

History of Sanders Bridge

1700s to early 1800s the site was known as Benbows Landing.

In 1814 various inhabitants of Sumter and Darlington Districts petitioned for a ferry over Lynches Creek to be vested in Sutton Byrd and for the opening of two roads leading to the ferry. (South Carolina Department of Archives and History; Series: S165015, Item: 00082, record 7 of 11)

On December 3, 1814 the Committee on Roads, Bridges, and Ferries, report on the petition of various inhabitants of Sumter and Darlington Districts asking for a ferry over Lynches Creek to be vested in Sutton Byrd. (South Carolina Department of Archives and History; Series: S165005, Item: 00108, Record 8 of 11)

On December 30, 1814 various inhabitants of Sumter and Darlington Districts petitioned for a ferry over Lynches Creek to be vested in Sutton Byrd and for the opening of two roads leading to the ferry. (South Carolina Department of Archives and History; Series: S165015, Item: 00081, record 9 of 11)

On December 1, 1815 various inhabitants of Sumter and Darlington Districts petitioned for a ferry over Lynches Creek to be vested in Sutton Byrd and for the opening of two roads leading to the ferry. (South Carolina Department of Archives and History; Series: S165015, Item: 00091, Record 10 of 11)

In 1818 Bartlett Sanders purchases land from Sutton Byrd and Sutton Byrd does “grant bargain sell and release all my right title and claim of the ferry belonging to the said land with the flat.” Deed also mentions a portion of the properties as being “a part of the tract of land originally granted to Richard Benbow” in 1767. (Sumter County Deed Book EE, pages 65-69)

In November of 1834 Bartlett Sanders petitioned to ask for the bridge and ferry rights on Lynches creek at Benbows Landing. (South Carolina Department of Archives and History; Series: S165015, Item: 00046, Record 11 of 11)

In 1841 Bartlet Sanders, citizen of the Sumter District issued two petitions one asking that his bridge over Lynches Creek be re-chartered and that he be allowed to establish a tollgate at his residency. The other was for legislation to prevent the use of private flats and boats to ferry items across Lynches Creek at his toll bridge. (South Carolina Department of Archives and History; Series: S165015, Item: 04554, record 9 of 12 and South Carolina Department of Archives and History; Series: S165015 Item: 04553, record 8 of 12)

On December 10, 1841 the Committee on Roads Bridges and Ferries reported on the petition of re-charter and erecting a toll gate. (South Carolina Department of Archives and History; Series: S165005, Item: 00148, Record 10 of 12)

On December 12, 1841 the Committee on Roads rejected his petition to prevent persons from fastening their flats and boats to his bridge and crossing Lynches Creek in them. (South Carolina Department of Archives and History; Series: S165005, Item: 00147, Record 11 of 12)

In November of 1842 Bartlet Sanders again petitioned to ask that his toll bridge over Lynches Creek be re-chartered. (South Carolina Department of Archives and History; Series: S165015, Item: 00145, Record 12 of 12)

“The bridge over Lynch’s Creek, formerly known as Benbow’s landing” was re-chartered and vested in B. Sanders in 1848. (The Statutes at Large of South Carolina; Volume XI)

Sanders Bridge appears labeled as abandoned on “Map showing the periphery of what is left of Darlington County after cutting off the part establishing the county of Florence,” by Geo. W. Earle, dated June 4th 1889.