

October 1, 2026

The North-South Road

Our September post brought the trail of Daufuskie land ownership into the 19th century. Before we trace any further, we are going to look at an island controversy that may offer a picture of the relationships between neighbors at the time, the North-South Road. Documented in the South Carolina Department of Archives and History (SCDAH), the North-South Road was built in the early 19th century from one end of Daufuskie to the other. A picture taken from the SCDAH files is provided below. Unfortunately, no additional information is provided with that picture on the location, but we'll address that later.



In October 1805, a petition was submitted to the South Carolina state legislature requesting the construction of a road across the island. The petition states, in part:

"That the inhabitants of the Island of Daufuskie labor under great inconvenience for want of a road established by law through said Island whereby they might have free intercourse to and from a landing which would greatly facilitate their

attendances at a place of worship and their muster field - It is with much concern your Petitioners have to state that only of late this right of free intercourse through the Island has been denied to the Inhabitants thereof, and that fences have been erected for the purpose of impairing their normal communications, which has tended not only to render the duty of a Patriot difficult and ineffectual, but has also divested a portion of the free Citizens of our State of priviledges(sic) heretofore exercised and enjoyed."

The Petition may be read in its entirety in An Island Named Daufuskie, Appendix I, page 529, by Billie Burn.

A copy of page 1 of the original Petition is provided below. The Petition is signed by William Mongin and Phillip Martinangele (probably Phillip III) as well as John D. Mongin among others, including residents and non-residents, as well of members of the Board of Road Commissioners for St. Lukes parish. William Mongin (could this be the husband of Margaret Martinangele Pendarvis? She passed away in 1801 and her 200-acre plantation was sold to Christian Egleberger) and Martinangele would be recognized as the occupants/owners of the Martinangele properties. John Mongin would be owner of Bloody Point with his wife Sarah Watts. William Mongin appears to be the lead signatory.

1805-181-A

State of South Carolina
Parish of St. Luke

To the Honourable Senators
and Members of the House of Representatives of the State
aforesaid

The Petitioners of the subscribers, Inhabitants
of the Island of Daufuskie and other inhabitants of the
Parish of St. Luke Humbly Sheweth,

That the inhabitants
of the Island of Daufuskie, have under great inconveniences
for want of a Road established by Law through said Island,
whereby they ought have free intercourse to and from a town
which would greatly facilitate their attendance at places
of worship and their marketable - It is with much
Concern your Petitioners have to state, that in by late this
right of free intercourse through the Island has been denied
to the Inhabitants thereof, and that fears have been excited
for the purpose of depriving their annual communications, which
has tended not only to render the duty of a Petitioner difficult
and inefficient, but has also denied a portion of the free
Exercise of our State of privileges heretofore reserved.

Your Petitioners therefore, relying upon the Justice of your
Honour, Humbly pray, that you will appoint Commissioners for
the purpose of laying out a Road through said Island by
which means the former intercourse of the inhabitants being

The petition was accepted and legislation approved, appearing in the 1805 Statutes at Large, South Carolina. The reference is brief, stating only "And be it further enacted by the authority aforesaid (the Honourable Senate and House of Representatives of South Carolina), That the commissioners of the roads for the parish of Saint Luke's, be directed, and are hereby authorized, to lay out a road on the Island of Daufuskie, for the benefit of the inhabitants thereof."

A copy of the legislative reference is provided below.

XIII. And be it further enacted by the authority aforesaid, That the commissioners of the roads for the parish of Saint Luke's, be directed, and are hereby authorized, to lay out a road on the Island of Daufuskie, for the benefit of the inhabitants thereof.

Road to be laid out on Daufuskie Island.

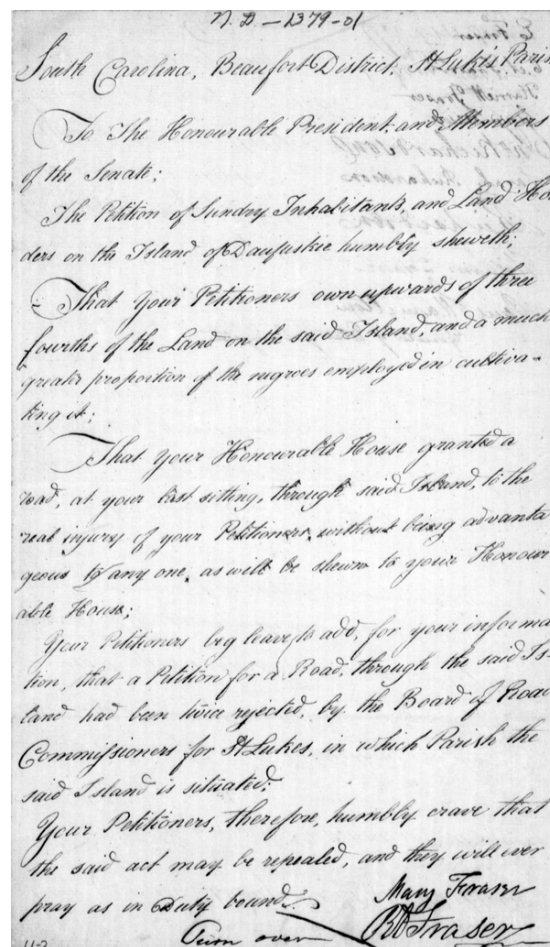
In 1806, another petition was filed by Daufuskie residents stating the following:

That your Petitioners own upward of three fourths of the Land on the said island,
.....

