

file - documents
15. T. Adgers Wharf

Numbers 10 and 16 South Adgers Wharf

Note: Since the present structures were heavily remodelled in the late 1940s and early 1950's (see enclosed xerox), since the original structures were always tied to the life of the wharf, and since it would take an expensive and excessive length of time to untangle the approximate dozen or so separate pieces of land that make up the present row of structures, this researcher has chosen primarily to focus on the wharf and secondarily, on the individual buildings.

Tradd Street, named of course for the first white child born in the settlement, was one of the original streets; once it crossed east of East Bay Street, it was known (logically enough) as East- Tradd Street extended; here at Tradd Street extended (the southern edge of South Adgers Wharf) stood the city's flower markets; the wharfs nearby were called Motte's Wharves (1780s). By the turn of the 19th century, the flower market was all but gone and wharves were now called Crafts Wharves; (see enclosed plats). The plats show that buildings encompassing the site of present day number 16 were standing by 1804 (and perhaps extending some distance into number 10 as well.) Most- Many of the buildings now on South Adgers Wharf were standing by 1834, nearly all of them ca. 1850. But their configuration kept changing. The westernmost part of number 16 (now the car part) apparently was once occupied by a three story house that matched these two immediately to the west; but a two story warehouse or extension to a warehouse to the east was already here by 1834 (Sanborn map); similarly, the easternmost end of this property (16) was vacant ca. 1850 according to a plat of the city, but was occupied by 1861 when the census listed it as slave quarters; (this census does not indicate which way the street numbers run - east or west, so one has to guess; also it makes a grave error, listing all the buildings here as wood - though we know they are brick

through mention in the deeds; the eastern most row of buildings on South Adgers were almost beyond doubt nothing ever but warehouses (the cotton occasionally mentioned) number 16 was used for "storage" instead of warehousing. The 1884 Sanborn map calls these most eastern buildings three storied; but they have been reduced to two by 1888; perhaps the disappearance of a distinctive series of pitched gable roofs visible along here in the 1872 View of Charleston accounts for this reduction of floors; they could have gone in the earthquake or in the cyclone of 1885 for that matter.

If not used for storage, these structures were offices for factors and steamship agents. For example, in 1840, 12 different offices were listed on Adgers Wharf; in 1849, you could catch a steamboat to New York every Saturday from the end of South Adgers Wharf; and you could leave for Savannah, every 1st and 15th (via Savannah and Key West).

The wharfs were now as Crafts Wharfs (after William Crafts, owner) until about 1822 when Arthur Middleton, administrator of the estate of Nathaniel Russell, bought them as an investment for the estate but eventually acquired them for himself. He sold part to James Hamilton in 1835 (L-10,382) and for a while they were called Hamilton and Co. and Middleton and Hamilton's Wharfs; the Adger brothers in the later 1830's and early 1840s began to buy them all out -- incl -- trying to get every single parcel along both North and South Adgers Wharfs. (L-11,353; T-10,2489); they apparently owned all property except for the two three storey structures that still stand here; in 1885, the shareholders lock stock barrel and all property to the New York and Charleston Warehouse and Steamship Navigation Co. (D-20,581; see helpful plat C 24), partly through Henry R. Talmadge (R-21,522, 1894), it eventually went to the South Carolina Terminals Terminal Company (R-21,621, 1894), then to the Charleston Terminal Co. (F-24, 373, 1903), and then to the City of Charleston (D-31,457, 1922) In 1947, city council sold the parcel that includes no. 16 to Harol

Harold Simmons (D-47.563) from whom it and the parcel that contains number 10 was sold to Charleston Constructors (R-51.163- D-47, 511, 1947) who sold a smaller piece to Henry C Cheves III (R-51.163), from whom the present owner inherited. (77-472).

