

BUIST, MOORE, SMYTHE & MCGEE, P. A.

HENRY B. SMYTHE
BENJ. ALLSTON MOORE, JR.
JOSEPH H. MCGEE
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SEAN D. HOUSEAL
JAMES E. WEATHERHOLTZ
STEPHANIE E. MITCHELL
WADE M. CHUMNEY
OF COUNSEL
DAVID M. COLLINS
JOHN J. KERR

ATTORNEYS AT LAW
P.O. BOX 999
FIVE EXCHANGE STREET
CHARLESTON, S.C. 29402

843/722-3400
FACSIMILE 843/723-7398

HENRY BUIST (1895-1977)
B. ALLSTON MOORE (1900-1988)
AUGUSTINE T. SMYTHE (1918-1991)

CABLE "CONFEREES"
TELEX 57-6488

INTERNET E-MAIL ADDRESS
bmsm@bmsmlaw.com

WEBSITE
www.bmsmlaw.com

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* CERTIFIED TAX SPECIALIST
** CERTIFIED ESTATE PLANNING & PROBATE LAW SPECIALIST
+ CERTIFIED EMPLOYMENT & LABOR LAW SPECIALIST
* CERTIFIED BANKRUPTCY SPECIALIST

Direct Dial
(843) 720-4604
jmcgee@bmsmlaw.com

Katharine S. Robinson, Executive Director
Historic Charleston Foundation
Post Office Box 1120
Charleston, SC 29402

RE: Brief History of Barre Street, from Broad to Calhoun Street and the area West of Barre
By J. Palmer Gaillard, Jr.

Dear Kitty:

I am very pleased to enclose a seven page "brief history" of the Barre Street area of Charleston by our friend and former HCF Trustee Palmer Gaillard. I think his recollections of this area should be placed in the Foundation's archives or library and carefully indexed. Palmer has an extraordinary memory which goes back to the early 1920's. Over my lifetime it has been my privilege to know a number of people who not only had a great love for this area but were blessed with both knowledge and sound memories. I have told Palmer that, like it or not, he now stands alone as the most important living reservoir of recent Charleston history, and we must take good care of him.

I have told Palmer that I am sending this on to you. He has somewhat reluctantly agreed but asked me to make it clear that he typed this and that it needs editing if it is ever to be distributed.

Palmer wrote another paper describing the property on both sides of King Street from Ladson north to Broad. I am going to find that and send it on to you.

With best wishes, I am

Sincerely,



Joseph H. McGee

JHM:dap
Enclosure

cc: J. Palmer Gaillard, Jr.

J. Palmer Gaillard, Jr.
77 Montagu Street

Brief history of Barre Street, from Broad to Calhoun St.
Also the area West of Barre to what is now Lockwood Dr.

All of the early maps of the western side of the peninsular show an unopened street named Barre, but it was out in the marsh. It ran from Broad to "Bennett Creek", the creek that served The Halsey Lumber Mill. To the North of the creek and almost opposite the end of Barre St. was Lucas Street, which ran to Doughty St. When Barre was opened in 1952-53, a culvert was placed in the creek and the creek filled and the street made to hook up with Lucas. This meant, that one minute you were on Barre St. and the next on Lucas St., so in about 1965 it was all changed to Barre. This created a storm and in about 1990, the part North of Calhoun was renamed Jonathan Lucas St. So now, when you cross Calhoun going North, you go from Barre to Jonathan Lucas St. I believe it interesting to note that, Jonathan Lucas was my great, great, great grandfather, he was a rice planter on both the South and North Santee rivers and had a rice mill on Shem creek, in Mt. Pleasant. The plantation was known as "Haddrells Point" and contained what is now, most of the old town of Mt. Pleasant. He also had one of the earliest "Rice Mills" in the Country at a spot on Shem creek, where he created a "Mill pond" to work with the tide to provide the power to drive the mill. He is buried in St. Luke and St. Pauls Cemetery and his wife Ann Ashburne Lucas is buried in what is known as "The Lucas Cemetery" on the property. The cemetery has an "old English brick wall" around it, and has been cared for by the family, mostly, by Mr. Alex. Lofton. Alex. has just recently succeeded in having the town of Mt. Pleasant take over the responsibility of caring for it. I credit my sister, Mrs. Alice Gaillard Burkette for having saved the cemetery from desecration, when the area was developed into lots, about 40 years ago. Jonathon Lucas lived from 1754-1821, he married Ann Ashburne 1752-1838.

The city owned all of the marsh from the rear of the Lots on Gadsden Street to the River and from time to time would sell lots and in some cases blocks and half blocks. Remember it was all laid out on paper. Mr. Robert Anderson and his brother William bought the block bounded on the East, by Barre St. the South, by Beaufain St. Extended, the North by Wentworth St. extended and it went to the Ashley River. They bought it in the early forties. This is the area that all of the houses are now being built on between Beaufain and Wentworth. The Andersons slowly filled the area, by letting people dump brick bats, etc. there, everything is down there but money, and my children even found some of that!

The Andersons sold it all to the Dawson family (Dawson Engineering Co.) and they had plans to develop it, but something went wrong and they sold it to others. The first houses were built there in about the early 1980's.

Back to Barre St.-- It was filled with trash, brick bats, etc. Near the northern end, by the creek, all of the debris from the Charleston Orphan house was dumped. None of the streets West of Gadsden were open, except Montagu St., as it is on high ground. That accounts for the fine old houses that are on the street, as the old people always built on the high ground. However Barre

see B120112-68N11 file for info re
Anderson Lumber Co.

was filled as a one way St. from Montagu to # 44 by Emile Sodke, who built # 44 Barre. The piling for that house were driven right before WW II, however with the start of the war, all private construction just about came to a halt, as material was hard to get. The house was built after the war. Mr. Sodke worked for Fischer Lumber & millwork Co. and that is why he filled his lot and the one lane street with saw dust and shavings.

