but a few visitors to the area per trip. Times have changed. A tour route about the fort must account for the movement from point to point of large groups, often over 100. With such increases, bottlenecks appeared. An eight-foot wide

concrete bridge from the flagpole area onto Battery Huger, plus the new stairways to and from the Orientation Point, largely solved the trek over that first part of the tour route. Enlarging the gunroom exit improved that final congested spot. However, between start and finish of the tour is the ever-changing excavated area. Development of transportation facilities here is restricted both by the existence of the ruin and the need for its continued protection. Most recently, a set of stairs between left flank barrack and officers' quarters ruins is a reasonably effective route into the flank gunrooms. However, with the coming of spring and large groups or further excavation in that area, this route may prove less effective or even be eliminated.

A Master Plan

Essential in the development of any National Park area is the Master Plan. This is a set of plans plus a narrative "Development Outline" which together "determine how the land within the area is to be utilized".[83] How was it formulated? Of what does it consist?

The Master Plan for Fort Sumter included the following eleven plans:[84]

1. General Development Plan
2. Interpretive Tour
3. Historical Base Map-Fort Sumter, 18 Feb., 1865
4. Historical Base Map Survey-March 20, 22, 27, 1865
5. Historical Base Map-July 23, Aug. 10, 1901
6. Historical Base Map-30 September, 1847
7. Historical Base Map-April 12, 1861-1st Tier
8. Trail System Plan
9. Grading Plan Terreplein Level
10. Topographic Base Map
11. Utility Plan

The development of the area was based primarily on the first two of these plans, the General Development and Interpretive Tour sheets.

Going back further, the formulation of these first plans depended upon the conditions indicated on five historical base maps. The production of these maps came only after the Sumter staff had completed some basic research. On February 20, 1949, Frank Barnes became the park's first historian.[85] For many months, he devoted himself largely to these initial problems of research. Knowledge of the original fort structure and its history were his objective. Papers and maps describing the fort in various stages between 1861 and 1865 were the main result of these studies.

Growing from this research and from studies on the historic site were other important reports. These were the work of Superintendent Luckett

and members of the Region One technical staff in Richmond, Virginia. A plan completed in March, 1950 by the Superintendent served as a guide for regional planners in doing a finished job on the "General Development" sheet. Entitled "Fort Sumter, 1st Story, 1860-1950", this contained information concerning the modern physical lay-out of the area, changes affected after the completion of the historic structure in 1860, and relationships between the historic ruin and the post-Civil War changes.[86]

Another basic step was the completion of a "Projected Tour Map Fort Sumter" in December, 1950. From this eventually grew the "Interpretive Tour" sheet of the Master Plan.[87]

Thus, through research in primary sources, and by means of preliminary plans drawn on the site, the development of the area gradually proceeded. Working along with the Sumter staff in this production were members of the regional office staff in Richmond, Virginia. Inspecting teams went over the plans and grounds thoroughly in visits to Charleston ironing out the rough spots in the final plans being completed by trained architects and historians in Richmond. The importance of the visit of December 1948 in this planning has already been explained. Numerous other officials brought experience and ideas to the staff at Sumter and returned home with a clearer view of what Fort Sumter was and the job that lay ahead. The result of all this effort was the virtual completion of the Master Plan by the end of the year 1951.[88] Though always flexible, the rules governing the future of Fort Sumter National Monument were now on paper.

The "Development Outline" accompanying the plans was completed

during the year 1952. The next year, two sections (Interpretation and
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Statement of Significance) were revised. The "Outline" is a detailed explanation of the pictorial plans. It is divided into six parts:

a. General Information
b. Park Operation Prospectus
c. Statement of Significance
d. Interpretation
e. Land Status
f. Utilities

The first is a discussion of the physical nature of the area and the rehabilitation work completed in the first three years of Monument existence. Park Operation Prospectus tells of staff responsibilities and facilities on the area. The Statement of Significance reads:

> Interpretive developments at Fort Sumter National Monument in the future will be based upon the recognition of the years 1861-1865 as the principal historic period. Excavation of the historic ruin, stabilization of this ruin and the development of interpretive facilities such as signs, and a museum will clarify Sumter's place in history and preserve the remains for the enjoyment of present and future generations.

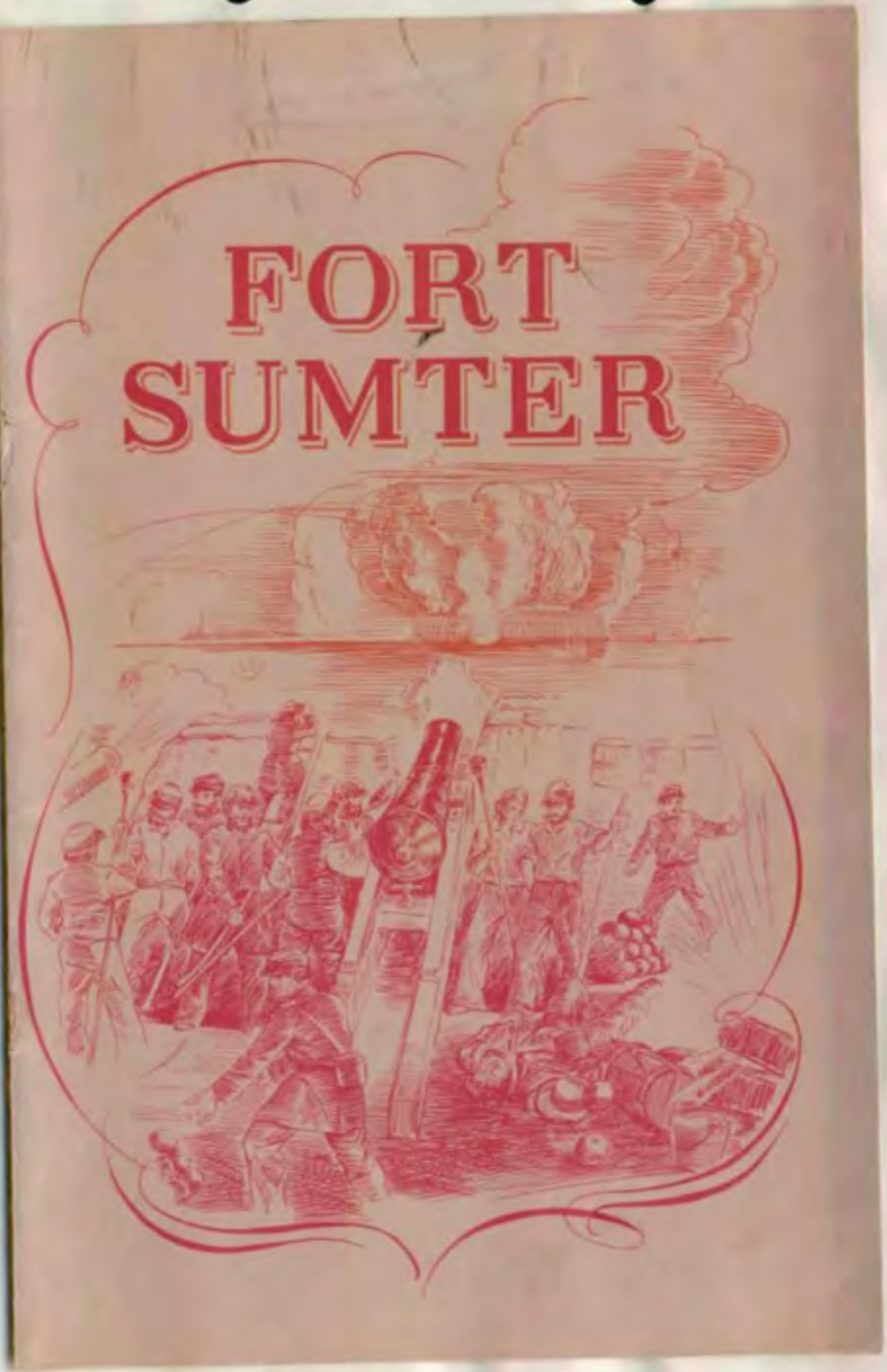
The section entitled Interpretation is a detailed study of the interpretive phase of the National Park Service program at Fort Sumter. Beginning with an examination of visitor-use during these early years, there are included such items from the interpretive menu as the present guided tour and an exploration into the possibilities of the future guided tour following the opening of the presently buried ruin. Finally, there is a summing up of progress and needs in the historical research program and interpretive exhibits.

