NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name McLeod Farmstead

other names/site number Rest Park Tract, Seabrook Farms

2. Location

street & number Seabrook Road — not for publication ___
city or town Seabrook — vicinity ___
state South Carolina code SC county Beaufort code 013 zip code 29940

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally.
(___ See continuation sheet for additional comments.)

Mary W. Edmonds 6/3/97
Signature of certifying official Date

Mary W. Edmonds, Deputy SHPO, S.C. Department of Archives & History, Columbia, S.C.
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.
(___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

X entered in the National Register
___ See continuation sheet.
___ determined eligible for the National Register
___ See continuation sheet.
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain): _____

7/25/97

Signature of Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- x private
- ___ public-local
- ___ public-State
- ___ public-Federal

Category of Property
(Check only one box)

- ___ building(s)
- x district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property

Contributing	Noncontributing	
12	1	buildings
		sites
1		structures
		objects
13	1	Total

Name of related multiple property listing
Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Agriculture	Processing
	Storage
	Agricultural Outbuilding
Commerce	Store
Domestic	Single Dwelling
	Secondary Structure

Current Functions (Enter categories from instructions)

Cat:	Sub:
Agriculture	Agricultural Outbuilding
Domestic	Single Dwelling
Commerce	Professional Office
Government	Post Office
Vacant	

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Broken Roof Variant Barn
Other: Double Parallel Gable Shed
Other: Scale House
Other: Folk Victorian
Other: Hall and Parlor

Materials
(Enter categories from instructions)

foundation	brick, concrete, tin
roof	tin, shingle, asphalt
walls	weatherboard, asbestos, tin, concrete
other	brick

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- x **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ___ **B** Property is associated with the lives of persons significant in our past.
- x **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ___ **D** Property has yielded, or is likely to yield information important prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.
____ B removed from its original location.
____ C a birthplace or a grave.
____ D a cemetery.
____ E a reconstructed building, object,or structure.
____ F a commemorative property.
____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)
Agriculture
Architecture

Significant Dates
1884
1905

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

Period of Significance
1884-1946

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
_x_ Other
Name of repository: Materials currently in possesion of Natalie Harvey.

10. Geographical Data

Acreage of Property 15 acres

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	522050	3599050	3	17	521940	3598530
2	17	522220	3598680	4	17	521820	3598910

___ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Natalie A. Harvey

organization University of South Carolina date August 1, 1996

street & number P. O. Box 7434 telephone (803) 686-3705

city or town Hilton Head Island state SC zip code 29938

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Claude E. McLeod, et al

street & number P. O Box 80 telephone (803) 856-8563

city or town Seabrook state SC zip code 29940

The McLeod farmstead is located one mile west of South Carolina Highway 21 approximately ten miles north of Beaufort, on the northern most point of Port Royal Island. The farming complex is situated closely together on approximately fifteen acres of land. This parcel is one small part of the approximately 1,100-acre piece of land owned by the McLeod family.

There are thirteen extant buildings and one structure in the complex. Eight buildings and one structure are associated with farm operations. These buildings provided spaces for the sorting, packing, and shipping of the various agricultural products that came from the McLeod farmstead. They also housed the machinery and supplies needed to operate the farm. Two of the buildings served commercial purposes: the McLeod general store and the Keyserling general store. There are three residential structures. One, the McLeod House, is a large home that was clearly that of a wealthy farm owner. Another dwelling is a two room shack which likely housed farm workers. The third dwelling served a dual purpose. It was the residence and the office of the farm supervisor.

Because of the important role that transportation played in the economic life of the farmstead, most of the structures are oriented either toward Seabrook Road which intersects the property from east to west or toward the Port Royal Railroad which intersects the property from north to south. Several of the support buildings can be accessed by an unpaved farm road which runs approximately parallel to the railroad tracks and south of Seabrook Road.

The setting of this site remains rural, although it is within close proximity of Beaufort. There has been residential development on either side of the farming complex; however, the historic structures have not been altered or moved to allow for this development. Houses and trailers which are not associated with the farming operation border the property to the east. These structures are blocked from view by rows of trees and heavy vegetation. A small residential subdivision, called Seabrook Point borders the property to the west. This community is not visible from the farming complex. Seabrook Road leads to this subdivision, but there is little suggestion that there is any sort of development on the other side of the trees. With the exception of the c.1960 U. S. post office (Site G on the sketch map), no other recent structures are visible from the significant historic property.