The next house to go up was the NW corner of Barre and Montagu St. It was built by Mr. Robert Anderson, mentioned earlier. Robert lived in the house a short time and sold it to Dr. Capers Smith, whose widow and children are still in Charleston. Next was # 39 Barre, which was built by Rabbi Allan Tarshish, who was the Rabbi at Beth Elohim Synagogue, on Hasell Street. He was a very smart man and used to be in his study at 39 Barre almost every night until the wee hours of the morning. His wife Miriam and two children Bennett and Debie lived there for about five or six years. The Rabbi had an agreement with the Beth Elohim, to buy the house from him should he leave the Synagogue. He accepted a call to Temple Jerimeyer in Chicago, which was a real plumb as it was a very wealthy and large Synagogue in a fast growing area. Unfortunately, while up there, his son, who went blind, and his wife both died. Five or six years later he returned to Charleston and he married Roweinna (sp) Tobias. They have all since died and all are buried in the Jewish cemetery on Coming Street. Mr. Paul Hass also built # 41 Barre in 1949.

After Tarshish, the Synagogue called Rabbi Burtrum Padoll, he was there from 1961 to 67 and lived in 39 Barre, however I did not know him very well and cannot tell you much about him. He was followed by Rabbi Edward Cohn, 1968-76 his wife was named Susan and they were a young couple and everyone liked them. We got very friendly with them. He accepted a call to Waco, Texas and stayed there for a few years then went to a big Synagogue in West Palm Beach, Fla. Beth Elohim, had a big anniversary celebration and asked all of the former Rabbis to be present and to take part in the ceremony. Rabbi Cohn was present, gave the benediction and died !! Mrs. Cohn has since remarried and the last we heard from her, she was living in El Paso, Texas.

After Rabbi Cohn left, Beth Elohim sold the property to a Ms. Bouvinger (sp), she sold off the back half of the lot (100x100). Later, she sold the house to Dr. and Mrs. Albert Cannon, however I believe that the property was in the name of Mrs. Cannon. (Mary Jo.) Not long after they bought it, they got divorced!! He now lives in Darlington, S. C. and is married to a Doctor. I see him every now and then. We grew up together, he was in the Submarine service in WW II. After the Cannons, the Jernigans arrived. We built 77 Montagu in 1950-51 and moved in on April 1, 1951. At the same time Mr. A J. Tamsberg (Gus as everyone called him) was building # 79 and they moved in on March 1, 1951. No. 79 Montagu is now owned by Mrs. Louise deJong. The same pile driver drove the piles for both houses in November 1950. I bought my lot from Gus for \$ 2500. He bought the whole half block from the city (Montagu to Wentworth) and to the rear lines of the Gadsden street properties, for \$125.00. Remember it was all marsh, no Barre St. and no Wentworth St. West of Gadsden St. When we moved in, nothing was between our homes and Broad street, except marsh. Same with # 39 Barre St. Gus filled the two lots, by letting people dump, but he did get a break when they built the new telephone building on St. Philip Street, they

tore down the old one and it is all under our lots! When we moved in, the fill ended where you see the barbecue pit, on the Tamsberg property, that was on the edge of the highland, approx. 120 ft. South of Montagu St.

Everything on the East side of Barre North of Beaufain to our lots, was filled after Barre street was created and was a dirt street. As a result of making the street, the city created a drainage problem and they had to fill the area between the new street and the rear lines of the Gadsden street properties. So then we had a mess on the East side of Barre. To the West it was all marsh, except for the Anderson block mentioned earlier. Slowly, dirt got put on the property, weeds and grass grew and Gus sold the remaining lots in the block. Then the street was paved (about 1955) and that is when we really caught it. All of the West Ashley traffic coming in on the Spring Street bridge, would come down Lockwood (which was built the same way as Barre) to Calhoun, then East to Rutledge and South to Broad. However when Barre St. opened and was non stop to Broad, we got it all!! As the cross streets were filled, we got some stop signs, but we got all of the traffic until the new Yacht basin was built and we built Lockwood drive from Wentworth across Bennett creek, which served the old Yacht basin and Halsey's mill mentioned earlier. By now Halsey's mill was gone, more on that later!

When Lockwood Dr. was completed from Broad to Calhoun and the traffic was shifted to it, any area between Barre and Lockwood that was not filled, soon was. We got a big break when the VA hospital was built and the engineers decided that in addition to the piling for the building, that they would muck out (dig out) about ten feet of mud, believing that it would keep the parking lot from settling. It was probably a waste of money for the Gov., but we seized the opportunity and gave the contractor the right to haul the mud to the area, if he wished, at no cost to the city. Most of the area from Wentworth to Bull, West of the Barre St. property lines has about three feet of pluff mud over the trash fill, it was hauled from what is now the VA hospital parking areas. That's why the weeds grow so well on those lots!! A lot of it is under the Mason school. The VA then hauled in good dirt, to replace the mud, but I believe the parking area is still settling!

To the South of # 39 Barre, John and Mary Hornik built # 37, I believe in 1960-61. Miss Edith Prentiss built the apt. building at # around 1965. The little duplex on the NW corner of Wentworth was built by I.M. and Sharon Goldberg, around 1966-67. The three houses on the West side of Barre, South of Beaufain were built from about 1957 to 1975. The first being the most Southern one and it was built by Sen. Hollings. On the East side of Barre St. the home on the NE corner of Barre and Canal street was built by Mr. John Whitsitt, before WW II and it known as # 1 Shaftsbury Lane. This is a well built house and at that time it had water and marsh on two sides, nothing was between it and the river. This was a point of land (filled years ago) and several houses were built there and we lived at # 3 Shaftsbury Lane for three years. At that time it was on the water at high tide and I had a dock in front, that ran to about where the Freeman's front steps are. The house is directly opposite The Hollings, now the Freeman home. I think that it

now carries a Barre Street address. All of the rest of the homes on the East side of Barre, South of the Tamsberg and Gaillard properties were built after 1957, the first being # 38 Barre, now the home of Miss Eliz. Gayer. It was built by Alan Livingstain and he sold it to Mr. Hall McGee Sr., business manager of the Post & Courier, who stayed there until death in Aug. 1964.