The last sections of the "Outline" are devoted to description of boundaries and status of the Monument (Land Status) and the systems of power and water available (Utilities).

P L A T E I X

A Historical Handbook

FORT SUMTER



HISTORICAL HANDBOOK NUMBER TWELVE

This publication is one of a series of handbooks describing the historical and archeological areas in the National Park System administered by the National Park Service of the United States Department of the Interior. It is printed by the Government Printing Office, and may be purchased from the Superintendent of Documents, Washington 25, D. C. Price 25 cents

NATIONAL PARK SERVICE
Historical Handbook Series

No. 1 Custer Battlefield

No. 2 Jamestown, Virginia

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The Interpretive Program

Part of Sumter's early development was the work of Park Historian Frank Barnes. For a year and a half he laid the groundwork on which the interpretive program was to grow. With his departure, proceeding historians found basic data at their fingertips. Now it was possible to look afield to the numerous diverging research and interpretive projects which would be placed in greater detail before the scholar and public.

From the start, one of Barnes' prodigious tasks was the search for historic materials. A knowledge of Sumter's history was necessary in (1) preparing historical markers and exhibits, (2) writing a script for the use of tour guides, and (3) for preparation of the Fort Sumter Historical Handbook. Besides this general story, the entire interpretive program depended on accurate knowledge of the construction and reconstruction of the fort between the years 1829 and 1947.

The basic sources for the period 1861-1865 were to be found locally. Thus, preparing historical marker copy as well as a general orientation lecture was somewhat simplified. The Charleston Library Society furnished much of this material. But, in the spring of 1949, the decision was made to further the construction study. Local sources such as those in the U. S. Engineer Office in Charleston were insufficient. An extended stay in Washington searching National Archives, Library of Congress, and the Chief of Engineers Office provided those essential facts.[90] Research on the appearance of Sumter at four key periods could now go forward with little to impede progress. By the end of the summer of 1949, three floor plans were on paper; by January,

PLATE X

Interpretive Marker


FORT SUMTER

1950, the historian had completed the basic narratives describing the fort on the following dates: December 26, 1860, April 12, 1861, April 7, 1863, and February 17, 1865.[91] Research-wise, the next six months he devoted himself to writing the handbook. On the last day of July 1950, a draft of the handbook was mailed from Charleston. Nearly two years later, the finished product came off the GPC presses.[92]

On May 19, 1949, a special use permit was issued to the Charleston branch of Gray Line Tours, Inc.[93] As sole operator of harbor tour boats, it is not surprising that they alone applied for permission to land at the fort wharf. Regular or official guide service was not available at the time, although Historian Barnes reports instances of service in those early months. On occasion, special visitors received tours. Often, this was possibly only because of the generous assistance of the United States Coast Guard. His press tours were an example of special service which brought excellent results. In July 1949, Barnes mentions giving the newly-formulated orientation talk a "trial run".[94] But not until February 7, 1950 did Historical Aid H. George Beckroge take over daily, Park-sponsored tours.[95]

Trips offered by the Gray Line continued despite the sparse services. In their first monthly report (May 1949) to the Fort Sumter office, they recorded 1,176 visitors.[96] In order to partially offset this lack of early service, narrative markers were prepared and installed by late 1950. The Sewah Studios of Marietta, Ohio contracted to construct eleven signs of cast aluminum with raised metal letters.[97] Since their installation they have more than proved their worth. Not a repair nor even a repaint job has been necessary.

P L A T E X I

Orientation Circle - 1950

A Model - 1952





A second pre-guide contribution to fort interpretation was the Fort Sumter Duofold Leaflet. Regional Historian Roy Appleman drafted the final manuscript in November 1948.[98] On October 21, 1949, the first of these arrived for distribution. Barnes reported "a most reliable (and interested) Coast Guardsman distributes the pamphlets to visitors."[99] These aids greatly improved visitor understanding of the physical remains and the fort story. But, it was the guided tour which was to be most effective in presenting the fort to the public.

As time passed, the staff developed several important public interest points with an eye toward area improvement. One was the orientation circle high on top of Battery Isaac Huger. Here, with an A-1 view of Charleston Harbor, a large circle was drawn with a figure of the fort in the center. Radiating from this figure were arrows pointing to historical markers describing distant sites and thence in the direction of each respective site. A North arrow completed the observation point. In 1952, a concrete model of 1861 Fort Sumter, scale 1" equals 10', replaced the plain central figure.

