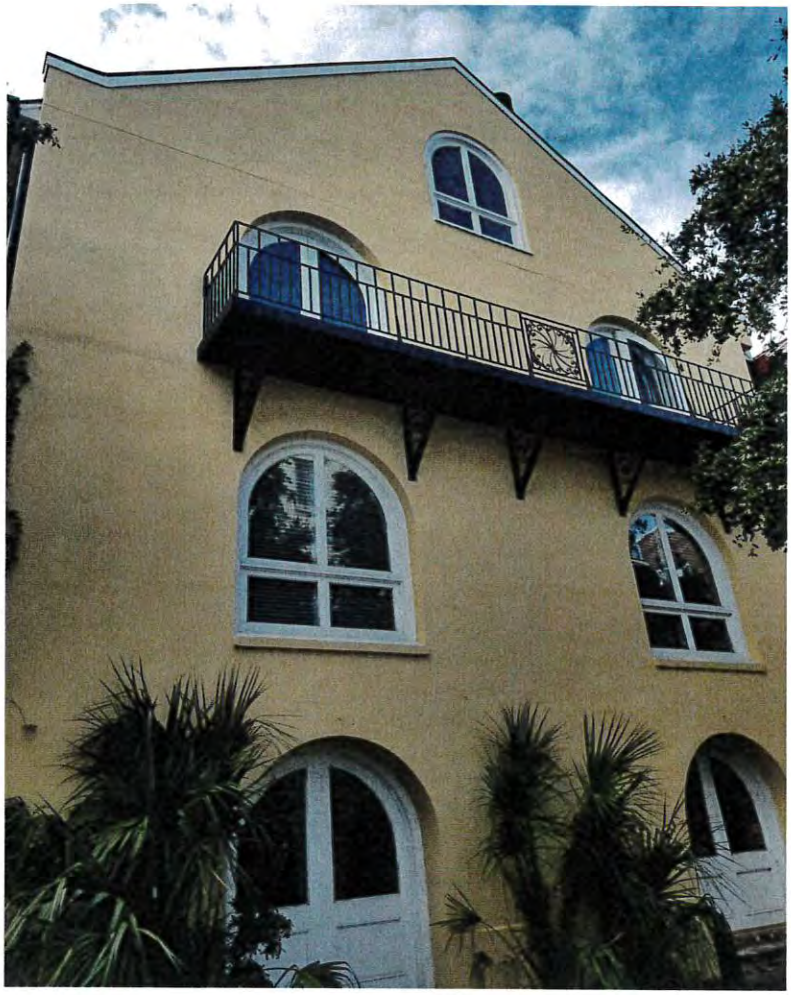
# 2-4 Gillon Street

A Property History



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Clemson University/College of Charleston

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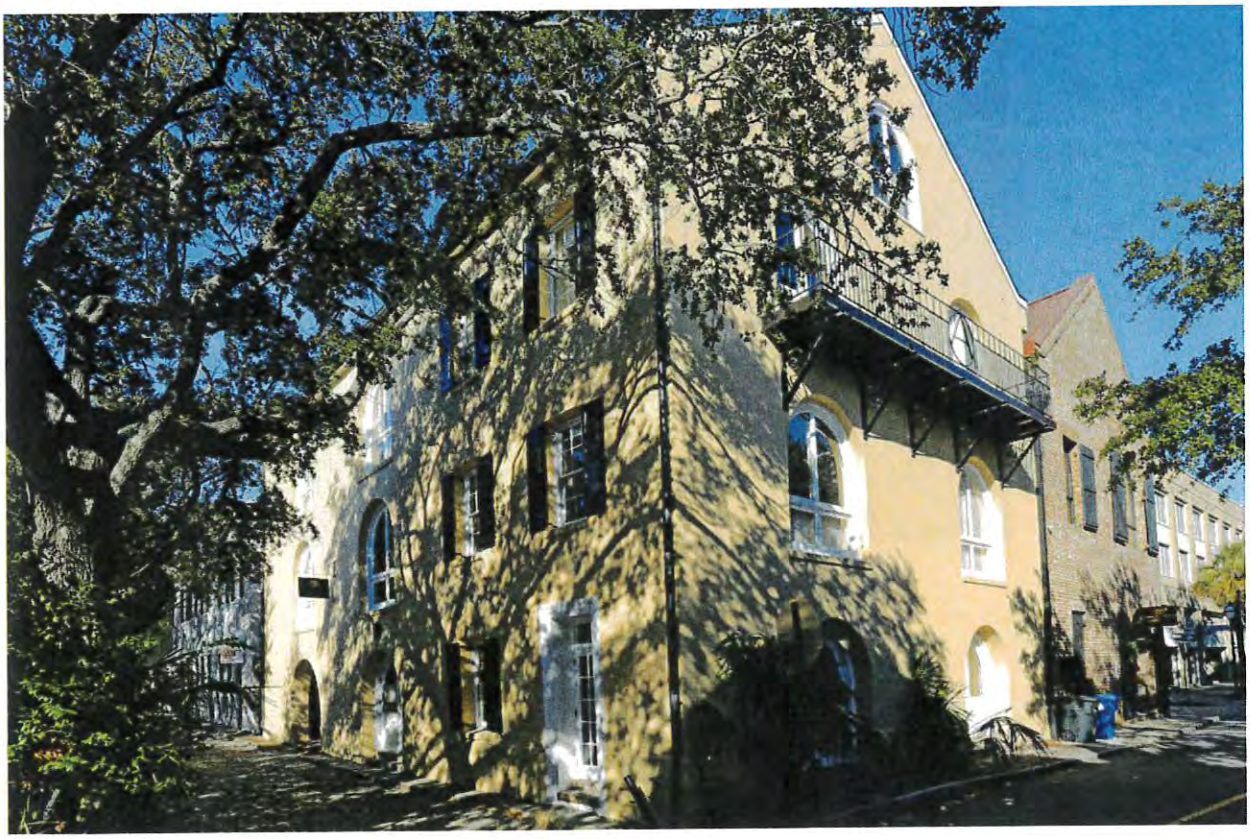

**Introduction**

The purpose of this paper is to document research findings on 2-4 Gillon Street. This property research was conducted as a part of Katherine Pemberton's Historical Research Methods class in the Master of Science in Historic Preservation program at Clemson University and College of Charleston. The goal of the research was to uncover the time period and circumstance of artificial land infill on the property.

2-4 Gillon Street has a long history. The land it is built on was artificially filled in the late eighteenth century. Although it is unclear exactly when the building that stands today was originally built, there has been a building in that location for at least 230 years, and the current building was probably built around 1800. The building now serves as residential and office space but has in the past been a warehouse and an office on a wharf.

**Historical Context**

Charleston was England's southernmost outpost in North America, and their only Walled City in North America. The colonists' move to Charleston from the original landing site on the Ashley River was "accomplished by 1680."[1] This location was chosen for its harbor and its defensibility. In 1671, the Lords Proprietors, or original land investors of the province of Carolina, laid out the Grand Modell, a plan which dictated street and lot locations and sizes. The town was laid out on high ground between Vanderhorst's and Daniel's creeks and fronted on the Cooper River, ideal for trade.[2]

The filling of the wharf area on the Cooper River dates back to the Walled City period. In 1694, owners of land along the river were required to build a portion of a brick wall to the east of their property. A hurricane in 1752 flooded much of Charleston and reinforced the notion that the land needed to be raised and a new seawall built.[3] This same hurricane decimated the wharves east of the Exchange Building at the end of Broad Street. In 1760, at the request of area residents, the legislature passed an act to repair and extend the drain in Elliot Street toward the Cooper River. The previous drain clogged and held "an abundance of noxious water and matter remaining."[4] The drain was continued through Colonel Othniel Beale's Wharf, just south of the area of 2-4 Gillon Street. Much of this public work was done by enslaved laborers. Clearly in the wharf areas drainage was an issue and something with which early merchants would have had to contend.