The filling of the marsh North of Broad St. began in the Stoney administration 1923-1931 and continued up through the Gaillard. administration 1959-1975. Mr. Stoney created what is now known as Moultrie playground, by filling the area with garbage and trash. Mr. Stoney also had plans prepared in 1926 by Abbott, Merkt & Co., Engineers of New York city for the development of what was then the old West Point Mill property. This was another point of filled land that was South of Calhoun St. and it's only access was from Calhoun St. This is the area that is now the old yacht basin, the Ashley house, Lockwood drive and the new yacht basin. Mr. Stoney left office before the plans could be implemented. When Mayor Maybank took over, 1931-1938, the country was in the great depression and things came to a halt. However Mr. Maybank sought help through the Federal Government and in particular the W.P.A. and he built many projects, including on this side of the city, the old yacht basin. The old yacht basin was dug by men with shovels and wheelbarrows, boats entered by way of Bennett creek, mentioned earlier and by car or foot from Calhoun St. Calhoun was paved to that point, and was dirt on down to the river and to the old West Point Rice mill, now part of the new Yacht basin complex. In 1936 Mr. Maybank also created at the West Point mill area, with Federal money, a Seaplane Base. It was called the James F. Byrnes seaplane base, and was supposed to have put Charleston on the Airline map both in the U.S and Europe, however I do not think that any planes ever used it! The foundation for the ramp that was supposed to roll the planes out of the water, was still there when we built the new basin, and we used that foundation to build the boat ramp on.

In the 1930's the West Point site was also used for outside storage of great quantities of "Jute", which was shipped here from somewhere in Asia for the bagging plant on Meeting and John Sts., where the hotel now is. One night one of the big piles of jute caught on fire and it burned for about ten days, maybe two weeks. To this day I don't think they know what started it, but most believed that it was spontaneous combustion, but some said lightning and some said it was set! At any rate that put an end to the shipment of Jute to the area. It came in by large ships, was unloaded by hand, carted to the storage sites and the bales stacked by a crane, then it was covered with heavy canvas. This went on for a couple maybe three years. After that, the site lay dormant for sometime, the old mill deteriorated, weeds grew and it took on the look of the depression, like everything else!! Then WW II started in Europe and the U.S. began to build up it's military and the Navy took over the entire property and built thereon a Navy base, it was called a section base and was manned by the reserves. It remained a Navy base throughout the war, grew in every way and everything was there, mess halls, barracks, fire station, sick bay, everything that a self serving base needed, so much so, that at the end of the war, the Navy kept it going as the minecraft headquarters for the Atlantic fleet. In 1960 the headquarters were transferred to the Charleston Navy Yard and the base was returned to the city of Charleston in a ceremony where Admiral Ken. McManus returned The keys to Mayor Gaillard. On the morning of December 9, 1941, Mayor Gaillard then a young man joined the Navy at this base, and took the oath in the old Rice Mill.

After the war the Morrison Administration 1947-1959 started filling the marsh on the West side of the city and created Barre St. from Broad to Bennett Creek, Lockwood Drive from Calhoun St. to Spring St. and Halsey Blvd. from Broad to Calhoun St. and most of the areas between the streets. When the Gaillard Administration took over, Lockwood Dr./ Halsey Blvd. were not paved or open to traffic. We then extended Lockwood Drive from Wentworth St. North over Bennett Creek, the old Minecraft Base and hooked up with the section coming from Spring St. In about 1964 when it was paved, that gave the traffic coming off the Ashley bridge a straight , non stop route to Broad. None of this was possible, until the new Yacht basin was built 1961-63 and we could close the old one, now a lake. After we got Lockwood Drive from Broad to Spring St. we then began filling North of Spring, up Fishburne St. as it is today. I should point out that after WW II, a sizable area of the West side of the peninsular city was filled, from Broad St. North to the Citadel, including a section behind the Citadel campus. Some of the buildings on this filled area are, Sgt. Jasper Apts., Miss Mason's school, Ashley House, Roper hospital, County hospital, County Parking garage, V. A. Hospital, all MUSC buildings West of Courtney St. and all of the buildings and parks North of Spring St., and West of Hagood Ave., and countless residences and small commercial buildings, but the opening of the streets made it all possible. We had an agreement with the Citadel to cross it's marsh, create a new entrance to the Citadel and extend Lockwood Dr. on up the West side, to I-26, joining the interstate about 1/3 mile North of Heriot St. This was also agreed to by the H/W Dept. and was to be a part of the James Island Bridge plan. Too bad that it was excluded. I doubt if it will ever be built now! This would have given us a beautiful non stop drive down the Ashley River, from the interstate to Broad St., similar to the James Island bridge as it goes over the marsh.

Most of the industry that was within the city limits, was located on the East side, where both rail and water was available to ship and receive goods. However there were two exceptions, Rice mills and lumber mills, all now gone! There were two Rice Mills, on the West side, both still standing. Chisolm's mill, was where the Coast Guard base is now located, at the West end of Tradd St. The building still stands and has been used for years by the Coast Guard for many purposes. The other was the West Point mill, mentioned earlier. It too, still stands and has been used for many purposes, such as stores, offices, restaurant and as stated earlier was the used by the Navy for about twenty years, (1940-1960) including the Atlantic Fleet Headquarters for the Minecraft fleet. It was also the district headquarters for the Army corps of Engineers from 1961 until the Federal building on Meeting St. was built. Today, it is probably in as good a condition as it has been in many years. Bennett's Rice Mill was also downtown, but it was on the East Side of the city at the foot of Hasell St. It has long since been gone and only the facade is standing today, as a reminder of it's former glory.