Museum development received attention from the start. Its location was an early stickler, but after considering casemates and a Coast Guard building on the area, the interior of Battery Huger got the nod as the only practicable location.[100] Many were the disadvantages. A room 12 feet wide, 40 feet long, about 7 feet high was selected as the site. Although far too small to accommodate large spring and summer groups, with little space for effective lecturing, and much too dim and damp to be aesthetically appealing, there seemed nothing better for the moment. The

PLATE XII

The Temporary Exhibit Room

The Federal Colors - 1861


IS GARRISONED



Superintendent and interpretive staff prepared six exhibit panels which
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covered much of the Sumter story. By July 1951, after months of painstaking work, these were ready for exhibit. This was an important first step. There were museum displays added in the years following, but the central feature continues to be these first colorful panels. The destructive dampness inside the battery taught lesson after lesson in the effectiveness of materials. Photographs were preserved between glass plates sealed with waterproof Mystic Tape; cardboard labels were secured against peeling and smearing with Duco Cement as the glueing agent and a coat of shellac or plastic spray over the face; painting of the labels was added insurance against deteriorating though lettering with ordinary drawing ink was more difficult as a result; and a recent measure, closing the openings into the museum area, further excluded coastal humidity.

By 1955, the major museum additions were the Fort Sumter flags of Major Robert Anderson and a converted 1930-style museum case on indefinite loan from the Charleston Museum. Inside this case are a number of artifacts uncovered in the excavation of an original powder magazine. Old muskets adorn the wall behind the case. A colorful map of National Park Service areas in the southeast is a seventh wall panel. But, the one big museum problem remains: space.

For the future though, there is promise. In February, 1952, Historian John Willett completed the Museum Prospectus for Fort Sumter National Monument. In July, 1953, Historian Rock Comstock completed the first draft of the final Museum Plan. In this plan, the historian proposed
102
a changed location for the final permanent museum. The Master Plan established the first tier of Battery Huger, including the present temporary museum room,

as the permanent location. Impossible conditions for a modern museum should rule out this first level site.

On the second tier, a comparatively spacious natural amphitheatre offers excellent lecture hall facilities. More floor space on this second floor would provide room for an uncluttered exhibit room under the same roof with the lecture hall. Higher ceilings, opportunity to promote (via picture windows) the marvelous view from this level of Fort Johnson and the Charleston skyline, and far better entrance-exit conditions are factors which support the contention that Battery Huger's second floor is best for modern museum development.

The most exciting work to date in the interpretation of the fort story has been the excavation of the original ruin. Not until the major cleanup was finished and funds for the purpose allotted could this intriguing project start. January 1950, might well be said to be the starting date. That month, the entire eastern half of the esplanade and the original wharf head were cleared of debris.[103] However, August 7, 1951 was the day actual digging began.[104] The target: the fill on the interior side of the left flank, from southwest angle to gunroom exit, and down to a point 5.5 feet above the original first tier level. Except for one long delay, work on this project continued until June 1952. By this time, much of the fill on the parade side of those left flank gunrooms had been removed. Although few relics resulted from this excavation, (this fill was post-1865) the removal of tons of earth and rubble was a long stride in the proper direction. During this same period, brick arches and walls on the left flank received a valuable repointing as security against falling fragments and further deterioration.[105]

P L A T E X I I I

Esplanade

Interior, left flank

Repointing brickwork







P L A T E X I V

Excavating along the left flank





Several months passed. Then, in conjunction with stabilizing work on the sea flank, the excavation of an original powder magazine began.[106] Here, an important section of the old ruin was uncovered completely and a number of relics recovered. The magazine itself proved to be a significant addition to the guide tour of the fort. The wreckage resulting from a disastrous 1863 explosion was graphic evidence of past tragedy. Here was an example of the value of on-the-spot study of memorialized historic events.

More recently, work has been continued along this same left flank.[107] In January 1954, an area adjacent to the powder magazine was uncovered, baring the remnants of the corner stair tower with fragments of the stone spiral steps still imbedded in the walls. The removal of remains of an 1870's gun mount did not simplify the operation. Next, the elimination of a four foot thick brick wall made possible a through route for tours - entering the magazine from the modern parade, on through ante-room, past the stair tower, and into the gunrooms. After months of backtracking following the magazine stop, the guide tour was once again a continuous, efficient walk. Then, in June, 1955, an excavating crew removed fill from the southwestern end of the enlisted mens' barracks.[108] Though it had been virtually destroyed to the first floor level, important bits of the original structure survived. A section of the old wall with window sills intact, a brick kitchen floor with fireplace base for lagniappe, were but two remains uncovered. Mixed in with the rubble were relics by the bucketfuls, pieces of china and glassware, shell fragments, fuses and many, many more.

But all this excavation, despite the years required to complete it, is but a bare beginning. The years ahead will bring more changes in the Sumter landscape as the "big dig" continues.

Monument Public Relations and its Friends

When the National Park Service came to Charleston, South Carolina, we have seen that it did so with the blessings of a local citizenry already strongly conscious of their heritage. Nationally-speaking, the name Fort Sumter was at least vaguely familiar to millions of Americans. As Lexington and Concord and Pearl Harbor had unique roles in the nation's history, so too did Fort Sumter. When Congress declared the ruin a Monument of national significance, it was only acknowledging what many already fully understood. Some initial support and publicity for the preservation and development of such a storied ruin naturally was expected. Two programs in the year 1949 augured well for the future.

One step in publicizing the new Monument was a decision by the Azalea Festival Committee of Charleston to reenact the battle of Fort Sumter.[109] Whether or not the originator of the idea had the "sale" of the annual Festival and the city primarily in mind (as some local people are wont to believe), the old fort was a beneficiary.[110] It might be pointed out that inspirational sentiments were at times heard above the "hubbub" of planning. At an organizational meeting of the Festival Committee in the Fort Sumter Hotel, March 2, 1949, E. Milby Burton, Director of the Charleston Museum and general chairman of the event spoke of a show potentially the best on the East coast. Festival President Harold Petit said the battle scene could become of such magnitude as to overshadow the remainder of the Azalea program.[111] It was clear that Charlestonians had a warm spot in their hearts for old Fort Sumter.