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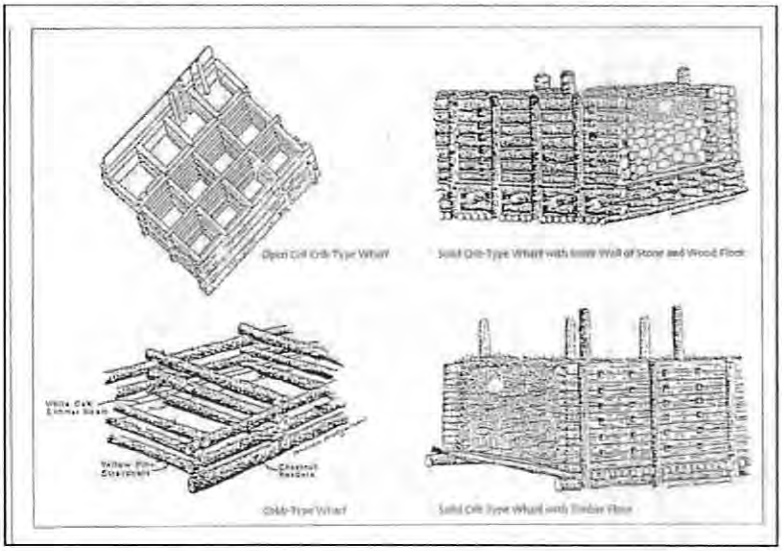
[1] Katherine Saunders, "'As regular and formidable as any such woorke in America': The Walled City of Charles Town," *Another's Country: Archaeological and Historical Perspectives on Cultural Interactions in the Southern Colonies,* (Tuscaloosa: The University of Alabama Press, 2004), 200.

[2] Saunders, "The Walled City of Charleston," 201.

[3] Christina Rae Butler, *Lowcountry at High Tide: A History of Flooding, Drainage, and Reclamation in Charleston, South Carolina,* (Columbia, SC: University of South Carolina Press, 2020), 18-20.

[4] Quoted in Butler, *Lowcountry at High Tide,* 23.

Early colonial wharves were constructed of "cribs of palmetto logs" which were joined together on shore and then floated into place. They would then be filled with ballast, such as stone or other heavy materials, until they sunk.[5] Another method was to drive piles. Human or animal power was used to pull up a weight which was quickly dropped down to strike the pile. It cost a great deal of money for landowners to build the wharves. Much wharf building was gradual, as wooden decks rotted, fill escaped, or as silt, debris, ballast, and refuse were dumped along the shoreline. Archaeology in the area has uncovered barrel parts and pine tar at the lowest layer of fill, along with scrap leather, peanut shells, and fragments of feathers and bones and fish scales.[6] As the shore filled in, wharf owners would extend their wharf so that deep draft ships could dock.[7] By the end of the eighteenth century "indiscriminate infilling" along East Bay Street expanded the peninsula several hundred feet.[8] According to a 1981 archaeological report, there is "as much as sixteen feet of fill in the area east of East Bay."[9]



Types of early wharf constructions. Image from "Archaeology at South Adger's Wharf: A Study of the Redan at Tradd Street" by Nicholas Butler, et al.

[5] Butler, *Lowcountry at High Tide,* 26.
[6] Elaine S. Herod, "Archaeological Research at the Exchange Building, Charleston, SC: 1979-80," The Charleston Museum, 26.
[7] Butler, *Lowcountry at High Tide,* 26.
[8] Butler, *Lowcountry at High Tide,* 27
[9] Herod, "Archaeological Research," 15.

**Architectural Description**

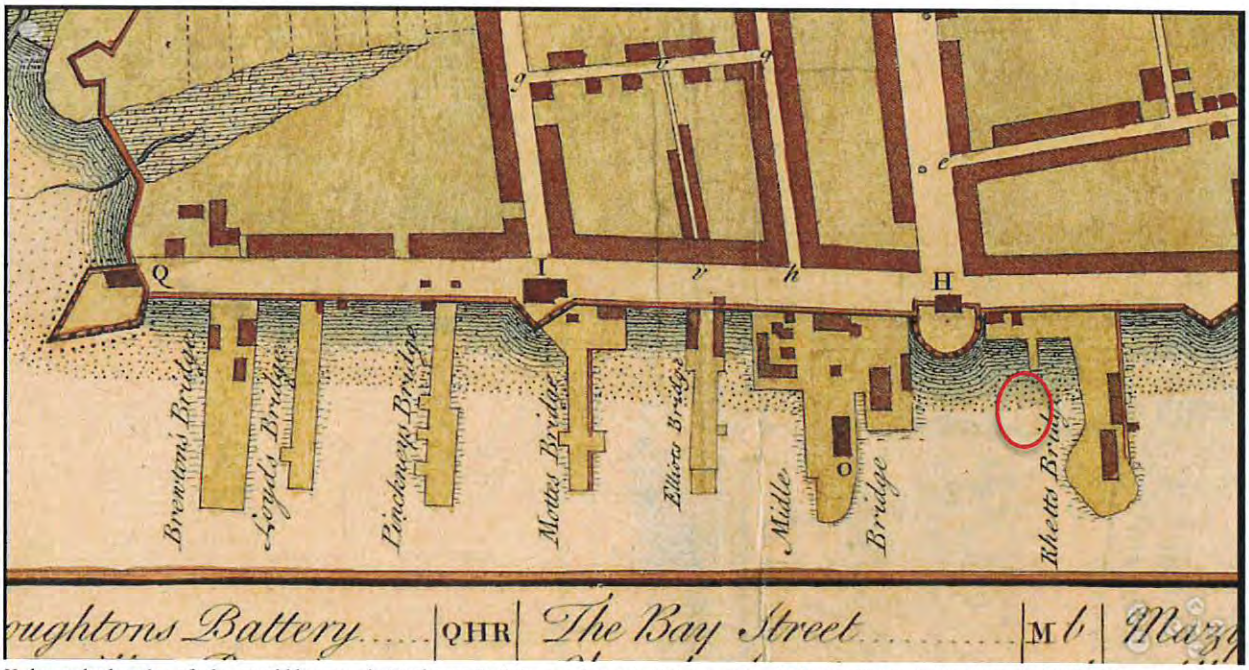
Today, 2-4 Gillon Street is surrounded by both commercial and residential properties. It is located in a heavy tourist area. As a result, one block north there is a parking garage. To the south, the Old Exchange and Provost Dungeon has become a museum. The end of the wharf has been turned into a waterfront park. 2-4 Gillon is bordered to the north by a brick building, the east by Prioleau Street, to the south by Gillon Street and to the west by a stucco building.

2-4 Gillon Street is a three and a half story building. Its east facade has two bays and its south facade has four bays. It is a stuccoed-masonry building which sits atop a continuous masonry foundation. The roof is front gabled on Prioleau Street, the east facade. The architectural style most greatly supported is Georgian.

On the east facade, the windows are four-pane single-hung arched windows. On the first floor, the bottom two panes on both windows are actually paneled instead of glass. The third floor windows open to an iron porch. The fourth story has only one bay, with the same four-pane single-hung arched window, but smaller in size. On the south facade, the two bays from the west are the same four-pane, single-hung arched windows. The first floor and first bay from the west is an arched, paneled door and the second bay from the west has a door which mimics the windows, but the bottom two panes are panels instead. The two bays from the east have rectangular, six-over-six double-hung windows with paneled shutters and rectangular, stuccoed lintels. The first floor's first bay from the east is a door. The door is made up of fifteen glass panes in a three by five pattern. The door also has a single-paned transom light.