There were three lumber mills, or saw mills as they were called on the West side of the city. Anderson Lumber Co., B.I. Simmons Lumber Co. and Halsey Lumber Co. Anderson, and Halsey operated in my life time and I remember them well. The Simmons Lumber Co. was long before by time and the information that I have on it comes from Mrs. Madge Morehead, daughter of Mr. B.I. Simmons who started the mill and who lived at # 64 Montagu St. which was built in

the late 1700s, by Thomas Bennett, Sr. Mr. B. I. Simmons acquired that property in 1893. It is now owned by Dr. Ann C. Epting and she resides there.

Anderson Lumber Co. was started in the 1880s and continued in business until 1935 and it was located at the West end of Broad St., which until 1950 ended at the mill site, which was a little West of Chisolm Street, the Co. office was at the SE corner of Broad and Chisolm Sts. and is still there, as a residence. The company kept its horses and mules on the big open area between Ashley Ave. and Chisolm St., South of Broad and North of Tradd, and is today known as "The Horse Lot". The Company's principal business was shipping lumber in large quantities to the Northern markets, New York, Philadelphia, etc. all by sailing ships or schooners as they were called. All of these three mills received the logs by water, as they would be floated down the Ashley and Cooper rivers, in great rafts of logs, chained or cabled together, with a small power boat to help steer the raft, along with men with long poles on the rafts. They would only move with the tide and when the tide turned, they would put out a number of anchors to hold the raft in place until the tide turned, in their favor. When the logs arrived at the mill, they were anchored out of the channel and as many as possible would be put in the Mill Pond. This was a pond that all saw mills had to have, so as to be able to move the logs into the mill, even if the tide was out. It was just a simple pond with dirt and lumber retaining walls and a flood gate. At high tide the gate would open and logs floated into the pond, when they had enough in the pond, the flood gate was closed, then when the tide went out the logs were still floating and they could be moved about by pulling and pushing them so that a cable could be attached and machinery would then pull the logs into the mill to be sawed up. On each high tide the flood gate was opened, so as to always keep water in the pond. Anderson's mill pond, was North of Broad at the West end, between the Sgt. Jasper Apts. and Lockwood Dr.

I can not say too much about the B.I. Simmons mill, as it was long before my time. However, it was located at the far Western end of Montagu Street, at a point approx. where Montagu and Halsey Blvd. now intersect. I do know that when I built in 1950-51, that there was still an old causeway, made of fill and logs, that was the old road for access to the mill. That old causeway is still under Montagu St. West of Barre St. and it made the filling of the present Montagu much easier. I believe that the hurricane of 1911, was the death knell of Simmon's Mill.

Halsey Lumber Mill was located on the area that is now North of Bennett creek, East of Halsey Blvd., West of Gadsden St. and South of the property line of the beautiful Gov. Bennett home, which is # Barre St., but for years had a Lucas St. address as mentioned earlier. The Halsey mill pond was located in the area that is now doctor's offices on the West side of Gadsden St. and South of Bennett St. Water access to the pond was by way of Bennett creek and the flood gate was almost adjacent to Gadsden St.. World War II and the aging of the Halsey brothers, who ran the mill ended it shortly after WW II and by 1952 the site was cleared and the mill pond filled. I had the privilege of serving on City Council with Mr. Alfred Halsey, oldest of the brothers and who was affectionately called "Papa Halsey". He died at the ripe old age of 96. The Anderson Mill, was wholesale and shipped most of its lumber to the Northern markets by vessels, however, they did sell retail and in later years got into retail more and more, and in the

end, I believe that they were a victim of the great depression and changing conditions. Halsey was always retail and supplied the lumber for many, many Charleston homes, as did the Anderson mill.

Now these three mills located in the South West area of the city are not to be confused with the giant band mills that operated in the industrial area North of the city, all located on large creeks off the Cooper River. These mills were; The Burton Lumber Co., located on what is now the Northern portion of the Charleston Navy Yard. It's water access was on Burton Creek, which flowed into the Cooper River. The Tuxbury Lumber Co., located on what is now the Pittsburgh Metallurgical Plant (now closed) and it's water access was by way of Shipyard Creek, also flowing into the Cooper River, and the Southern boundary of the Charleston Navy Yard. The last of the giant mills was North State Lumber Co. and it was the last one to go out of business, in about the mid to late 1950's. It was located South of and adjacent to the Tuxbury Mill, and it's water access was also Shipyard Creek. These mills also had rail access and shipped thousands of board feet of lumber all over the Country and for that matter all over the world, every month. They had dry kilns, mill villages for the employees, company stores and even generated their own electricity, however the principal source of power was steam. They burned sawdust and pine log slabs to generate the steam. They were completely self supporting! All now gone, and new industries on the sites.

I have written this brief history of the Western side of the city and I believe it to be accurate, as I have lived through everything mentioned, except the B. I. Simmons Mill. I also have pictures of some of the area, such as Anderson Lumber Mill, Halsey Lumber Mill, the construction of the Old Yacht Basin, The West Point Mill as it looked in 1926, the "Jute" stacked on the West Point site and a picture of the construction of the new yacht basin.