During this period, the Sumter staff (Superintendent Luckett and Historian Barnes) took occasional time out from the pressing affairs of a new

area to serve as advisors to the Festival program directors. On April 19, the curtain rose. The Charleston Evening Post reported: "Bursting fireworks flashed in the sky and explosions reverberated through the city as the historic 1861 attack on famous Fort Sumter was reenacted last night off Murrary Boulevard."[112] Watching the display and listening to the running commentaries of local announcers and national guardsmen were some 10,000 people.[113] Here was publicity at its very best.

No sooner had the smoke of the Festival drifted away than a second plan began to evolve. This was, in contrast to the Festival celebration, an idea from outside Charleston. In some respects it received a broader publicity coverage than the former. Using Sumter as a starting point, the military authorities in Washington hoped to promote a nation-wide deactivation of old shells program. Officially, it was entitled the National War Trophy Safety Campaign. The fort, about to be opened formally to the public as a shrine, was a logical spot to begin not only because of the likelihood of the presence of dangerous shells but because of its historic import and the dramatic potential of a Fort Sumter revival.[114]

Present at the ceremony on August 20, 1949 were all manner of humans.[115] Assistant Secretary of the Treasury John Graham flew in along with Hillory Tolson, Assistant Director of the National Park Service. Rear Admirals and Major Generals were not uncommon. Handling the ticklish search for live shells was a detachment of the 82nd Airborne from Fort Bragg under Lieutenant Otto J. Laier. For shell disposal, a second group of specialists were on hand. Lieutenant W. R. Brooks and navy friends came down from the Indian Head, Maryland explosive ordnance disposal school. To see that the event was properly covered, there were names such as M. R. Baukage, United Press writer Harman Nichols, Frederick Othman

and more.

This was a promising start. Twice in four months the name Fort Sumter and the arrival of the National Park Service had been placed prominently before Charlestonians. Now the proper evolution of a public relations program and the winning of friends rested with local staff.

The two local newspapers are the co-owned News and Courier and the Evening Post. With an interpretive program at the fort in a constant state of activity, its value as a source for news stories is second to no other one exhibit. The development of good relations with these papers was an early step.

During the spring and summer of 1949 when festivals and service programs headlined Fort Sumter, both papers published numerous articles explaining restoration work on the area. The arrival of inspecting officials like as not was noted. In the spring of 1950, Evening Post writer Warren Ripley wrote a notable article
116
entitled: "Fort Sumter emerges from the rubble." Through such publicity, news paper readers kept up-to-date on the metamorphosis of old Fort Sumter from an army post to an historic shrine.

The main objective has been to keep the papers informed of noteworthy developments. The results have been satisfying. One important reason, it should be explained, is the interest of the newspaper people themselves. City Editor Arthur Wilcox of the Evening Post, for example, always has been ready to explore the potential of a Sumter story. His interest and enthusiasm extends not only to members of his own staff but to the Monument staff as well. A warm reception to ideas is always encouragement for a continuation of give-and-take with that particular individual. News and Courier City Editor Sam Cothran assigns reporters to cover the Sumter beat. More important, when there is a

story to offer, the Courier accepts willingly. In recent months, one reporter especially has served well the Sumter cause: Mrs. Betty Wilkerson.

These contacts have led to headlines which explain the variety of jobs performed by the Service in Charleston. The excavation of a portion of the fort in June 1955 was given fine publicity in the Post. Three stories with photographs indicate the lively interest prevalent. In another piece, the Courier announced progress on the park research program. A story on visitation featured the public contact work of the staff. The Post, on August 7, 1954, described the weighty government project, the removal of the historic 10" Columbiad from Fort Johnson to Sumter with details on the methodology of Messrs. Buchanan and Evans.[117] Thus, a most effectual answer to the question "What do you-all do out there?" is oft found in the news story of Post and Courier.

Boating in Charleston Harbor is a favorite pastime. Some enthusiasts take their hobbies more seriously than others. Local industries, public-spirited individuals, and service organizations supply water transportation for a variety of visitors. Often this service is extended to youth groups - scouts, YMCA, church schools and the like. A stop at Sumter is usually on the agenda.

The importance of maintaining close relations with such interests is obvious. In any number of ways, interested operators may have learned of the guide services offered at the fort. One way, through personal contact, another, through friends who have visited. Further encouragement has gone out from the Monument office in the form of invitations. These have included explanations in detail of the services offered by the Park Service at the area.[118] Included in the appendix is a list of several of these boat owners and operators who have shown by action or word their interest in Fort Sumter.

The public school is another field for promotional and interpretive activity. In 1952, an invitation went out to every school in the locality to participate in a lecture series offered by the National Park Service. Through visual aids, it was possible to tell not only the Sumter story but to explore our National Parks all over the country. A large collection of 35 MM slides was on hand just for that purpose. The problem was to get the program underway and keep up interest. Also, a manpower shortage often made it necessary to limit the offering to a very short period in the winter.

Each year since 1952, the invitations to join in lecture programs have been sent to schools. Before the 1953 and 1954 seasons, illustrated broadsides were prepared to accompany the lecture invitations. And in an attempt to broaden the coverage of this interpretive medium, the broadsides were sent to each high school in the State along with invitations to visit Fort Sumter.[119]

Any examination of Fort Sumter public relations must take into account the work of the cooperating Gray Line Tours, Inc. The development and interpretation, the problems, the whole evolution of a program at the fort depend upon the operation of the Gray Line boat tours. It is this line that brings to the fort the vast majority of the total visitation each year. It is the Gray Line that establishes a time allotment for each visit to the area, that determines when weather conditions or too few customers make a stop at Sumter undesirable. In a very recent case in point, a period of nearly two weeks passed with but three regular visits. Reason: the Gray Line decided ferrying passengers across the Ashley would not leave time for harbor tours. It is the Gray Line that does a majority of the advertising, both nationally

and locally, through the national organization and by leaflet, billboards and the like. The success and continuation of this line thus must concern the National Park Service greatly.

Luckily, the job is in the hands of a capable business man. Over the years, by dint of the energy of C. O. Thompson alone, Gray Line Tours, Inc. in Charleston has proven a successful business venture. The harbor tours branch of his business has been the beneficiary of much of this energy. In the matter of service alone, improvement in recent years has been marked. Two renovated and comfortable tour boats have been purchased with a combined capacity of somewhat over 300 passengers. Compared with the boats on hand just four short years ago, the growth is remarkable. At that time, the two-boat capacity was just under 100! Besides that, travel in the smaller of these two boats was at the daily risk of being stranded in mid-harbor at any moment.