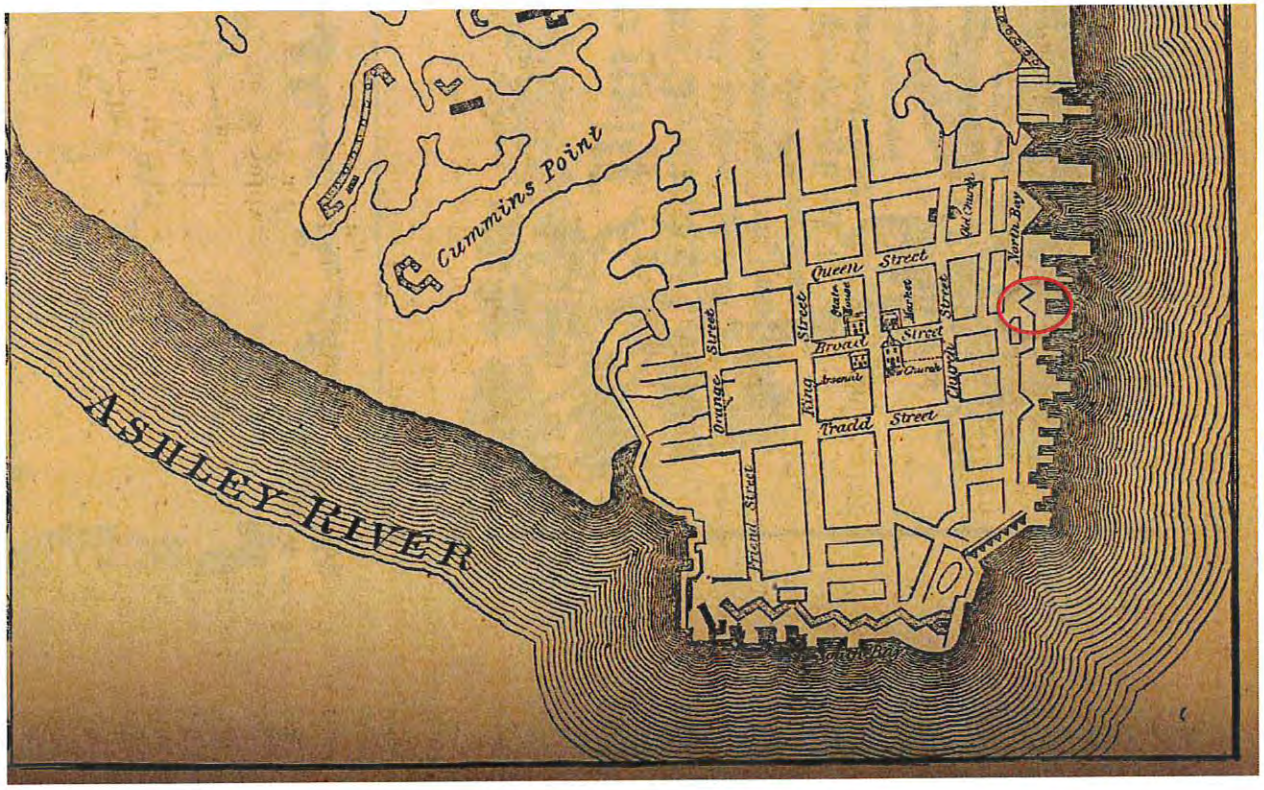
**Summary of Research Findings**

In 1739, the area that would become 2-4 Gillon was not yet infilled. By 1752, however, Beresford's Wharf was open.[10] Richard Beresford is the first known owner of the wharf. Merchants at Beresford's Wharf sold dry goods, rum, and sugar. By 1780, the land had been infilled, as seen in the "Plan of Charles Town with entrenchments." By 1788 a building was built on the land that would become 2-4 Gillon Street.

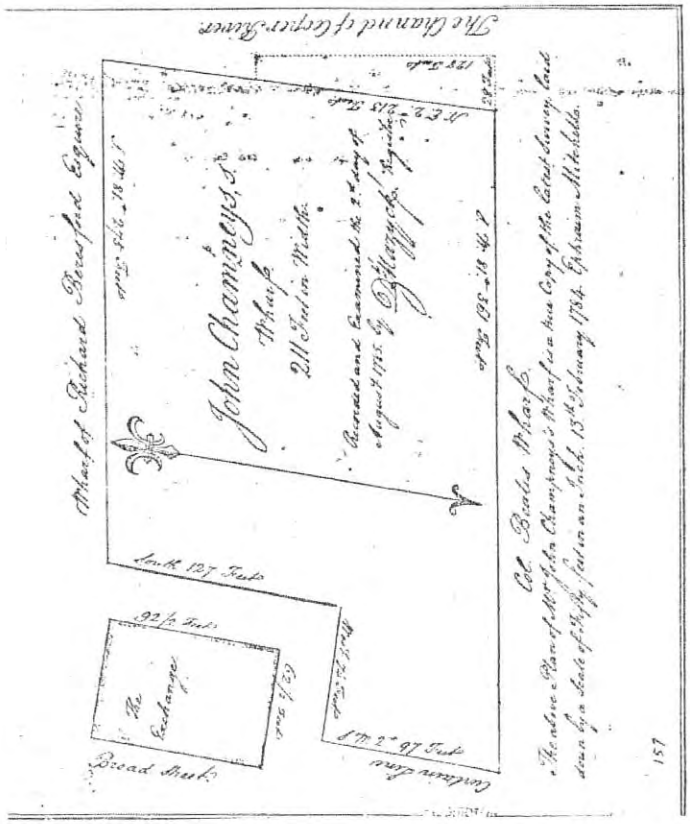



H shows the location of what would become the Exchange Building, as drawn in "Ichnography of Charles-Town at High Water" (1739). The area directly East is not yet built up.

[10] Jeanne A. Calhoun, Martha A. Zierden, and Elizabeth A. Payslinger, "The Geographic Spread of Charleston's Mercantile Community, 1732-1767," *The South Carolina Historical Magazine* 86, no. 3 (July 1985), 204.




1780 Plan of Charles Town with entrenchments. See Exchange Building at the end of Broad Street and the land filled behind it.




1784 Plat showing John Champney's Wharf that mentions that the Wharf directly north is owned by Richard Beresford, Esquire.

In a 1788 map, the wharf is referred to as "Jervey's Wharf." It is unclear when Jervey purchased the land, but in 1787 Thomas Jervey deeded part of this property to the City Corporation for the purpose of widening East Bay Street.[11] Therefore, he must have purchased the wharf before 1787. Jervey was a broker and commission merchant in Charleston prior to the Revolutionary War. He fought in the Revolutionary War as Captain of the South Carolina Line of the Continental Army. He resigned from the service in 1788 and resumed business, forming part of the brokerage firm Jervey and Walter.[12] Following Jervey's death in 1796, his wife, Grace, sold the wharf known as "Beresfords dock or wharf" to John Champneys.[13]

Ichnography of Charleston, 1788. Jervey's Wharf is labeled as number 90. There is a wooden building approximately where 2-4 Gillon will be.

John Blake owned land butting and abounding that sold by Grace Jervey to John Champneys and at some point he purchased Jervey's Wharf from Champneys. On the now-named Blake's Wharf, one could purchase items such as sugar and salt, or catch passage to

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[11] Charleston County, Records of the Register Mesne of Conveyance, Charleston, SC, Deed Book A8, page 1 and 2.
[12] "United States Rosters of Revolutionary War Soldiers and Sailors, 1775-1783," *FamilySearch,* From South Carolina, Historical and Genealogical Magazine, January 1906, Volume VII, no 1, Image 36.
[13] Charleston County, Records of the Register Mesne of Conveyance, Charleston, SC, Deed Book X6 page 417.