J. Palmer Gaillard, Jr.

J. Palmer Gaillard, Jr.

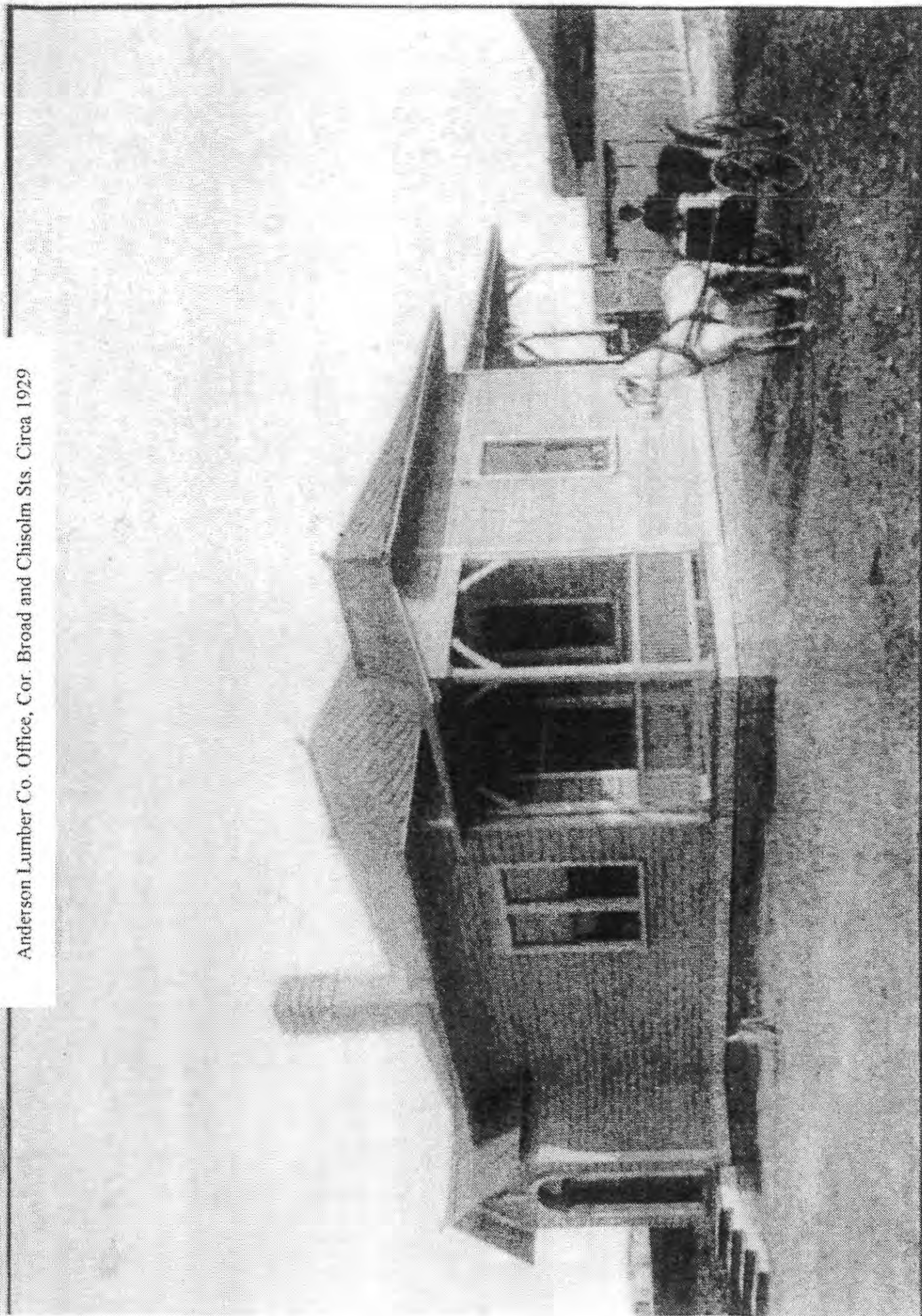
Member of City Council 1951-59

Mayor of Charleston 1959-1975

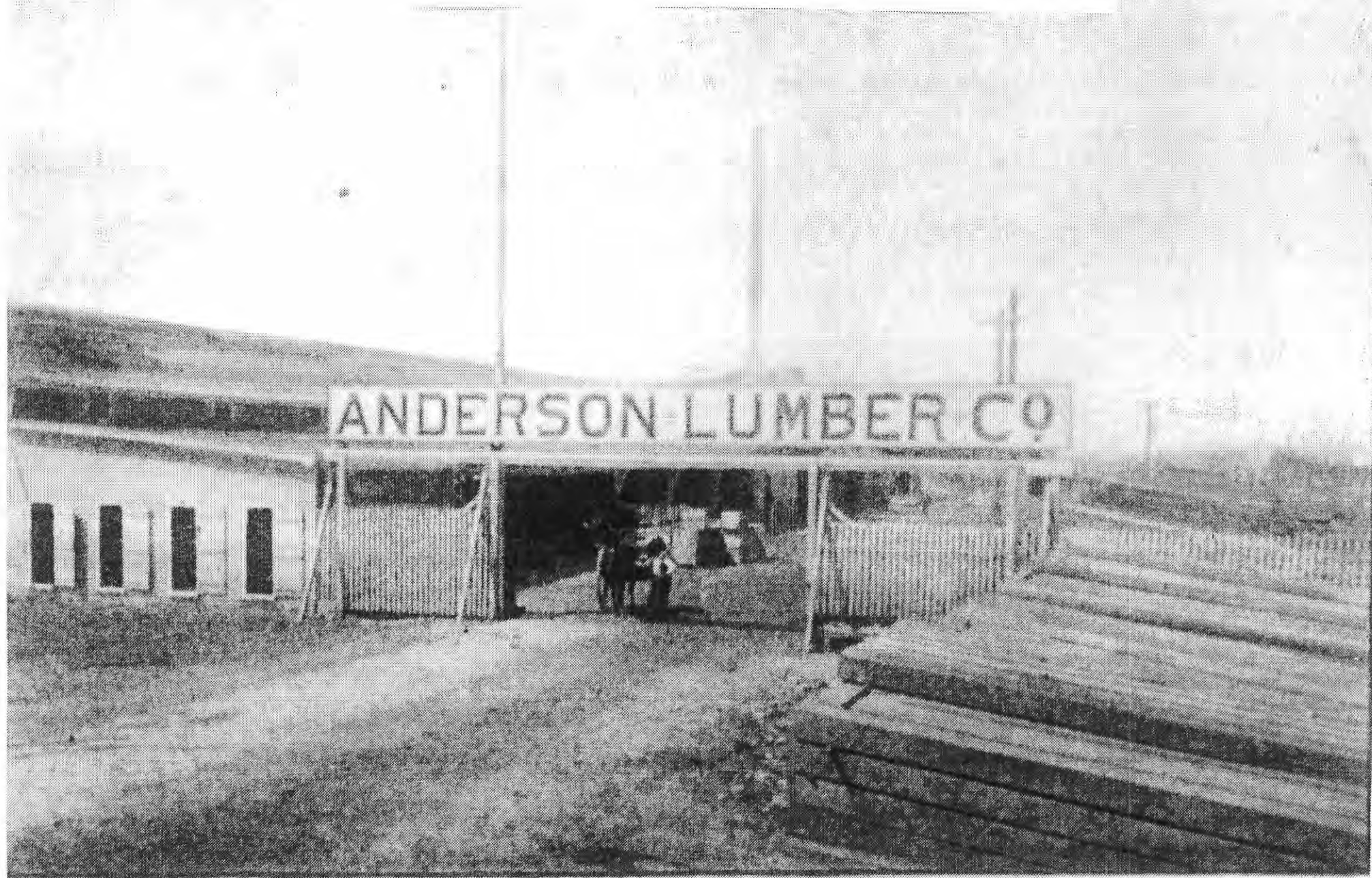
Resident of Charleston for eighty years.