Mr. Thompson has done much to "sell" his product. Locally, his leaflet "Historic Charleston" can be found in virtually any tourist motel or hotel in the city. Probably as effective are the large posters on the wharf in front of the Fort Sumter Hotel. The name FORT SUMTER stands out in bold red letters to catch the eye of passersby. Gray Line Tours, Inc. maintains a "field office" in the Francis Marion Hotel lobby where information can be obtained concerning local tourist attractions. Similarly, in the Fort Sumter Hotel lobby, an AAA desk sells tickets for the harbor cruise as part of its service to the public.

Some of the most important contacts made by Thompson have been with the local tourist businesses. The results, by and large, have been good. Almost every convention which meets in the city has headquarters at one of the two large hotels. Because of the effective work of the Gray Line, the great

P L A T E X V

The Captiva at Mount Pleasant

A Billboard of note




BUSINESS DISTRICT - 2 BLOCKS LEFT
STOP IN MT. PLEASANT
GRAY LINE TOURS
YACHT CRUISE
FORT SUMTER
9:30 A.M. DAILY
2 HOUR TRIP
$1.50
DOCK AT SHEM CREEK BRIDGE
FREE PARKING
BIRD and SQUIRREL SANCTUARY

majority of these conventions include a harbor tour on their agenda. In the case of the Fort Sumter Hotel, where energetic Manager Don Grady "knows a good thing when he sees it", this offering has recently been expanded into more than a stop to tour the fort. A buffet supper, and a program adds an unusual and delightful touch to the whole affair.

In the spring of 1955, a group of Mt. Pleasant businessmen (a suburban village outside Charleston) organized an East Charleston Highway Association. The hope was to attract more businees to the area. The Gray Line Tours offered the services of one of their two boats to run harbor tours from the village throughout the month of March. Though unsuccessful, the effort brought out one bright spot - the willingness of C. O. Thompson to partake in such an endeavor. Work such as this leads to the opinion that promotion-wise at least, the "Fort Sumter Run" is in good hands.

Besides those already mentioned, other individuals throughout the city have proved at one time or another through cooperation and friendly assistance their position as park friends. One of the foremost is E. Milby Burton. His role in creating the Monument has been previously examined. However, his efforts in behalf of the local staff did not stop with establishment. In the fields of public relations, museum development, and preservation, his advice is sound, and willingly presented. And when information comes to his attention that might be of interest to Fort Sumter, he presents the data without hesitation. In the development of the temporary museum at the fort, he volunteered the services of two museum cases on indefinite loan. The aid came at an opportune moment. Excavated articles were on hand for display. With some restoration, one of the cases became a suitable addition to the display room.

Another important friend is Julian Metz, Manager of the Charleston Chamber of Commerce. He came to the city in 1954 to take over the Chamber position and since his arrival, working relations with that civic body have been decidedly good. Every contact is convincing evidence of his lively interest in Monument affairs. His recent statistical study of the tourist trade began with an examination of Sumter's registration book. The plan is to continue the study for several years. The result: increasing use of up-to-date data on Sumter in publicity articles sent across the nation to trade and travel publications. Interest and aggressiveness are two fortes of this city leader.

At the Gibbes Art Gallery, Director Miss Helen McCormack has gone far to assist the work of the National Park Service. A notable example was the Junior Gallery display of the National Park panels in March 1955. Working in close cooperation with such capable individuals brings good results.

In the field of history, Miss Mary Sparkman, Secretary of the Charleston Historical Commission and Dr. J. Harold Easterby, Director of the South Carolina Historical Commission in Columbia, S. C. both have been often helpful to Sumter's historians in their search for historical materials and information. Working alongside Dr. Easterby is Francis Marion Hutson, Civil War archives specialist. Historian Comstock, in his work on state organizations at Fort Sumter, received invaluable assistance from Mr. Hutson.

The following organizations - federal, business, and preservation, are interested in the work of the National Park Service as a preservation agency and thus can be expected to cooperate (as they have in the past):

United Daughters of the Confederacy
The Citadel History Club
South Carolina Historical Society
Historic Charleston Foundation
Society for the Preservation of Old Dwellings
Charleston Library Society
The Book Basement
Fort Sumter Hotel
U. S. Engineers Office, Charleston District
U. S. Coast Guard, Charleston and Sullivan's Island
Society for the Preservation of Spirituals

One final event in the Monument story might serve as a concluding point. In the month of March 1955, an inspection team came to town. The purpose was to examine the workings of the interpretation program at the fort and attempt to resolve any problems showing themselves. On the team were J. C. Harrington, Regional Chief of Interpretation, Region One, and Park Naturalist Arthur Stupka, Great Smoky Mountains National Park.

The findings of this team came out in a report dated June 6, 1955.[120] Discussed pro and con in the pages of this paper are the interpretive headaches which belong to the fort. Often uniquely, they belong. Then, in the search for answers, suggestions were made as to possible solutions.

At the outset, the report clarifies the relationship of the National Park Service at Fort Sumter to the historic city of Charleston. One complements the other. Or as it is phrased in the paper, the fort is but one of the many attractions which draws the tourist to the Charleston area. By and large, then, a continuous close association with the preservation movement in the city can be only beneficial to the National Park Service and its preservation aims. Every effort to maintain this natural bond of kinship with old Charleston and her gardens is necessary to promotion of solid local public relations.

PLATE XVI

Fort Sumter-Charleston Harbor


FORT SUMTER CHARLESTON S.C. HARBOR

Turning to the problems of fort interpretation, the operation of the Gray Line Tours, Inc. provided the biggest stumbling block to proper presentation of the Sumter story. The tour boats ordinarily stop at the fort but twice a day and each stop is limited severely in time. It is all too often, states the report, a case of too many visitors at the wrong time and the drawback of telling an "hour's story in a half hour."

The obvious solution: more time and better transportation service. From the Sumter viewpoint that would mean a shuttle or ferry service directly to the fort several times a day instead of just two extended harbor tours.

Until such alterations can be made, the report offers as a temporary improvement to the often hurried and herded guided tours, various combinations of trailside exhibits, a fort-wide loudspeaker system, and a self-guided tour with accompanying printed leaflets. Which of the proposed methods, if any, might prove most effective the report does not predict. The purpose is to set in motion the study of a park problem in the hope that the result will be the ultimate in a "satisfying and outstanding experience". Here is the goal of all effort.