While the eastern and western boundaries of the site have been defined in this document by the modern development of the area, the other boundaries are defined by historic uses and geographical landmarks. The Whale Branch River marks the northern boundary of the site. While the McLeod property runs south well beyond the packing shed, for the purposes of this nomination, the significant area ends at the southern tip of the packing shed.

The large and flat expanses of land that once were cultivated still exist but they are no longer farmed. Rows of pine trees are now scattered throughout the farming section of the property. The McLeods recently planted these pines in the drainage ditches that had been dug for the use of the farming operation.[1]

The condition of these buildings varies from excellent to badly deteriorated. Those which have continued to be used or occupied have weathered better than the ones which have been left vacant. Minor repairs are needed on some buildings, while others need major structural rehabilitation.

It is possible that some of the structures extant on the McLeod property today were constructed before W. H. McLeod and Son began cultivating this land in the 1880s. The Port Royal and Augusta Railroad ran twice daily through Seabrook during the 1870s. Seabrook was noted as a planned stop (which had a post office) on the Port Royal and Augusta railroad by 1890, which means that there were certainly structures there to support the train business.2 The McLeods began to add structures to the area during the 1890s. The biggest project was the purchase of the packing shed from a defunct phosphate mine. This large structure was moved to Seabrook in 1893 in order to provide a place for sorting, weighing and packing of the farm's produce. The building provided space for preparing the goods to be sent to markets in larger cities. After purchasing the Keyserling farm in 1921, the McLeods kept the structures that were on that parcel of land and added some others.[3]

In order to describe this property in the most logical way, it is necessary to refer to a sketch map which shows the relationships between the structures and how they are situated around the property.4

Farming Buildings:

Keyserling Gin c. 1880 (D)

This is a side-gabled rectangular building. It is oriented toward an open area in front of the storage barn (E) and the Keyserling general store (F). It was covered in tin sometime after 1920, while the roof was likely covered in tin before that period. The entrance is slightly off-center and there are three openings on the upper level. This building is in an advanced state of decay.

McLeod Barn c. 1885 (O)

This end-gabled rectangular barn with a broken roof variant is one of the largest buildings on the site. There is a change in pitch from the center of the structure out to the sides of the building which are covered with a roof, but not enclosed with walls. The horizontal clapboards are arranged flush to each other and provide limited

protection from the elements. The barn has a central entrance along the farm road which connects Seabrook road with the packing shed as well as an opening on the railroad (west) side. The sheet tin roof was partially replaced relatively recently compared to the rest of the farm related buildings.

Storage Barn c. 1890 (E)

This end-gabled building is located on the land that was purchased from the Keyserlings in 1921. It is rectangular in shape and has very few openings. The horizontal clapboards and tin roof are similar to most of the other early farm buildings on this site. The storage barn is oriented toward the railroad.

Packing Shed built c. 1870 moved to Seabrook 1893; Icehouse added c. 1950 (K)

This is the largest of all of the buildings on this site. The Packing Shed was originally built and used by a phosphate mining company. W. H. McLeod purchased it in 1893 and brought it to Seabrook. The packing shed is oriented toward the railroad and the farm road. It was placed there in order to provide a large space for the processing of the produce that was shipped out of Seabrook by train and later by truck. After the core section of the shed was in place the various other parts of the larger structure which exists now were added.

The extremities of the shed were added after it had been moved into place. Connecting the shed to the railroad cars was made possible by adding shed roofs over the platforms. The walls were not filled in but the area was covered to make it more comfortable in the South Carolina heat. On the north and south ends of the shed, other additions were made in order to expand the area that could be used for packing processes.

The packing shed is built upon cement piers in the central and oldest part and then upon a full cement foundation on the newest part (to its extreme northern end). The central part of the structure consists of a double parallel end-gabled structure. This building, like the barn, has varied pitches along different levels of the roof. Like most of the other buildings at Seabrook, this shed has a sheet tin roof.