Liverpool or send freight to London.[14] After John Blake passed away, his family sold the land they had been willed to William Kunhardt and Horatio Leavitt. William Kunhardt was born in Hamburg, Germany, and emigrated to the United States by 1809. In the 1809 City Directory, Kunhardt's occupation was listed as Clerk.[15] In 1813, the City Directory identified him as wharfinger, or the owner or keeper of a wharf, on Bailey's Wharf.[16] The 1819 City Directory listed him as a merchant.[17] In the 1822 and 1828 City Directories he was listed as Factor, or a trader who receives and sells goods on a commission, on Kunhardt's Wharf. Although, this could have also been his son, who shared his name.[18] In 1860, when he was about 74, and in 1850, he listed his occupation as Wharf Warden.[19] Kunhardt bought the property with Horatio Leavitt. Leavitt was listed as a merchant in the 1807 City Directory and as a clerk in the 1809 City Directory.[20] Following Kunhardt and Leavitt's purchase, the wharf grew in popularity. From the wharf, people could buy whole ships as well as increasingly more diverse goods such as ducks from Russia, shoes, grindstones, cloth, tea, molasses, and chocolate, as well as the more basic goods previously available from Blake's wharf, like coal and salt.[21]

Horatio Leavitt sold his part of the wharf property to William Clarkson. Clarkson's father was a baker in Charleston. In 1822, the City Directory listed him as a factor at Kunhardt's Wharf, which means he worked at the wharf before he purchased it. Clarkson also potentially previously worked at Champney's wharf, which was just south of the wharf which 2-4 Gillon was a part, in 1807. Working at the wharves was clearly his main career. It is unclear when

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[14] *City Gazette* (Charleston, South Carolina), December 31, 1799, page 1, accessed from *NewsBank.*
[15] *Charleston City Directory, 1809,* accessed from *AncestryLibrary.*
[16] *Charleston City Directory, 1813,* accessed from *AncestryLibrary.*
[17] *Charleston City Directory, 1819,* accessed from *AncestryLibrary.*
[18] *Charleston City Directory, 1828,* accessed from *AncestryLibrary.*
[19] "United States Census, 1860," Third Ward, Charleston, South Carolina, Image 60, accessed from *FamilySearch.*
[20] *Charleston City Directory, 1809,* accessed from *AncestryLibrary.*
[21] *City Gazette* (Charleston, South Carolina), December 28, 1820, page 3, accessed from *NewsBank.*

Clarkson fully purchased the property from Kunhardt, but the two worked together and bought slaves together after Clarkson bought Leavitt's part of the wharf.[22] Kunhardt would eventually be one of the executors of Clarkson's will in 1825.

Clarkson's wife and sons did not sell the property immediately after Clarkson's death. Perhaps Kunhardt kept the wharf running until 1835, when Elizabeth, Thomas B, and John Clarkson sold the wharf to Charles A Magwood. Elizabeth's part sold for $30,000, Thomas B's part for $18,500, and John's part for $15,000. Magwood was a merchant from South Carolina. His father, Simon Magwood, was a factor at Blake's Wharf, according to the 1809 City Directory. Simon Magwood at some point purchased the wharf north of that which 2-4 Gillon was a part. He then deeded this in his last will and testament to Charles Magwood, who made it Magwood's North Wharf, and purchased what would become Magwood's South Wharf from the Clarksons.[23] From Magwood's South Wharf, merchants sold bale rope, cut nails, oil, and "Turks Island Salt."[24]

Simon Magwood. Photo courtesy of *findagrave.com*

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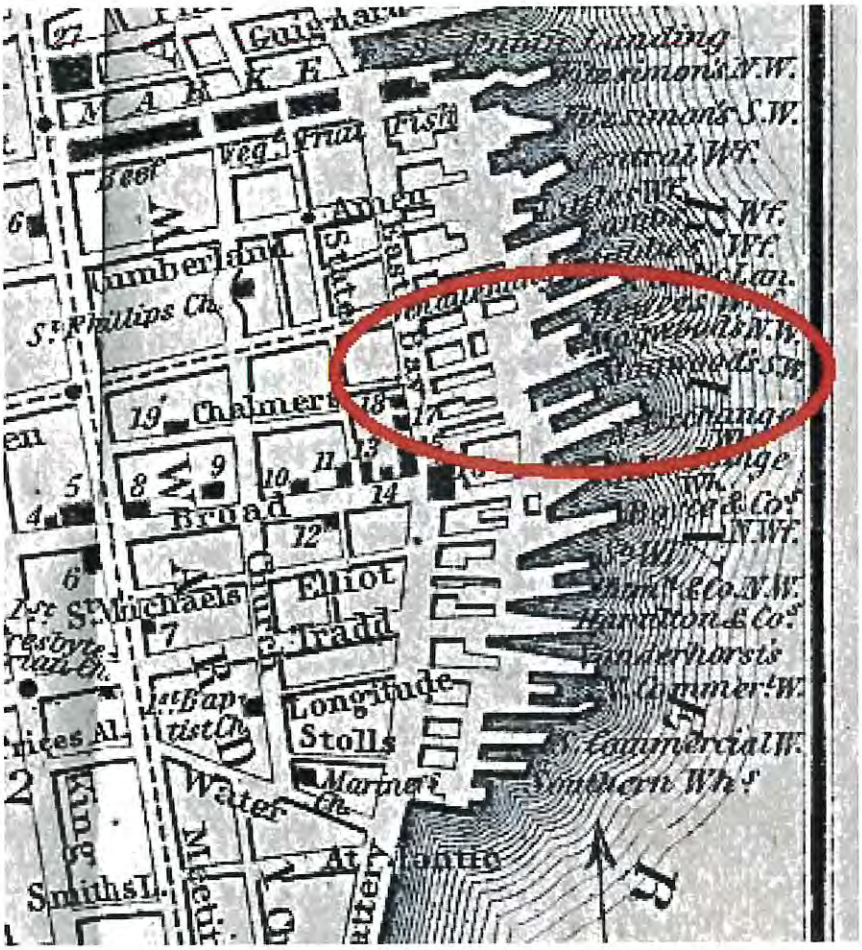
[22] "South Carolina, Charleston District, Bill of sales of Negro slaves, 1774-1872," from South Carolina Department of Archives and History, accessed from *FamilySearch*.

[23] Charleston County, Records of the Register Mesne of Conveyance, Charleston, SC, Deed Book B12 page 528.

[24] *Charleston Courier* (Charleston, South Carolina), November 4, 1839, page 3, accessed from *NewsBank*.




1849 Plan of Charleston showing Magwoods "N.W" and "S.W." (North and South Wharves).

Charles A Magwood sold both the north and south wharves to Otis Mills and Erastus Beach. In the 1859 City Directory, O. Mills & Co were listed as the proprietors of the Atlantic Wharves. The North and Middle Atlantic Wharves correspond to Magwoods North and South Wharves, and the South Atlantic Wharf was the property directly south which Mills and Beach also purchased. While Mills and Beach owned Middle Atlantic Wharf, there was a vinegar distillery and the largest salt works in the city.[25] Ships carrying cotton also docked at the wharf. On May 19, 1863, there was a fire which started in one of the three-story brick buildings on Gillon Street, but it was put out quickly.[26] This may have been 2-4 Gillon Street. On May 13,

[25] *Charleston Courier* (Charleston, South Carolina), February 11, 1863, page 1, accessed through *NewsBank.*
[26] *Charleston Mercury* (Charleston, South Carolina), May 20, 1863, page 2, accessed from *NewsBank.*

1862, at the nearby North Atlantic Wharf, also owned by Mills and Beach, an enslaved man named Robert Smalls picked up his family after sailing up the Cooper River and before making his famous trip to the Union ships blockading the Charleston harbor and to freedom.