"For the benefit and enjoyment of all people", the old fort has a bright future. Change is ahead in the form of excavation, museum development, improved lecture facilities, better methods of meeting the public and more. This is the one certain factor in Sumter's horoscope.

APPENDIX A

Establishment and transfer of lands from Department of the Army ... Joint Resolution approved.April 28, 1948

Public Law 504 - 80th Congress,
Chapter 239 - 2nd Session
S. J. Res. 94

JOINT RESOLUTION

To establish the Fort Sumter National Monument in the State of South Carolina.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Army is authorized and directed to transfer, without consideration, to the Secretary of the Interior title to the site of the historic structure known as Fort Sumter, situated in Charleston Harbor, Charleston, South Carolina, together with such buildings and other improvements as are appurtenant to such site.

SEC. 2. The property acquired by the Secretary of the Interior under this joint resolution shall constitute the Fort Sumter National Monument and shall be a public national memorial commemorating historical events at or near Fort Sumter. The Director of the National Park Service under the direction of the Secretary of the Interior shall have the supervision, management, and control of such national monument, and shall maintain and preserve it for the benefit and enjoyment of the people of the United States, subject to the provisions of the Act entitled "An Act to establish a National Park Service and for other purposes", approved August 25, 1916, as amended.

Approved April 28, 1948.
(62 Stat. 204)

APPENDIX B

October 5, 1946

E. Milby Burton, Esq.
Charleston Museum
Charleston 16, South Carolina

Dear Mr. Burton:

There is going to be a meeting of the Advisory Board of the National Park Service, under the Historic Sites Act, in Washington week after next. I think it will be best to raise there the question you ask.

There is no doubt that our board could (and well might) rule that the forts you speak of are eligible for designation as national historic sites, but that would be academic (I believe) until and unless the forts could be transferred from the administration of the War Department to the Interior Department, of which the National Park Service is a part.

I will refer the matter to the Service for it to respond further to you.

Sincerely yours,

(SIGNED)

FISKE KIMBALL
Director

APPENDIX B

December 9, 1946

Mr. E. Milby Burton,
Director, The Charleston Museum,
Charleston 16, South Carolina.

Dear Mr. Burton:

At the last meeting of the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, Dr. Fiske Kimball mentioned your interest in the preservation of Forts Johnson, Moultrie, and Sumter.

We are communicating with the War Department to see what steps can be taken to assure the preservation of those fortifications.

Sincerely yours,

(SIGNED)
Newton B. Drury,
Director.

APPENDIX B

Charleston, S. C.
Dec. 12, 1946

Miss Mary Sparkman, Secretary
Historical Commission of Charleston
Exchange Street
Charleston 3, S. C.

Dear Mary:

I am enclosing a letter which I have just received from Mr. Drury about the forts in Charleston Harbor. Will you please bring it up at the next meeting of the Commission.

Sincerely,

(SIGNED)

Milby
E. Milby Burton, Director

APPENDIX C

Gray Line Tours, Inc. Travel Statistics

1934 (March 3 - June 29) Francis III	972*
1935 (February 10 - May 12) Francis III	929
1936 (March 8 - May 10 plus July) Francis III	1193
1937 (February 20 - December 31) Francis III & Speedboat	3730
1938 (Year round) Francis III & Speedboat	3853
1939 (Year round) Francis III & Speedboat	3391
1940 (Year round) Francis III & Speedboat	4943**
1941 (Year round) Francis III & Carol Jean (30)	9463***
1942 (January-August 19) Francis III & Carol Jean	2446****
1946 (March-December) Francis III & Carol Jean	6647
1947 (Year round) Francis III & Carol Jean	6497
1948 (Year round) Francis III & Carol Jean	5878
1949 (Year round) Francis III & Carol Jean	10,023*****
1950 (Year round) Escape (65) & Carol Jean	10,000#
1951 (Year round) Escape & Carol Jean	12,016
1952 (Year round) Escape & Carol Jean	14,186
1953 (Year round) Seascape (210) & Escape	20,639##
1954 (Year round) Seascape & Captiva (135)	23,703###

* First year of boat tours operation.
** December, 1940, purchase Carol Jean
*** Thompson takes over Baitary's share when latter goes out of business.
**** War-time restrictions stop tours. This tally does not include passengers carried in the spring by Francis III.
***** National Park Service actively enters the picture.
Loss of Francis III; replacement, Escape
Escape blows December 7, 1953
Growth of business necessitates purchase of Seascape.

Footnotes

1. Charleston Daily Courier, April 15, 1861.
2. Ibid., April 16, 1861.
3. Ibid.
4. Ibid., April 18, 1861.
5. Ibid., April 24, 1861.
6. Fort Sumter Engineer Correspondence, Captain B. D. Greene, U. S. Engineer Office, Charleston, S. C. to Lt. Col. Q. A. Gillmore, Corps of Engineers, New York City, March 15, 1881. This material is on file at Fort Sumter National Monument, Charleston, S. C. Hereafter cited, Eng. Corres.
7. Ibid. The statement of Captain Greene was made in an attachment to the above letter.
8. Buried inside eleven original casemates at the fort are Civil War period Parrott Rifles, used by Federal forces in the siege of Sumter, then brought to the fort after 1865. These pieces were inside open casemates until 1898 when the construction of Battery Huger began. At that time, the army decided to bury this section and the artillery with it. Other pieces, too, were tossed into the fill, in one case over the protest of an inspecting officer. Because of their history, he advised against including them in the "burial plan". Eng. Corres., Captain J. Sanford to Brig. Gen. G. L. Gillespie, August 17, 1901.
9. Personal interview with Daniel Ravenel, Jr. on November 18, 1954. Hereafter cited, Interview, Ravenel.
10. Interview, Ravenel.
11. Personal interview with Captain S. E. Baitary, present owner of the Seven Seas Restaurant, Charleston, S. C., November 18, 1954. Hereafter cited, Interview, Baitary.
12. Walsh's Charleston City Directory, 1926. (Southern Printing and Publishers Company, Charleston, S. C.), 785. Hereafter cited, Directory.
13. Ibid., 1927, 1928, and 1930.
14. Interview, Baitary; Directory, 1930, 127; Charleston News and Courier, March 11, 1934. Hereafter cited, Courier.
15. Interview, Baitary; William Oliver Stevens, Charleston Historic City of Gardens (Dodd, Meade & Company, New York, 1940), 289. Hereafter cited, Stevens, Charleston.
16. Directory, 1930, 127.
17. A leaflet entitled "Fort Sumter, Baitary..." contains much information on services offered by the Captain. A copy is in Baitary's possession. Designed by Advertising Services Agency, printed by Walker, Evans & Cogswell Company, Charleston, S. C.
18. William Robert Greer, "Recollections of a Private Soldier of the Army of the Confederate States", printed in a booklet furnished on the occasion of the annual banquet of the Washington Light Infantry, February 22, 1929, celebrating the 122nd anniversary of the unit; Stevens, Charleston, 288.
19. Stevens, Charleston, 289.
20. Directory, 1927, 146.