In most cases, the packing shed had been repaired in appropriate manners except for replacing some of the horizontal clapboards with vertical ones. At the extreme southern end of the shed there is considerable damage to the outside walls.

About 1950, at the north end of the shed, an ice house was connected to the main part of the shed. It sits on a cement foundation which abuts the shed. It is built with cement blocks, has metal doors, and is connected by various pipes to the packing shed.

Corn Crib c. 1900 (M)

This oval shaped structure is made from metal and has a conical roof. The structure is no longer in use.

Scale House c. 1900 (N)

This rectangular tunnel-like building has open gables on either end and was used to weigh produce. It is situated along the farm road. It has large openings on both ends and a small opening on the west facade. The horizontal lapped boards and tin roof are similar to other farm buildings on this site.

Machinery Shed c. 1935 (L)

This end-gabled building was constructed to hold the machinery that the farm needed to operate during the 1930s through the present day. Its construction is similar to other farm buildings on the site. It is rectangular and has horizontal clapboards that overlap to protect the machinery from the weather. This shed has an especially wide central entrance on either end and a ventilation vent underneath each gable. As opposed to the other farm related buildings on the site, it has a corrugated tin roof.

Storage Shed c. 1945 (H)

This rectangular end gabled building was built at approximately the same time as the supervisor's home (Figure J) and office. It has a shingled roof and asbestos shingle covering.

Commercial Buildings:

McLeod General Store c. 1875 (B)

This general store was adjacent to the depot in the early years of the Port Royal and Augusta Railroad. It is a two story front gabled store with a rectangular plan. It is oriented toward the road with a central entrance and two windows on either side of the doorway on the first floor and two windows on the second floor. Underneath the gable is a ventilation covering. The clapboards are horizontal and are arranged in a lapped fashion to keep out the elements. The front of the store is marked with a shed-style overhang. The roof is covered in sheets of tin. Some large holes in this roof have allowed the elements to enter this building. The interior, although damaged

from the elements, contains the store shelves and counter that likely date to the initial construction of the building.

Keyserling General Store c. 1880 (F)

This front gabled store is two stories with a rectangular plan. The main facade is oriented toward the railroad. On the left side is the shed style addition that contained the post office. This section was likely added shortly after 1900. The porch in the front of the store was also added later. It was placed on a cement foundation and has a shed roof. The clapboards of this structure are horizontal and lapped in fashion. The exterior has been painted more recently than most of the other buildings on the site. The main section of the general store has a central entrance with one window on either side on the first floor and three openings on the second floor which are not symmetrical. The south facade shows that a chimney has been partially removed, while one in the rear remains. The rear facade has a stairway leading up to a recently added screen porch. This section was likely added later than the other additions and was used as an apartment for farm workers or for the general store's manager. Most of this building is in fair condition, although there has been a great deal of settling on the south side.

Depot c. 1875, no longer extant (C)

The depot for the Port Royal and Augusta railroad is no longer existing, but its location is marked "C" on the sketch map. Its construction was likely little more than a shelter from the elements, without any walls to enclose the area.5

Dwellings:

McLeod Home 1905 (A)

This single-family dwelling was built by W. H. McLeod in 1905 as his residence when he was at Seabrook farms. The side-gabled, rectangular planned home faces south and is oriented along the road. The house has five bays with the entrance in the center. Placed on brick piers, this structure has two stories and a shingled roof (which was probably added recently). The front facade has a two story porch which wraps around to the west facade. The porch has some simple folk Victorian details like balustrades and carved porch supports. At one point, the roof line of the west facade included a pyramidal shape which was taken down before 1930.6 The west facade also has a bay window. This structure is in excellent condition.

Farmer's Quarters c. 1900 (I)

This two-room, side-gabled house is a rectangular shape with its entrance in the center. There is one window on either side of the entrance. The roof is covered with tin sheets and the horizontal weatherboards are overlapping in order to provide some protection from the elements. This dwelling is in poor condition.