Robert Smalls. Photo courtesy of *Smithsonian Magazine.*

Wharf owner Otis Mills was known as the "John Jacob Astor of Charleston" because of his role in trade in Charleston.[27] He predominately shipped out rice. In 1853, he built the famous Mills House Hotel, where the south's orders of secession were read from the balcony in 1860. Robert E. Lee took rooms there, and Theodore Roosevelt visited the hotel as well. According to his obituary in 1869, Mills was extremely generous in helping young entrepreneurs. Erastus M Beach was Otis Mill's nephew. In the 1860 census, his occupation was listed as merchant and his real estate value as $175,000. After the Civil War, Beach was granted a pardon by President Andrew Johnson.

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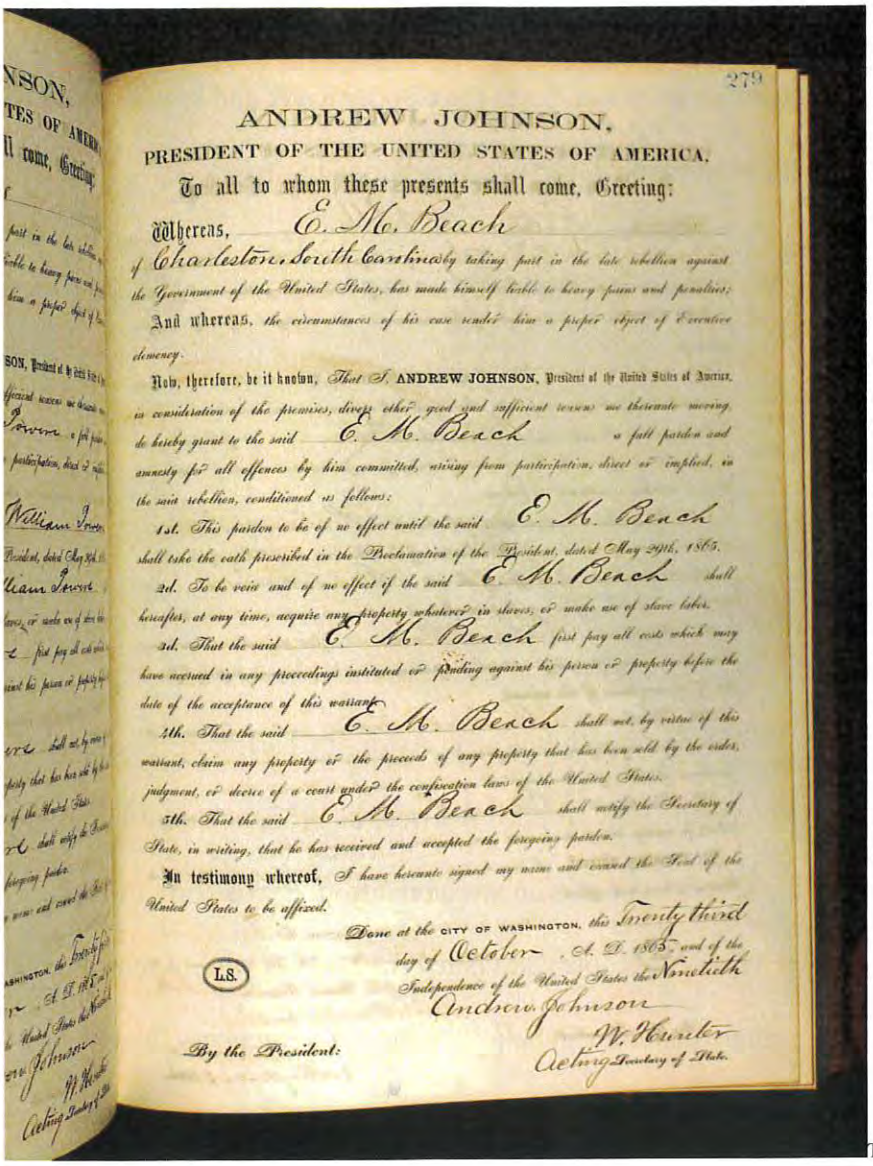
[27] Katherine Tandy Brown, "Mills House: A model citizen," *Small Market Meetings,* July 3, 2012.



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ANDREW JOHNSON,

PRESIDENT OF THE UNITED STATES OF AMERICA.

To all to whom these presents shall come, Greeting:

Whereas, E. M. Beach

of Charleston, South Carolina by taking part in the late rebellion against the Government of the United States, has made himself liable to heavy pains and penalties;

And whereas, the circumstances of his case render him a proper object of Executive clemency.

Now, therefore, be it known, That I, ANDREW JOHNSON, President of the United States of America, in consideration of the premises, divers other good and sufficient reasons me thereunto moving, do hereby grant to the said E. M. Beach a full pardon and amnesty for all offences by him committed, arising from participation, direct or implied, in the said rebellion, conditioned as follows:

1st. This pardon to be of no effect until the said E. M. Beach shall take the oath prescribed in the Proclamation of the President, dated May 29th, 1865.

2d. To be void and of no effect if the said E. M. Beach shall hereafter, at any time, acquire any property whatever in slaves, or make use of slave labor.

3d. That the said E. M. Beach first pay all costs which may have accrued in any proceedings instituted or pending against his person or property before the date of the acceptance of this warrant.

4th. That the said E. M. Beach shall not, by virtue of this warrant, claim any property or the proceeds of any property that has been sold by the order, judgment, or decree of a court under the confiscation laws of the United States.

5th. That the said E. M. Beach shall notify the Secretary of State, in writing, that he has received and accepted the foregoing pardon.

In testimony whereof, I have hereunto signed my name and caused the Seal of the United States to be affixed.

Done at the CITY OF WASHINGTON, this Twenty third day of October, A. D. 1865, and of the Independence of the United States the Ninetieth

L.S.

Andrew Johnson

By the President:

W. Hunter

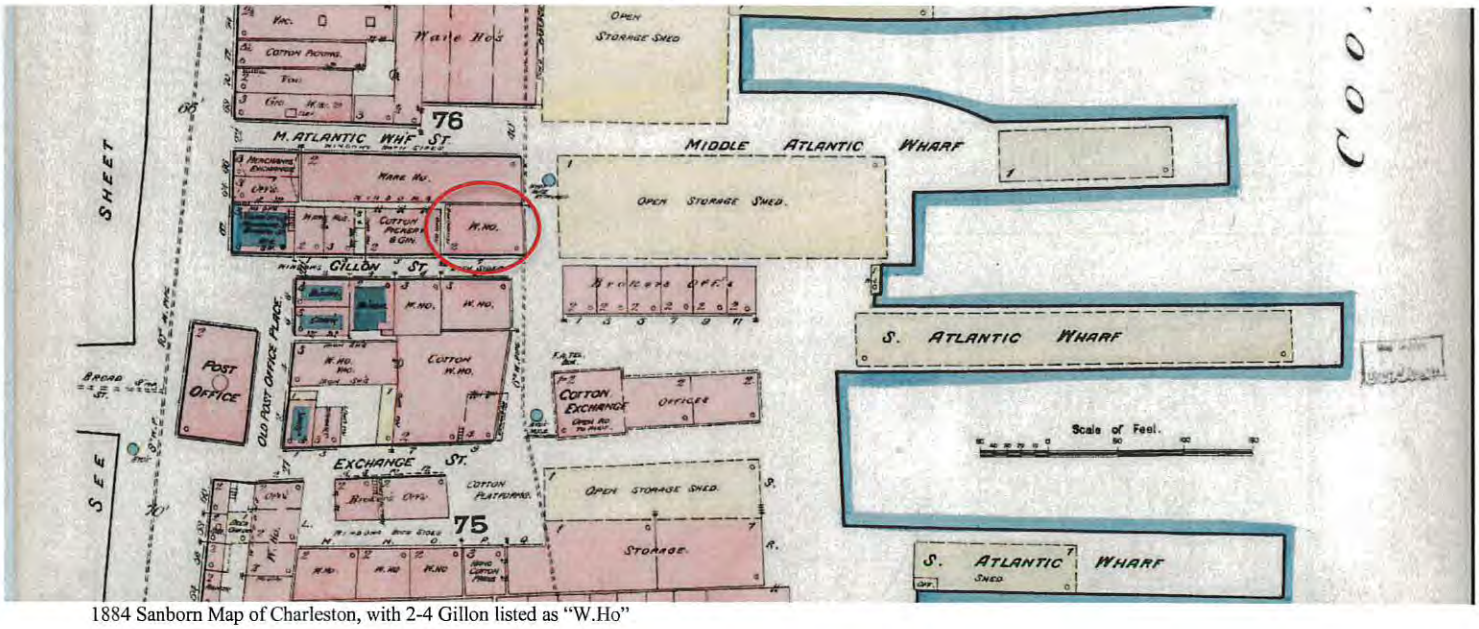
Acting Secretary of State.