21. Personal interview with C. O. Thompson, owner of the Gray Line Tours, Inc., Charleston, S. C., October 20, 1954.
22. Ibid.
23. Ibid.; Courier, April 7, 1934.
24. Courier, April 3, 1937.
25. The travel figures came from the records on file at the Gray Line Tours, Inc., 99 St. Philip Street, Charleston, S. C. They were made available by C. O. Thompson, owner. A compilation of the company's travel statistics, 1934-1954 is included in the appendix. Hereafter cited, Gray Line travel.
26. A personal interview with C. O. Thompson, owner of the Charleston branch of Gray Line Tours, Inc., September 21, 1955. Hereafter cited, Interview, Thompson, 1955.
27. Gray Line travel.
28. Courier, April 3, 11, 1937.
29. Interview, Baitary.
30. Courier, March , 1941.
31. Interview, Thompson, 1955; Courier, March, April, 1941; Directory, 1942.
32. Personal interview with Allen Windham, Florence, S. C., June 26, 1954. Mr. Windham was an artillery engineer stationed on Fort Moultrie in World War II.
33. Ronald F. Lee, United States: Historical and Architectural Monuments (Institute Panamericano de Georgrafia e historia, Mexico, 1951), 12. Hereafter, cited, Lee, Monuments.
34. Ibid., 13.
35. Allan Nevins, Ford The Times, the Man the Company (Charles Scribner's Sons, New York, 1954), 323.
36. Lee, Monuments, 13-14.
37. "History", IX, National Park Service Administrative Manual (U. S. Department of the Interior, National Park Service, Revised 1953), 1.
38. Lee, Monuments, 16-17.
39. Beatrice St. Julien Ravenel, Architects of Charleston (Carolina Art Association, Charleston, S. C., 1945), Introduction.
40. This is Charleston. A Survey of the Architectural Heritage of a Unique American City undertaken by the Charleston Civic Services Committee with a text by Samuel Gaillard Stoney (Carolina Art Association, Charleston, S. C., 1944), 51-53. Hereafter cited, This is Charleston.
41. Courier, January 31, 1954.
42. Ibid., March 14, 1952.
43. A pamphlet published by the Charleston Museum entitled The Joseph Manigault House, 1803. Copies of this pamphlet are available at the Chamber of Commerce, 50 Broad Street, Charleston, S. C.; A personal interview with E. Milby Burton, Director, Charleston Museum, September 28, 1955. Hereafter cited, Interview, Burton.
44. This is Charleston, 134.
45. The Code of the City of Charleston South Carolina 1952, General Ordinances of the City (Michie City Publishing Company, Charlottesville, Virginia, 1952), 383.

46. Ibid., 384.
47. This is Charleston, ix, 1; Charleston's Historic Houses, Tours Sponsored by Historic Charleston Foundation, 135 Church Street, Charleston, South Carolina (Historic Charleston Foundation, Charleston, S. C., 1949), 2.
48. A National Park Service report entitled Fort Sumter, made by Herbert E. Kahler, Superintendent, Fort Marion National Monument, and R. B. Lattimore, Acting Superintendent, Fort Pulaski National Monument on September 14, 1936.
49. Interview, Ravenel; Personal interview with Miss Mary Sparkman, Secretary, Charleston Historical Commission on November 18, 1954. Hereafter cited, Interview, Sparkman.
50. Interview, Burton.
51. Fort Sumter field report, 1936, loc. cit.; Letter of Fiske Kimball, Director, Philadelphia Museum of Art to E. Milby Burton, Director, Charleston Museum, October 5, 1946.
52. "Minutes", Historical Commission of City of Charleston, September 26, 1946, 207-9.
53. Interview, Burton. He was very definitely of this opinion and all other evidence or the lack of it substantiates the conclusion.
54. Kimball letter, loc. cit.
55. Letter of Newton B. Drury, Director, National Park Service to E. Milby Burton, December 9, 1946.
56. Interview, Sparkman; Courier, March 29, 1947.
57. Courier, March 30, 1947.
58. Congressional Record, Daily Digest of the 80th Congress, First Session, XCIII, Pt. XV (Government Printing Office, Washington, D. C., 1947), D60; Congressional Record, Proceedings and Debates of the 80th Congress, First Session. XCIII, Pt. III, March 31, 1947 (Government Printing Office, Washington, D. C., 1947), 2848.
59. Ibid., July 16, 1947, 9028.
60. Courier, April 21, 1948.
61. A pamphlet entitled Laws relating to the National Park Service, May 1944 - December 1949 (n.p., n.d.), 86. Hereafter cited, Laws, NPS.
62. A paper referring to the transfer of Fort Sumter from the United States Army Engineer Department to the National Park Service, entitled Transfer of New Construction, June 1, 1948. The date of signing was July 22, 1948.
63. Sunday Release from the office of Senator B. R. Maybank, April 23, 1948.
64. Courier, April 23, 1948.
65. Laws, NPS: National Park Service Memorandum entitled Boundary Status Report, Acting Director, National Park Service to Regional Director, Region One, October 31, 1952.
66. William W. Luckett, "Annual Report of the more significant Events occurring in connection with Fort Sumter National Monument during the Fiscal Year 1949". June 7, 1949.
67. Report on Fort Sumter National Monument, January 3, 1949, made by Regional Engineer W. E. O'Neil, Jr., Regional Landscape Architect Stanley W. Abbott, Regional Archeologist J. C. Harrington, and Regional Historian Roy E. Appleman.