Supervisor's Home and Office c. 1945 (J)

This rectangular building is built on brick piers and is covered with asbestos siding. It has a side gable and is oriented toward the road. It has two entrances. One is slightly off-center along the north side of the building. It was the domestic entrance. The other entrance, on the east side, leads to what was an office for the farm supervisor. There are scattered window openings on all facades. This building has a shingle roof and is one of the most recently constructed buildings on the site.

Statement of Significance

The McLeod farmstead, located in Seabrook, South Carolina, is significant to the broad patterns of agricultural history in the Lowcountry region of the state. This rural area, ten miles north of Beaufort, had been farmed extensively prior to the Civil War, but this property gained significance between as a part of the truck farming economy that spread through the Lowcountry region of South Carolina between 1884 and 1946. Because this farm continued to be used until the late 1970s, most of its agricultural structures remain. The McLeod farmstead is one of the best extant examples of a truck farming complex in the state. Its collection of farming structures, stores, and residences provides an excellent glimpse into the workings of a South Carolina truck farm which was active from the 1880s through the 1960s.

"Truck farming," or "trucking," as it evolved during the first half of this century, refers to the large scale growing of diverse crops for the specific purpose of shipping them to larger urban markets. "Truck" can refer to the term "car truck," which is what railroad cars sit on in order to be rolled along the tracks as well as to the various crops which are grown. Truck farming was a departure from previous farming techniques since a farmer did not raise crops for what his family and those in the immediate area needed, but rather he grew crops for the demands of the markets much further away.8

After the Civil War, Americans were moving to urban and industrial centers in vast numbers. The growing demand for fresh fruits and vegetables year-round in America's cities opened the way to farmers who grew large crops of vegetables to be sent to those markets.9 The term truck farming first referred to the farms which developed along the northern part of the United States, particularly in New Jersey. These farms shipped fruits and vegetables short distances to several centrally located markets. As truck farming spread to the south the quantities of produce and the distances they were shipped increased. As opposed to market gardeners who grew small amounts of produce to be sold to a local market, truck farmers used railways or waterways to transport their vast quantities of goods to larger northern or interior markets.10 The demand for fruits and vegetables out of season drove the southern market. South Carolina, because of its mild climate was able to provide these fruits and vegetables earlier than many other states.11

Truck farming in South Carolina began in 1868 outside of Charleston. William Geraty and Frank Towles began their truck farming operation and depended upon the use of steam ships to send their produce to the north. In Beaufort, however, the industry got a later start. The Port Royal and Augusta Railroad was completed in the mid 1870s. It

was built in order to promote the use of the Port Royal port. It provided easy access to other train routes along South Carolina's interior. This also allowed farmers to have two options for shipping their vegetables. They could send their produce to the port to connect with ships or they could send their goods on the railroad to connect with other lines. Either way, the Port Royal and Augusta Railroad helped promote the shipping of Beaufort county produce out of the county.12

Continued expansion of railroads and the development of reliable refrigerated cars made shipping vegetables affordable and practical for farmers.13 Beaufort County, because of its climate and the increasing accessibility via railroads, became an important truck farming county by the turn of the century. The growth of truck farming as a whole in South Carolina happened very quickly. The acreage dedicated to truck farming in the state had jumped from 2,103 to 4,928 acres between 1889 and 1900, but the most staggering statistic can be seen in the jump in Beaufort County. From 1890 to 1900 the acreage increased from 30 acres to 934 acres.14

William Hardee McLeod and his son Claudius Eugene started their truck farming operation in 1884. They began accumulating land on the northern tip of Port Royal Island in the 1880s. The setting was ideal. With the railroad abutting one side of the property, a navigable river on another, and the road to Beaufort less than a mile away, W. H. McLeod and Son had an easily accessible location.