Written September 2000

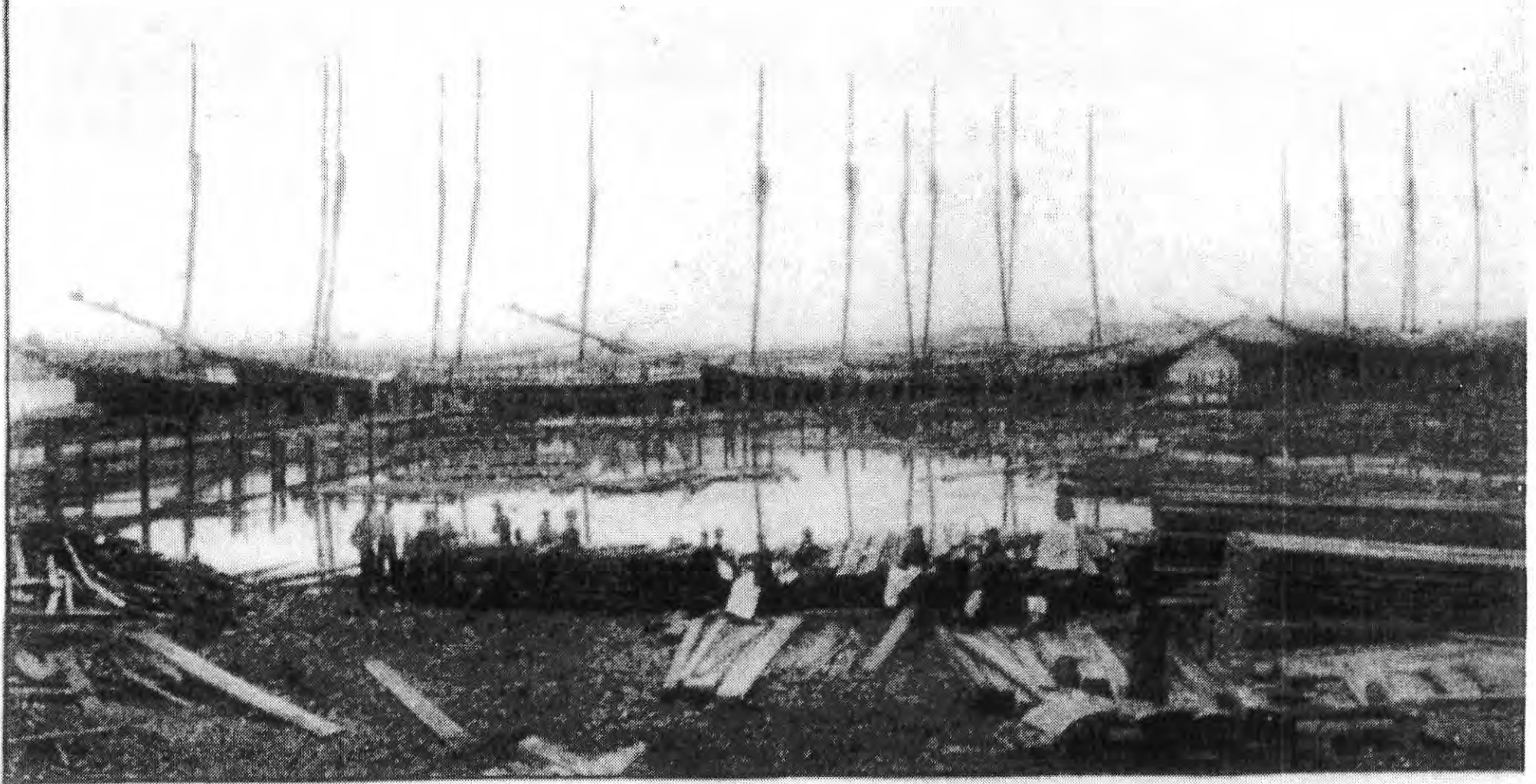
Anderson Lumber Co. Office, Cor. Broad and Chisolm Sts. Circa 1929