68. Ibid., 5.
69. Ibid., 3-4.
70. Ibid., 11.
71. Luckett, "Annual Report of the more significant Events", June 7, 1949, loc. cit.
72. Personal interview with Laborer Grady Evans, August 31, 1955.
73. William W. Luckett, "Supplemental to 'Annual Report of the more significant Events occurring in connection with Fort Sumter National Monument 1949, dated June 7, 1949'". July 6, 1949. Hereafter cited, Luckett, "Supplemental Report"; William W. Luckett, "Fort Sumter National Monument Annual Report, July 1, 1949 - May 31, 1950", May 31, 1950. Hereafter cited, Luckett, "Annual Report"; Frank Barnes, "Narrative Report of Historian Frank Barnes", September 1, 1949. Hereafter cited, Barnes "Narrative Report".
74. William W. Luckett, "Superintendent's August Narrative Report for Fort Sumter National Monument", September 9, 1953. Hereafter cited, Luckett, "Report".
75. Luckett, "Supplemental Report", July 6, 1949; Luckett, "Annual Report", July 1, 1949 - May 31, 1950".
76. Luckett, "August Report", September 9, 1953.
77. Luckett, "June Report", July 5, 1951; Luckett, "August Report", September 4, 1951; Luckett, "Annual Report, July 1, 1950 - May 31, 1951".
78. William W. Luckett, "MEMORANDUM for the Director", January 11, 1949. This was the early title of the monthly narrative report of the Superintendent. Hereafter cited, Luckett "Memorandum".
79. Luckett, "Memorandum", April 8, 1949; Luckett, "Memorandum", July 8, 1949.
80. National Park Service Memorandum, Superintendent, Fort Sumter National Monument to Regional Director, Region One, November 12, 1952.
81. Luckett, "May Report", June 6, 1951; Luckett, "Memorandum", July 8, 1949; Luckett, "July Report", August 9, 1951.
82. Luckett, "July Report", August 9, 1949; Luckett, "August Report", September 8, 1949; Luckett, "December Report", January 5, 1953; Luckett, "August Report", September 9, 1953.
83. "Master Plans, Construction Programs, and Drawings", XII, National Park Service Administrative Manual, United States Department of the Interior, Washington, D. C. Chapter 1, Section 1, page 1.
84. The Master Plan, Fort Sumter National Monument, South Carolina. United States Department of the Interior, National Park Service. Hereafter cited, Master Plan.
85. Luckett, "Memorandum", March 10, 1949.
86. William W. Luckett, "Fort Sumter, 1st Story, 1860-1950", March 31, 1950, plan number NM-SUM-2050; Personal interview with Superintendent William W. Luckett, Fort Sumter National Monument, November 18, 1954. Hereafter cited, Interview, Luckett.
87. William W. Luckett, "Projected Tour Map Fort Sumter", December 12-15, 1950, plan number NM-SUM-2051; Interview, Luckett.
88. Master Plan.
89. The six sections of the "Development Outline", as finally accepted, went forward as Memoranda from Regional Landscape Architect, Region One to the Director. They are on file at Fort Sumter National Monument; National Park Service Memorandum entitled "Park Operation Prospectus", Region Landscape Architect, Region One to Director, April 23, 1952; Ibid., "Land Status", August 5, 1952; Ibid., "Statement of Significance", July 29, 1953; Ibid.,

"General Information", February 19, 1952; Ibid., "Interpretation", November 20, 1953; National Park Service Memorandum entitled "Utilities", Superintendent, Fort Sumter National Monument to Regional Director, Region One, November 12, 1952.

90. Frank Barnes, "MEMORANDUM for the Superintendent, Fort Sumter National Monument", May 6, 1949. Hereafter cited, Barnes, "Memorandum"; Ibid., June 1, 1949.
91. Barnes, "Narrative Report", September 1, 1949; Ibid., December 2, 1949; Ibid., March 1, 1950.
92. Ibid., August , 1950; Luckett, "January Report", February 4, 1952.
93. Luckett, "Memorandum", June 13, 1949.
94. Barnes, "Narrative Report", August 1, 1949.
95. Ibid., March 1, 1950.
96. Luckett, "Memorandum", June 13, 1949.
97. Luckett, "November Report ", December 7, 1949; Luckett, "December Report", January 9, 1950.
98. Luckett, "Memorandum", December 12, 1948.
99. Barnes, "Narrative Report", November 3, 1949.
100. Ibid., June 5, 1950; Ibid., September 5, 1950.
101. Ibid., July 5, 1950; John T. Willett, "Narrative Report of Historian, June 1951", July 5, 1951; Luckett, "July Report", August 9, 1951.
102. John T. Willett, "Narrative Report of Historian", March 4, 1952; Luckett, "July Report", August 3, 1953.
103. Luckett, "January Report", February 10, 1950.
104. Ibid., "August Report", September 4, 1951.
105. Ibid., "March Report", April 3, 1952; Ibid., "April Report", May 1, 1952; Ibid., "June Report", July 1, 1952.
106. Ibid., "May Report", June 5, 1953.
107. Ibid., "January Report", February 4, 1954.
108. "Excavation Report, Fort Sumter National Monument, June 17-30, 1955", by Rock L. Comstock, Jr., Historian, Fort Sumter National Monument.
109. Courier, March 3, 1949.
110. Personal interview with Francis Brenner, publicity director for the 1949 Azalea Festival, on July 30, 1955. Foremost in the minds of those promoting the Festival, according to Mr. Brenner, was "selling" Charleston - bringing more tourists and more business for the benefit of the city. Historian Barnes noted in his April narrative report that his suggestions for improving the accuracy of the script were "ignored". Historical accuracy, then, was obviously not very high on anyone's list.
111. Courier, March 3, 1949.
112. Charleston Evening Post, April 20, 1949. Hereafter cited, Post.
113. Barnes, "Memorandum", May 6, 1949.
114. Ibid., September , 1949; New York Herald Tribune, August 14, 1949; Courier, August 19, 1949.
115. Courier, August 19, 1949; Ibid., August 21, 1949; Life, September 5, 1949.
116. Courier, March 20, 1949, July 14, 1949; Post, June 14, 1949, April 11, 1950.
117. Post, July 1, 4, 1955, November 6, 1952, August 7, 1954; Courier, February 5, 1952, September 1, 1953.

118. Letter from Historian Rock L. Comstock, Jr. to Louis Green, President, Charleston Shipyards, April 1, 1955.
119. Letters from Historians John Babington and Rock Comstock to the Principals of South Carolina schools, 1953-1954.
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