The farming operation gradually expanded throughout the late nineteenth and early twentieth centuries. During the first decade of the twentieth century, W. H. McLeod took Mr. Butler as a partner in the operation and even sold him part of the land. A couple of years later, Mr. McLeod bought the property back and it has remained in the family ever since. The McLeods were extremely successful and built a large home adjacent to the farm in 1905. They bought hundreds of acres of land from neighbors. The largest acquisition was the Keyserling property in 1921. This property was located on the western side of the railroad and directly across from the McLeod's property.15

Throughout the first half of the twentieth century, the McLeods and Rest Park Brand produce continued to be very successful. While most farmers during the 1920s were suffering from low prices and high interest rates, the McLeod farmstead maintained its success. The McLeods had a large house along the river in an exclusive part of Beaufort as well as a residence at Seabrook. They were known locally to be a very wealthy family. They managed to improve their business throughout a period when other farmers were having to quit because they could not afford to farm anymore.16 By the 1960s the large farm consisted of over one thousand acres (not all of it cultivated) and four generations of McLeods had helped manage it.

Over the nearly eighty years that the McLeods ran this farm several shifts in agricultural methods occurred. More emphasis was put upon

refrigerating produce, the convenience of modern machinery increased, and trucks took the place of trains in transporting the produce. Throughout all of these new shifts in method, however, the property has remained much the same.

The central structure in this complex and where most of the activity took place is the packing shed. This structure was built in the 1870s and moved to Seabrook from a defunct phosphate mine in 1893. Once the produce had been picked, it was transported to the immense shed, where it was sorted on long conveyor belts. Then it was packed into large sacks or crates, labeled with the mark of the farm, and loaded into trains and later into trucks.

Several other farming structures contribute to the history of the property. The barn, which is close to the railroad in order to make unloading supplies easier, stored necessary fertilizers and supplies. The machinery shed held all of the necessary equipment for such a large farm and the scale house held the weighing mechanism for the farm. All of these buildings played an important role in the history and development of this farm and help relate it to the agricultural history of Beaufort county as a whole.

An operation this large needed to have supplies available for the workers and the McLeods themselves. There are two general stores on this property. One, the McLeod store, was likely built shortly after the railroad, since the depot which is no longer extant, was adjacent to it. The other, directly across the tracks, belonged to the Keyserling family until 1921 when the McLeods bought their property. This store was the core of the complex after hours. Workers gathered there for shopping and socializing.17

Aside from other minor structures, the remaining buildings are residences. These dwellings show a variety of living situations on the farm. The earliest, a modest worker's home, shows the conditions for farm workers. The size of the McLeod home, on the other hand, suggests the wealth and success the farm brought the family. The third dwelling, the supervisor's home shows that the farm had become less of a small family operation and that an outsider helped manage the farm in more recent years.

The McLeod farmstead illustrates the history of the truck farming industry in Beaufort County. Agriculture had always been important in this section of South Carolina, but truck farming was an innovative approach to fulfilling the market's demand. The McLeod family has maintained this family business since 1884 and their influence in the area of agriculture has been great. The farming structures still remain because the McLeods have kept this entire property, now consisting of over 1000 acres, in the family. In its current condition the McLeod farmstead is a physical record of the agricultural history of Beaufort county. Its continued use over an

extended period of time provides an accurate view of what a turn-of-the-century truck farm looked like and how it evolved and adapted to improvements in technology and transportation. Truck farming helped Beaufort improve its economic status during the early years of this century and is a significant part of the agricultural history of Beaufort County.

NOTES

1 Claude E. McLeod, Jr., interview by author, Seabrook, S. C., 20 March 1996.

2 Rand McNally and Co., Indexed County and Railroad Pocket Map and Shippers' Guide of South Carolina, (n.p., 1890).

3 Record of Mesne Conveyances, Beaufort County Courthouse, Beaufort, SC.

4 The dates of most of the buildings which follow have been determined through using dates from wills, interviews, and plats. Using what little concrete information was available, I have attempted to provide accurate dates.

5 Parts of what is believed to be the depot are shown in an historic photograph that does not make quality reproductions, so it is difficult to determine whether the structure is the depot or not.

6 As evidenced in historic photographs from the McLeod family.

7 Henry Alber Jones and Joseph Tooker Rosa, Truck Crop Plants (New York: McGraw-Hill Book Company, 1928), xii; Gerald John Stout, Successful Truck Farming (New York: MacMillan Books, 1958), 200.

8 Stout 7.

9 James L. McCorkle, "Moving Perishables to Market: Southern Railroads and the Nineteenth-Century Origins of Southern Truck Farming," Agricultural History 66(Winter 1992): 42.