That your Honourable House granted a road, at your last sitting through mid Island, to the great injury of your Petitioner, without being advantageous to anyone, as will be shown to your Honourable House;

Your Petitioners beg leave to add, for information, that a Petition for a Road, through the said Island had been twice rejected by the Board of Road Commissioners for St Lukes, in which Parish the said Island is situated. Your Petitioners, therefore, humbly crave that the said act may be repealed, and they will ever pray as in duty bound."

The Petition is signed by Mary Fraser and other family members. A reasonable assumption might be that the Fraser/Ash families were involved in erecting the fences referred to in the 1805 petition to deny "this right of free intercourse through the Island". A copy of the first page of this 1806 petition is provided below.



71. D - 1379-01

South Carolina, Beaufort District, St. Lukes Parish

To The Honourable President and Members
of the Senate:

The Petition of Sunday Inhabitants, and Land Holders on the Island of Daufuskie humbly sheweth;

That your Petitioners own upwards of three fourths of the Land on the said Island, and a much greater proportion of the negroes employed in cultivating it;

That your Honourable House granted a road, at your last sitting, through said Island, to the great injury of your Petitioner, without being advantageous to any one, as will be shown to your Honourable House;

Your Petitioners beg leave to add, for your information, that a Petition for a Road, through the said Island had been twice rejected, by the Board of Road Commissioners for St. Lukes, in which Parish the said Island is situated;

Your Petitioners, therefore, humbly crave that the said act may be repealed, and they will ever pray as in duty bound.

Mary Fraser
Over

11-2

[Author's note to Daufuskie residents: If you have lived on Daufuskie for any length of time, the events described above may strike a familiar chord, i.e., island residents being denied access to a road that crosses the island.]

According to the National Registry of Historic Places Inventory - Nomination Form for the Daufuskie Island Historic District, recorded by the National Park Service in 1982, the road had been used by common consent prior to the 1805 Petition. The purpose of the Petition must then have been to establish the existing road as a thoroughfare by law, rather than construct a new road, and obviously put an end to the erection of fences across the road or pathway. The road was described as running the length of the island "from a landing at the northeastern extremity called Haig's Point to the Martinangele plantation to the south". The 1982 nomination also states that the road appears in the 1825 Mills Atlas map of the Beaufort District and, with the exception of a small section, was still intact in 1982.

So, just where is/was the "north-south" road? Provided below is a portion of the 1825 Mills Atlas showing Daufuskie Island, and the north-south road can be clearly seen traversing the length of the island. To provide a clearer picture of the path of the road, another picture is added below with the Mills Atlas map of Daufuskie positioned above a more current Daufuskie road map. Given the points we know, that the road starts from the Martinangele property and ends at the Haig Point landing, and that the road still exists, we can guess at the approximate route of the north-south road.





The road appears to start somewhere near the Prospect Road end of Martinangele Road or Martinangele Court, which are located on the former Martinangele property. It crosses Prospect Road and follows the path of Martinangele Court to School Road. The path then follows School Road to Haig Point Road (with a short jog over Oak Ridge), then follows Haig Point Rd, then Old Haig Point Road to its end near where the Haig Point lighthouse is today. There is obviously some guesswork here, but given the current layout of Daufuskie, there are also some other factors that suggest this route is relatively accurate. For example, the location of the First Union African Baptist Church and the Maryfield School would support the idea that School Road was a major thoroughfare through the island. Location of island religious and educational centers would logically be tied to island-wide access. And the Martinangele Road, School Road, Haig Point/Old Haig Point Road is more of a straight line from end-to-end, consistent with the Atlas picture.

There are, of course, other possible routes. Regardless of what the original route may have been, the North-South Road creation story does reveal something of the politics and power centers of early 19th century Daufuskie. Previous posts have detailed how Daufuskie came to this point, with the ends of the island (Martinangele and Bloody Point to the south, Haig Point to the North) separated and to some degree divided by a barrier by the properties owned by the Fraser and Ash families in between (upwards of three quarters of the island by their reckoning!).

Our next post will begin the transition story of an island still dominated by a single (different) family, the Mongin family, covering the period leading up to the Civil War.