The pardon granted to E.M. Beach

George A Trenholm purchased the Atlantic Wharves property from Mills and Beach in March 1863. In the 1860 census, Trenholm listed his occupation as merchant, his real estate value as $911,000, and his personal estate value as $35,000. In addition to his wharf properties, he also had six rice plantations to manage in Georgetown County. During the Civil War, sixty of his commercial ships ran the Union blockade, carrying cotton, tobacco, and turpentine to England in return for iron, salt, gun and ammunition. His company eventually became the Confederate government's overseas banker. Trenholm was appointed Secretary of Treasury of

the Confederacy in 1864. After the war, he was accused of stealing the Confederacy's missing gold and was jailed.[28] After his death, when the wharves were put up for sale, the Atlantic North and South Wharves had four piers, docks for twelve vessels, extensive warehouses, cotton sheds, and three groups of offices.[29]

Francis J Pelzer and Francis S Rodgers purchased the property in 1879. Pelzer teamed up with Rodgers after Rodgers's father, Pelzer's previous business partner, passed away. They were in the cotton business. After the Civil War, they expanded their business to include phosphate and textiles.[30] In 1900, at 74 years old, Pelzer listed his occupation in the census as "President (Cotton Mill)" with zero months of unemployment.[31]



1884 Sanborn Map of Charleston, with 2-4 Gillon listed as "W.Ho"

Pelzer and Rodgers sold the wharf property to Austin Gallagher, who almost immediately sold it to the East Shore Terminal Company in 1891. The East Shore Terminal Company was the

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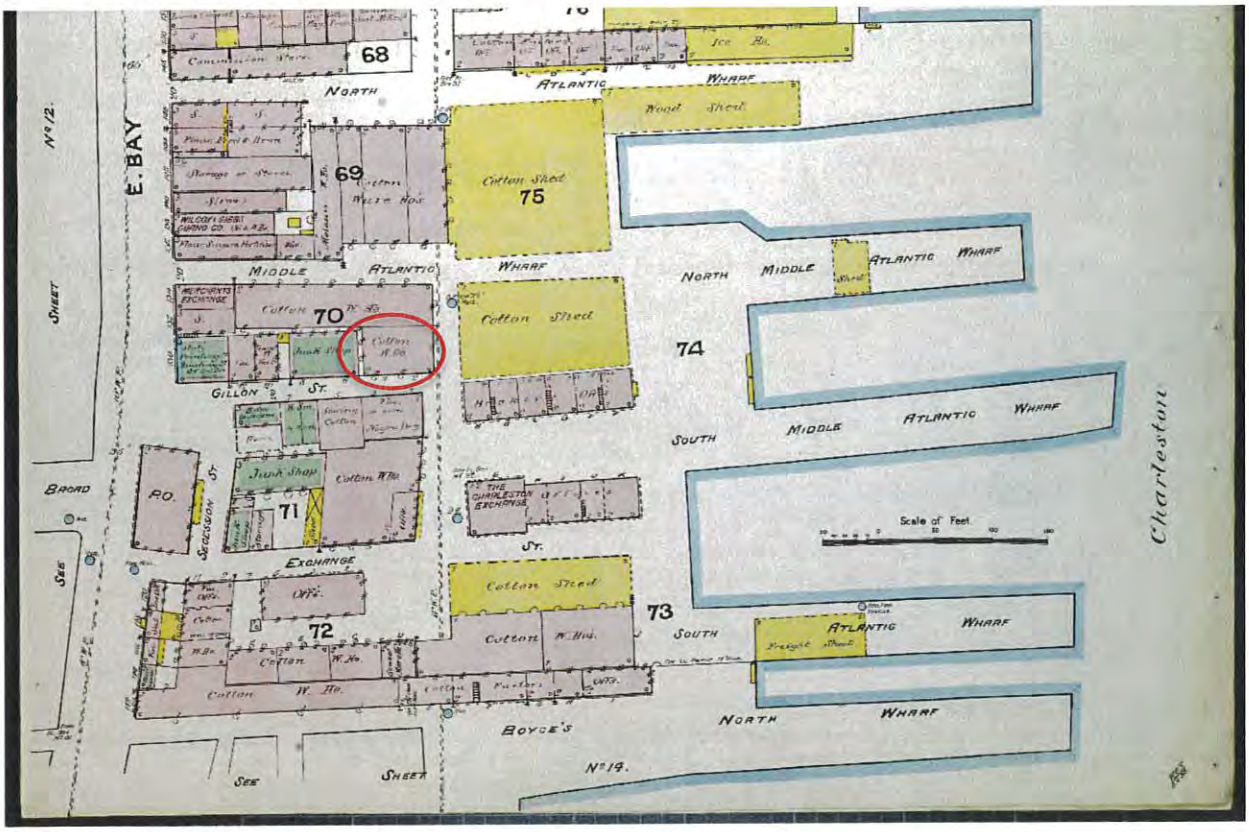
[28] Georgetown County Historical Museum Special to the Georgetown Times, "Museum around the Corner: George A. Trenholm," *Georgetown Times,* updated August 19, 2020.
[29] *Charleston News and Courier* (Charleston, South Carolina), March 14, 1879, page 3, accessed from *News Bank.*
[30] "Pelzer, Francis Joseph," *South Carolina Encyclopedia,* https://www.scencyclopedia.org/sce/entries/pelzer-francis-joseph/.
[31] "United States Census, 1900," Ward 6, Charleston, South Carolina, Image 9, accessed from *FamilySearch.*

precursor to the Charleston Terminal Company. The Charleston Terminal Company was owned by the Atlantic Coast Line Railway and the Southern Railway. The Charleston Terminal Company ran most of the dock properties in Charleston in the early twentieth century. However, most shipping business was transacted out of Savannah, GA, therefore, the wharves in Charleston were neglected. In 1920, the Charleston City Council denied the Charleston Terminal Company's request to renew their franchise. In November 1921, the city voted in favor of purchasing the port properties. The Port Utilities Commission then ran the wharves until 1947.[32]




1888 Sanborn Map of Charleston showing 2-4 Gillon listed as "Cotton W.Ho"

In 1943, The City Council of Charleston sold 2-4 Gillon to "Louis Y. Dawson, Louis Y Dawson the Younger, and C. Stuart Dawson."[33] In 1940, Louis Y Dawson Jr listed his occupation as contractor in the building industry on the census. Louis Y Dawson Sr in the same