10 Jones 128.

11 John W. Lloyd, Productive Vegetable Growing, Lippincott's Farm Manuals Series, ed. K. C. Davis, (Philadelphia: Lippincott Company, 1930), 3-4.

12 South Carolina Department of Agriculture, Commerce, and Immigration, Handbook of South Carolina Resources, Institutions and Industries of the State (Columbia: The State Company, 1907), 168.

13 Stout 8, 9, 200.

14 South Carolina Department of Agriculture Commerce and Immigration 290.

15 Record of Mesne Conveyances, Beaufort County Courthouse, Beaufort, SC.

16 James G. Thomas, "Bay Street and Beaufort in the 1920s as I Remember It," speech to the Beaufort Historical Society, 25 July 1985, South Carolina Collection, Beaufort Library, paper 63, p. 9.

17 Claude E. McLeod, Jr., interview by author, 20 March 1996, Seabrook, S.C.

18 J. E. McTeer, Beaufort Now and Then, (Beaufort: Beaufort Book Company, 1971), 100-105.

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Thomas, James G. "Bay Street and Beaufort in the 1920s: As I Remember It." Beaufort Historical Society Paper #63, South Carolina Collection, Beaufort County Library, Beaufort, S.C.

Trask, Mary Canada. "Truck Farming in Beaufort County" [photocopy]. Paper for South Carolina History Class, December 1995. In Possession of Author.

Verbal Boundary Description:

The Boundary of the McLeod Farmstead is shown as the bold dark line on the accompanying USGS map. It includes the northern part of Parcel 10 from Beaufort County tax map R100-12 which is adjacent to parcels 10A and 10B and all of parcel 10 B from the same map. The area included in this nomination is the land adjacent to the intersection of Seabrook Road with the Charleston and Western Carolina Railroad.

Boundary Justification:

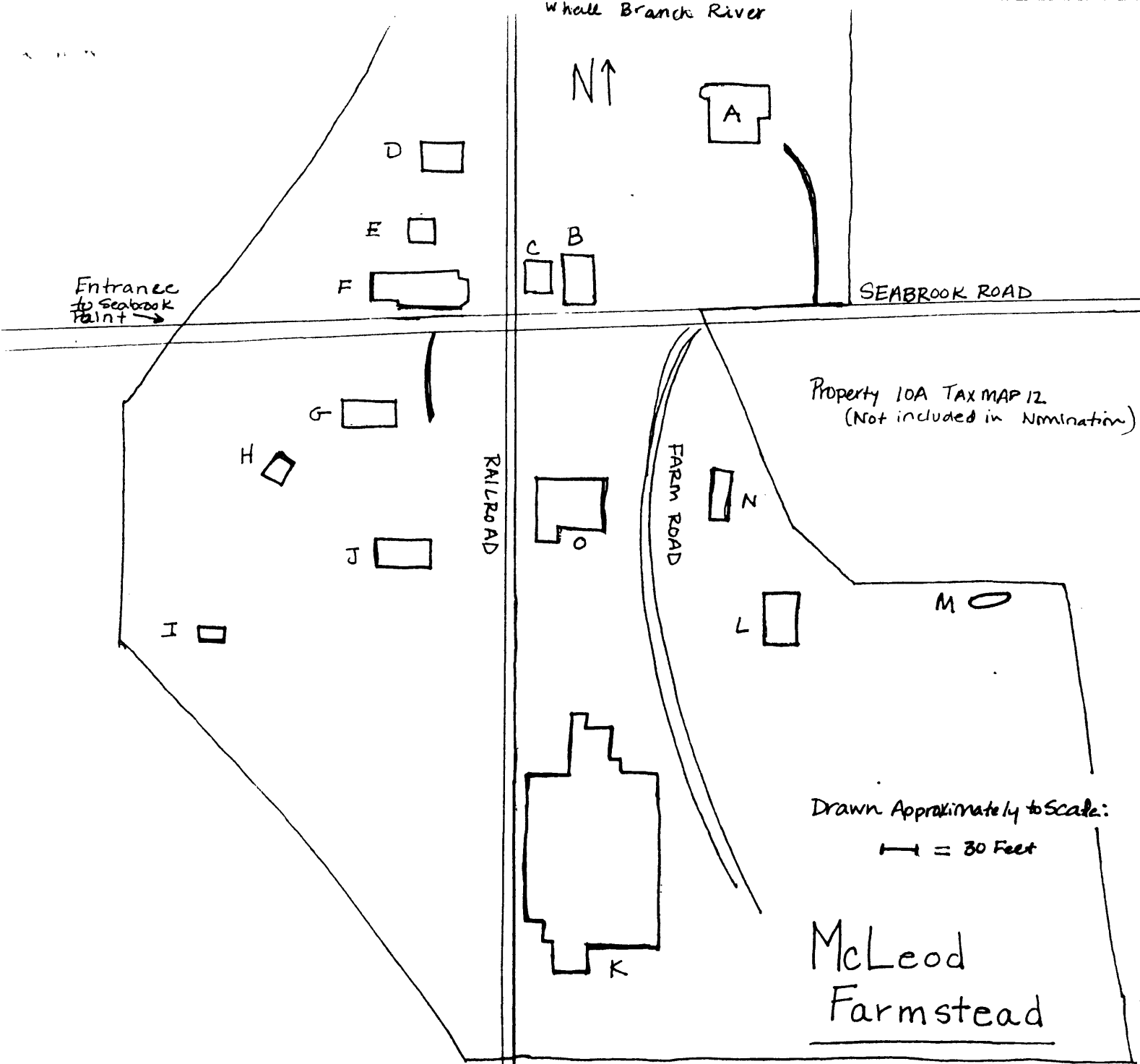
The McLeod Farmstead boundaries include all of the agricultural, commercial and residential structures which contributed to the significance of the property. This boundary does not include the vast acreage of the farm land, but only the area where the significant structures are concentrated.