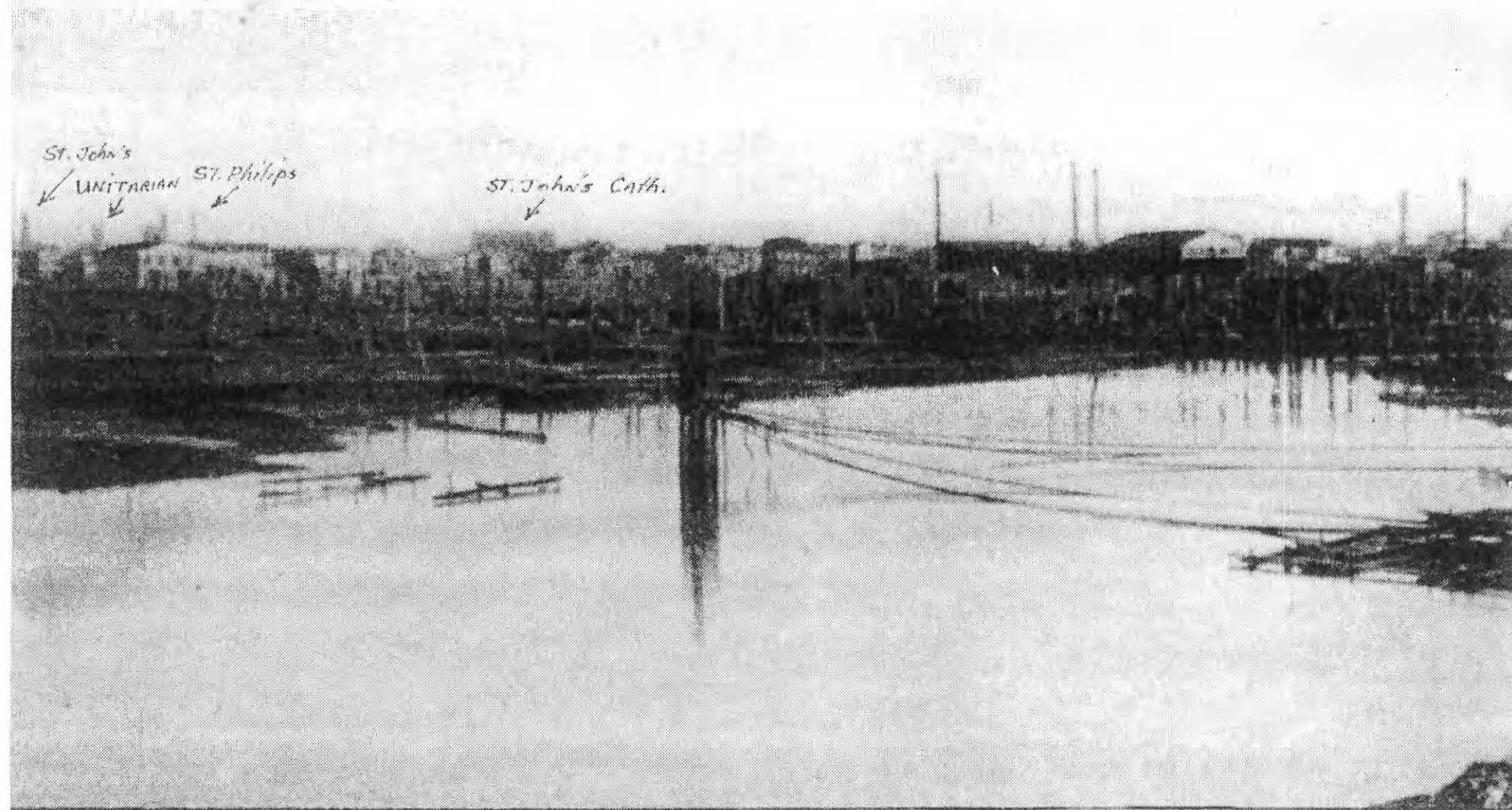
Anderson Lumber Co. entrance. West end of Broad St., approx. 75 feet West of Chisolm St. Sign is over Broad St. At that time Broad St. ended at Chisolm. Circa 1929.