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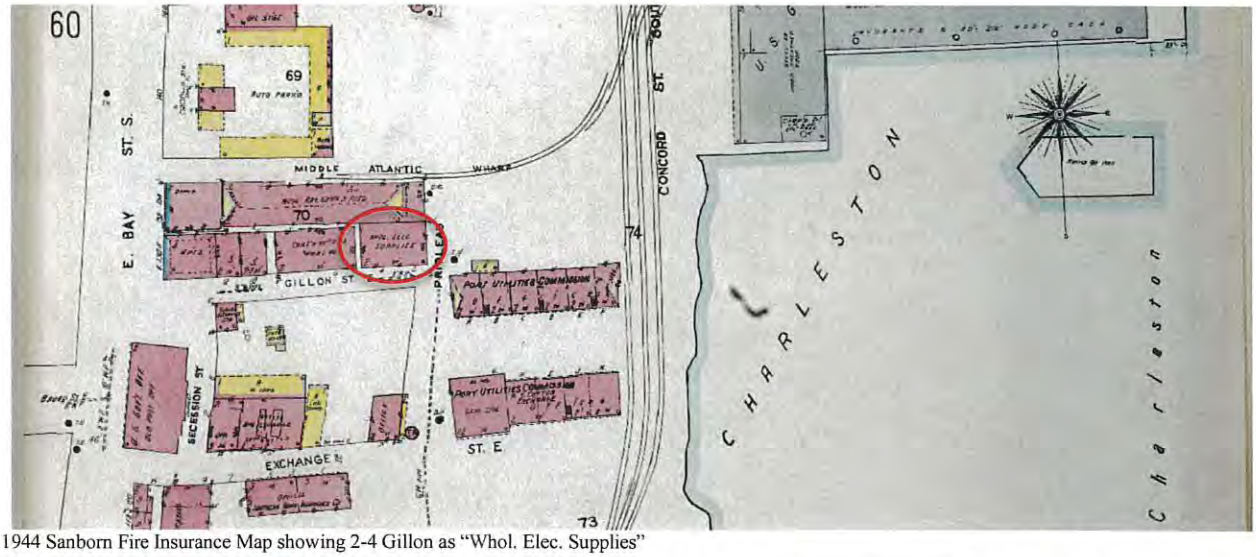
[32] "Records: Port Utilities Commission, 1921-1943," *Charleston County Public Library,* accessed November 19, 2020.

[33]Charleston County, Records of the Register Mesne of Conveyance, Charleston, SC, Deed Book T43 page 361.

census listed his occupation as civil engineer. In 1920, Louis Y Dawson Sr listed his industry as "Construct RR [railroad]."[34] It seems both Louis Dawson Junior and Senior had long term careers as civil engineers for the railroad. Claudius Stuart Dawson, another of Louis Y Dawson Sr's sons, listed his employer as Dawson Engineering Co at 10 Gillon Street on his Draft Registration Card. On the 1940 census, he listed his occupation as a contractor.

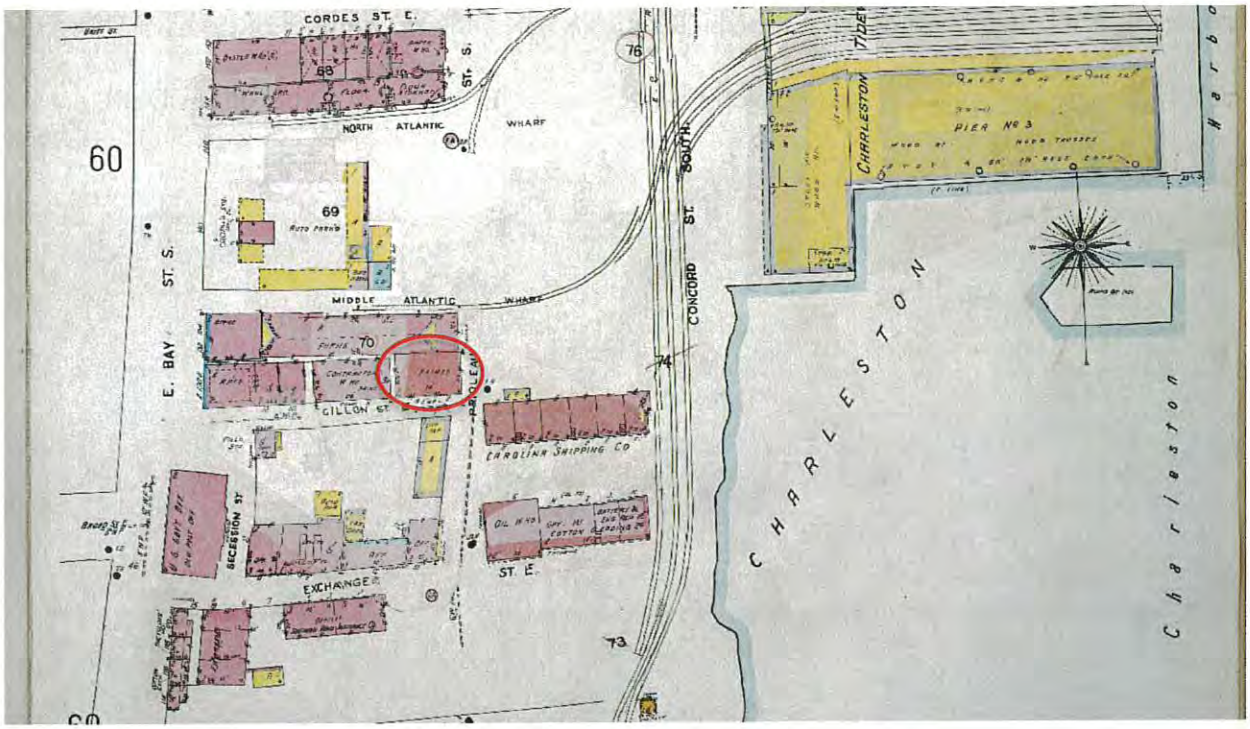


1944 Sanborn Fire Insurance Map showing 2-4 Gillon as "Whol. Elec. Supplies"

The Dawson sons sold 2-4 Gillon Street to B. Allston Moore in 1946, although they retained the building next door where Dawson Engineering was located. In the 1940 census and 1931 City Directory, Benjamin Allston Moore listed his occupation as Attorney.[35] Moore deed the property to his wife, Susan Rutledge, in 1950. When she passed away in 1987, her sons inherited the property. B Allston Moore was still alive when his wife passed. In 1951 and 1955, the building was used for paints, according to the Sanborn Fire Insurance Maps. Although there was Carolina Marine Supply Co. in the building as well.[36] It seems the Moores were merely

[34] "United States Federal Census, 1920," Ward 1, Charleston, South Carolina, Image 8, accessed from *AncestryLibrary.*
[35] United States Federal Census, 1940," Charleston, South Carolina, Image 11, accessed from *AncestryLibrary.*
[36] *Charleston News and Courier* (Charleston, South Carolina), August 27, 1951, page 10, accessed from *NewsBank.*

landlords, as the Moore sons were not in the shipping, construction, or paint business. The Moore sons then sold the property to Robert L Clement Jr & Robert L Clement III.




1951 Sanborn Fire Insurance Map showing 2-4 Gillon as "Paints"

Robert L. Clement Jr. was one of the members of the Executive Committee of the local Bar Association with Benjamin A. Moore Jr., one of the Moore sons.[37] Clement Jr. was also a County Council Chairman and lawyer to the Charleston Museum.[38] Robert L. Clement III was president of the Andover Group of South Carolina, Inc, a real estate development firm. Clement III was in favor of historic preservation and wrote about saving the Old Citadel building in 1989.[39] It seems they were also landlords for the businesses in the building.