The northern boundary is the Whale Branch River. The southern boundary is the most southern end of the packing shed. The western boundary is the tree line which separates the modern development from the historic farmstead. The eastern boundary is also marked by modern construction as well as the eastern border of lot 10 B on the tax map (where the McLeod residence is located).

The following information is the same for each of the photographs:

Name of Property: McLeod Farmstead
Location of Property: Seabrook Road, Seabrook, South Carolina
County: Beaufort
Name of Photographer: Natalie A. Harvey, Hilton Head Island, SC
Date of Photographs: Spring 1996
Location of Original Negatives: Natalie A. Harvey, Hilton Head Island, SC

1. View of intersection of Seabrook Road and the Railroad from the southeast.
2. Keyserling Gin, south facade.
3. McLeod Barn, west facade.
4. Storage Barn, from the southeast.
5. Packing Shed, east facade.
6. Packing Shed and Ice House, from the north.
7. Packing Shed, from the south.
8. Interior of Packing Shed.
9. Ice House, east facade and northern part of the Packing Shed
10. Scale House, view from the northwest.
11. Machinery Shed, view from the southwest.
12. McLeod General Store, south facade.
13. McLeod General Store from the southwest.
14. McLeod General Store, west facade.
15. Keyserling General Store, east facade.
16. Keyserling General Store, south facade.
17. McLeod House, south facade.
18. Farmer's Dwelling, south facade.
19. Supervisor's House and Office, north facade.
20. Non-contributing United States Post Office, from the northeast.



Key to Sketch Map.

A. McLeod House
B. McLeod General Store
C. Depot
D. Keyserling Gin
E. Storage Barn
F. Keyserling General Store
G. Modern Post Office
H. Storage Shed
I. Farmer's Quarters
J. Supervisor's House and Office
K. Packing Shed and Ice House
L. Machinery Shed
M. Corn Crib
N: Scale House
O. McLeod Barn

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 97000776 **Date Listed:** 7/25/97

McLeod Farmstead
Property Name

Beaufort
County

SOUTH CAROLINA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for **Signature of the Keeper** 8/15/97 **Date of Action**

Amended Items in Nomination:

Section No. 3

This nomination is amended to show that the State recommends that this property be considered significant at the local level.

This change has been discussed with the South Carolina SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)