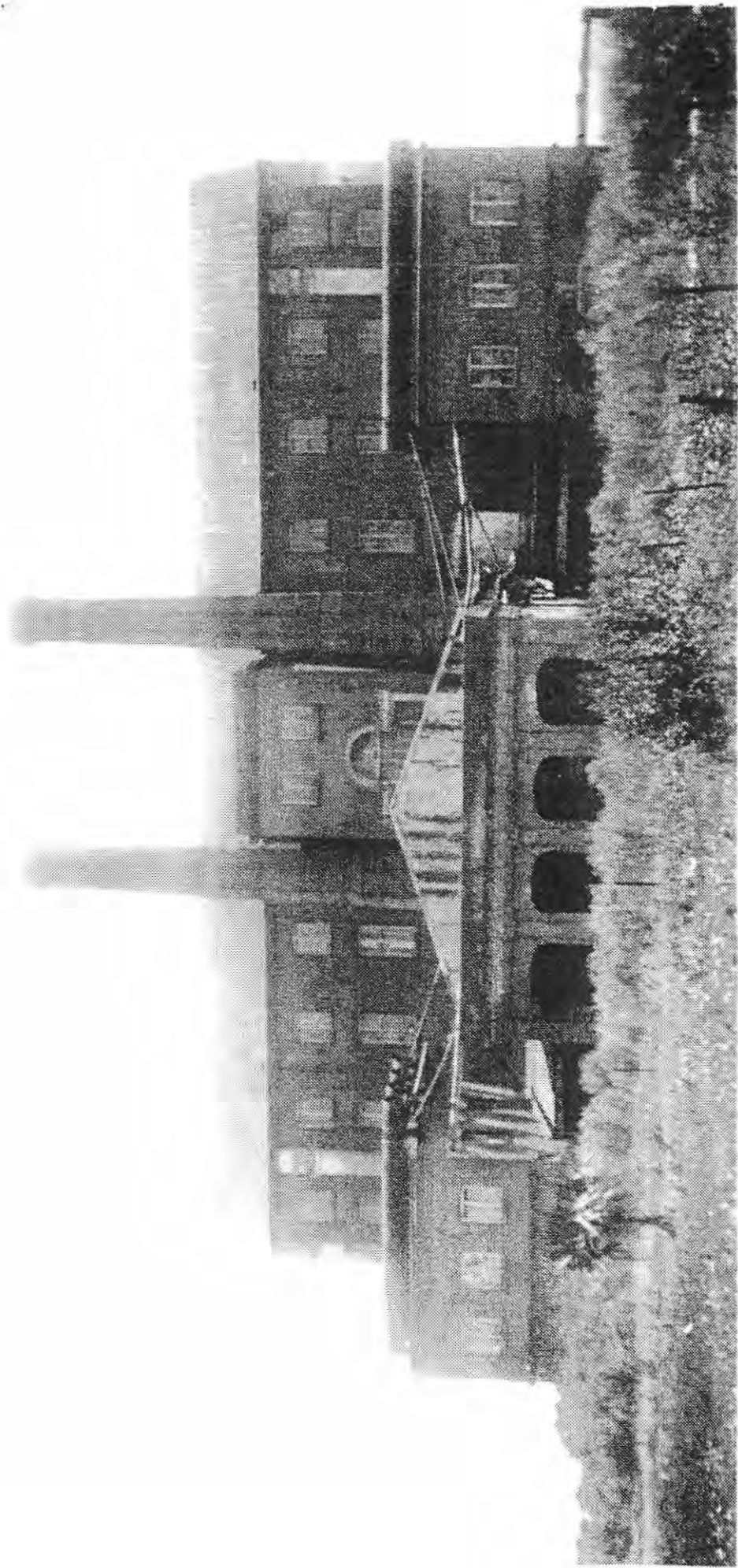


Schooners waiting to be loaded with lumber, at Anderson Lumber Co. West end Broad St.
Ships are located just North of and a little West of the Present junction of Broad St. and
Lockwood Drive, in the Ashley river. Circa 1925.

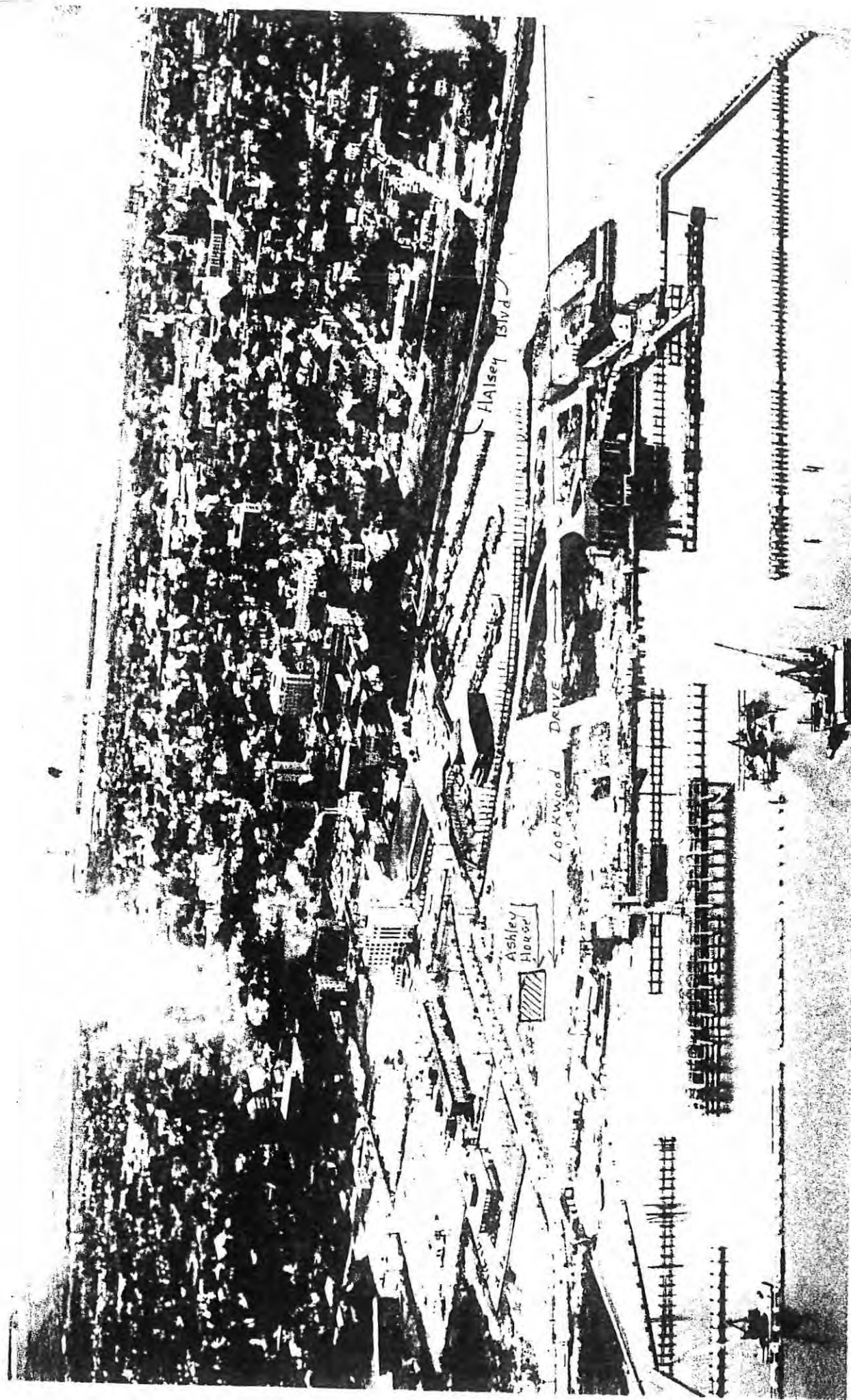


Looking North East from the Ashley River, Anderson Lumber Co. Mill Pond. Steeple at extreme left is St. John's Lutheran Church, right of it is The Unitarian Church Steeple, third steeple from left is St. Philip's Episcopal, on Church St. Large building about 3" from left is St. John's Cathedral, Broad and Legare Sts. Circa 1929.





West Point Rice Mill, Circa - 1926



New Yacht basin under Const. - 1960

Old " " still in use.

Note - only 1 Cooper River bridge, Pennew bridge not built yet.
" " Pennew Hosp., original bldg. only.