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[37] *Charleston News and Courier* (Charleston, South Carolina), November 2, 1989, page 48, accessed from *NewsBank.*

[38] *Charleston News and Courier* (Charleston, South Carolina), September 15, 1988, page 1, accessed from *NewsBank.*

[39] *Evening Post* (Charleston, South Carolina), April 26, 1989, page 6, accessed from *NewsBank.*

David Franklin Haywood purchased the building in 1987. Not much is known about him, but he owned the property for five years before he sold it to Alice Coogan. While Haywood owned the building, a family lawyer was located there. Alice Coogan did some work on the building, such as replacing the roof and making changes to the existing deck. According to permits, the building was already being used for residential purposes at this time. However, in 1993, Atlantic Savings Bank moved locations to 2 Gillon Street.[40]

Alice Coogan sold the property to J Elizabeth Bradham. Bradham lived in 4 Gillon Street for a few years while she was the owner. Bradham was the President of the Board of Directors for the Carolina Art Association. She had several real estate properties during the time period she owned 2-4 Gillon Street. In 2006, she also made the at the time record-breaking purchase of 64 South Battery Street for $6.1 Million. At the time it was the top price ever paid for a house on the peninsula.[41]

Bradham sold the property to Marc Merrill and Terry H Gillespie in 2003. Merrill had other real estate investments, including a restaurant. Gillespie is an interior designer now located in Greenville. While Merrill and Gillespie owned the property, they did some work on the property, including interior demolitions and renovations, according to the 2008 permits issued.[42] In 2014, they created 2-4 Gillon Street LLC. The building now has both residential and office space which is leased out.

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[40] *Post and Courier* (Charleston, South Carolina), January 4, 1993, page 34, accessed from *NewsBank.*
[41] John P McDermott, "Home on peninsula sells for record $6.1 million," *Post and Courier* (Charleston, South Carolina), January 12, 2006, accessed from *NewsBank.*
[42] Building Permits, *Charleston City Records,* Charleston, South Carolina.

**Significance & Conclusion**

Before the artificial filling of the wharves, 2-4 Gillon's location was in the Cooper River. The waterfront was filled in overtime with as much as sixteen feet of fill mainly comprised of trash, discarded ballast, and wreckage from storms or old docks. The land upon which 2-4 Gillon stands was filled sometime between 1739 and 1780. 2-4 Gillon and the wharves it was a part of has been owned by several important figures in Charleston and American history. It has been owned by early Charlestonian merchants, the Confederate Secretary of the Treasury, and the railroad. The building was constructed on land that was artificially filled early in Charleston's history. The wharves, which survived through booms and busts, have now been converted to a park. 2-4 Gillon's fate is similar to many former industrial buildings in Charleston, in that it has now been converted to office and residential space.

Further research could be done on the early industrial life of the city and the role shipping had on the development of Charleston. Many of the owners of 2-4 Gillon were wealthy merchants with multiple real estate properties. More research into the enslaved and free people who worked on these wharves would also further understanding on the economy of the early city.

**Appendix: Chain of Title**

Date: ? By 1752 until at least 1784
Grantor:
Grantee: Richard Beresford
Deed
Type of Record:
Details/Notes: Although dead by 1873, there is a plat with his name on it

Date: ? by 1787
Grantor:
Grantee: Thomas Jervey
Deed
Type of Record:
Details/Notes: In 1787, deeded part of land to City Corporation to widen East Bay Street.

Date: 1 February 1797
Grantor: Grace Jervey, widow of Thomas Jervey
Grantee: John Champney
Deed X6 417
Type of Record: Release of dower
Details/Notes:

Somewhere here Champney sells it and John Blake buys it

Date: March 2, 1818
Grantor: John Blake, esq. and family
Grantee: William Kunhardt & Horatio Leavitt
Deed Z8-126
Type of Record: conveyance
Details/Notes: bought from family after John Blake passed away, for $50,000; but had a second conveyance when final member came of age? Known as "Blake's Wharf"

Date: January 22, 1819
Grantor: Horatio Leavitt
Grantee: William Clarkson
Deed B9 115
Type of Record: conveyance
Details/Notes:

Date: December 17, 1834

Grantor: William Clarkson
Grantee: Elizabeth A., Thomas B., and John Clarkson
Deed
Type of Record: Last Will & Testament
Details/Notes:

Date: May 18, 1835
Grantor: Elizabeth A Clarkson
Grantee: Charles A Magwood
Deed I10 271
Type of Record: Conveyance
Details/Notes: $30,000; Charles A Magwood purchased all parts from the Clarksons on the same day; Kunhardt's Wharf/Clarkson's Wharf

Date: May 18, 1835
Grantor: Thomas B Clarkson
Grantee: Charles A Magwood
Deed I10 274
Type of Record: Conveyance
Details/Notes: $18,500

Date: May 18, 1835
Grantor: John Clarkson
Grantee: Charles A Magwood
Deed I10 277
Type of Record: Conveyance
Details/Notes: $15,000

Date: March 23, 1849
Grantor: Charles A Magwood
Grantee: Otis Mills & Erastus Beach
Deed B12 528
Type of Record: Conveyance
Details/Notes: $175,000; Platbook A, Page 42; Magwood Wharves

Date: March 1, 1863
Grantor: Otis Mills & Erastus Beach
Grantee: George A Trenholm
Deed S14 232

Type of Record: Release
Details/Notes: $350,000; Plat: File 1, Folder 65, Drawing 23 or Platbook C page 7; Atlantic Wharves

Date: April 1, 1879
Grantor: George A Trenholm
Grantee: Francis J Pelzer & Francis S Rodgers
Deed F18 5
Type of Record: Auction
Details/Notes: Part of Atlantic Wharves

Date: 1890?
Grantor: FJ Pelzer & FS Rogers
Grantee: Austin Gallagher
Deed
Type of Record:
Details/Notes: Think maybe Austin Gallagher acting on part of East Shore Terminal Co?

Date: July 18, 1891
Grantor: Austin Gallagher
Grantee: East Shore Terminal Co
Deed L21 103
Type of Record:
Details/Notes: $5

Date: ?1891-1902
Grantor: East Shore Terminal Co
Grantee: Charleston Terminal Co
Deed
Type of Record:
Details/Notes: May be a change of name

Date: July 8, 1922
Grantor: Charleston Terminal Co
Grantee: City Council of Charleston
Deed D31 457
Type of Record: Conveyance
Details/Notes: $1,255,53.22

Date: May 24, 1943
Grantor: The City Council of Charleston
Grantee: Louis Y. Dawson, Louis Y Dawson the Younger, C. Stuart Dawson
Deed T43 361
Type of Record: Conveyance
Details/Notes: $2,250

Date: September 7, 1946
Grantor: Louis Y Dawson (Jr.?), G. Steward Dawson
Grantee: B. Allston Moore
Deed D47 123
Type of Record: Conveyance
Details/Notes: $15,000

Date: June 24, 1950
Grantor: B. Allston Moore
Grantee: Susan Rutledge Moore
Deed G52 139
Type of Record: Conveyance
Details/Notes: "Love + Affection and $1"

Date: July 1, 1987
Grantor: Benjamin Allston Moore & Benjamin Huger Rutledge Moore
Grantee: Robert L Clement Jr & Robert L Clement III
Deed K168 44
Type of Record: Conveyance
Details/Notes: Benjamin Allston Moore & Benjamin Huger Rutledge Moore acquired through last will and testament of Susan Rutledge Moore

Date: July 1 1987
Grantor: Robert L Clement Jr & Robert L Clement III
Grantee: David Franklin Haygood
Deed K168 12
Type of Record: Conveyance
Details/Notes: $350,000

Date: September 15, 1993
Grantor: David Franklin Haygood
Grantee: Alice Coogan

Deed Y231 719
Type of Record: Conveyance
Details/Notes: $1085000

Date: March 1, 1996
Grantor: Alice Coogan
Grantee: J. Elizabeth Bradham
Deed B266 336
Type of Record: Conveyance
Details/Notes: $1100000

Date: July 11, 2003
Grantor: J. Elizabeth Bradham
Grantee: Merril & Gillespie
Deed A457 237
Type of Record:
Details/Notes:

Date: May 13, 2014
Grantor: Marc Merril & Terry H Gillespie
Grantee: 2-4 Gillon Street LLC
Deed O404 515
Type of Record:
Details/Notes:

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