THE JAMES HAMILTON COMPANY BUILDING
16 South Adger's Wharf
c. 1850
Home of Mr. and Mrs. George W. Fennell

1993

This house is unlike any dwelling on the tour and will delight the visitor by its imaginative floor plan and handsome decoration. It is a significant building representing an early effort to convert a warehouse to a single family residence. Today it is very fashionable to convert a factory to condominiums. In 1948 when this effect took place, it was unheard of and it set a precedent that has spread nationwide. This preservation technique is called adaptive use.

Noted Charleston architect, the late Albert Simons, worked with the owners to devise a plan that preserved the character of the buildings while creating a clever and liveable floor plan. Subsequent owners made further restorations as well and the last previous owner completed extensive redecoration. The house now has three full floors. It has, from the top, a clear view of the city and the harbor which delights the eye.

As the street name indicates, this was the scene of heavy maritime activity during the 19th century. During the antebellum period, this wharf was the terminus for James Adger and Company, which instituted the first steamship line between Charleston and New York. Today, Adger's Wharf is divided into two streets called North Adger's Wharf and South Adger's Wharf - which is one of Charleston's few remaining cobblestone streets. Both streets are lined with old warehouses which have been "recycled" as private residences and offices. Today many of its warehouses are cherished family residences. Where cargo boats were formerly moored at the foot of the wharf, one now enters Charleston's newest recreation area, the Waterfront Park.

ENTRANCE HALL

Note the handsome marble floor, installed some years after the original renovation.

Longcase Clock, England, Georgian period, by William Spratt,
c. 1780, mahogany, all original works
Mirror, English, Regency period, c. 1820, Giltwood and gesso
(Plaster of Paris)

THE JAMES HAMILTON COMPANY BUILDING
16 South Adger's Wharf
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DINING ROOM

The mirrored alcove and Palladian inspired wall were also added in a previous renovation. Most of the furniture is mahogany period reproduction. As visitors walk into the library, point out the thickness of the walls. This originally marked the separation of this warehouse from the one adjoining it.

Mirror, English, Chippendale style reproduction, c. 1860-80,
carved giltwood
Bookcase, English, mahogany, c. 1820, dental cornice, glazed
doors, much of the glass is original, displays Mrs.
Fennell's collection of oriental porcelain
Chandelier, Venetian glass, c. 1890

Hanging shelf filled with miniature oriental porcelains

LIBRARY

The fireplace wall was designed and installed a few years ago. The cypress wall panelling dates from the first renovation in 1948. These furnishings provide a setting for mementoes of their hobbies and interests. Both Mr. Fennell and his daughter ride with the Middleton Place Hounds. The son spent time in the safari lands of South Africa.

Piano and Rocking Chair are family pieces

Exit by courtyard door. A small space filled with planted beds, pool and fountain providing peace and beauty of a garden. The delightful trompe l'oeil painting adds another dimension.

WATCH STEP DOWN IN BRICK FLOOR

KITCHEN

This charming country kitchen which was completely gutted and refitted during renovation, lacks nothing in high tech equipment. The rich wood cabinets are enhanced by the tile countertops and the glowing copper hoods of the range and fireplace. The terra cotta tile floor is punctuated with brightly colored inserts. Visitors may be invited to glance at the unusual wildlife powder room.

Exit by way of living room courtyard, planted with beds of blooms, greenery and three more panels of trompe l'oeil paintings.

LIVING ROOM

Enter door from courtyard. This spacious, bright and striking room contains paneling and an mantel which were rescued from a Meeting Street house that was being torn down. This also dates back to the original renovation. The furnishing is a wonderful mix of period and reproduction pieces.

Pair of Mirrors, English, Chippendale style, c. 1770, giltwood, either side of fireplace
Pair of Tables, English, Georgian, c. 1800, with crotch mahogany tops and original brass
Secretary Bookcase, Regency style, c. 1820, inlay on interior, ogee bracket feet, original glass
Two Plates, blue and white, Staffordshire, on bookcase shelves
On the left is Charleston's Exchange Building, and the one on the right is S.C. state tree, the palmetto.

The Exchange Building - historical scene tray, c. 1825, by J&W Ridgway of Hanley, England, source of view from drawing by Joshua Shaw, engraved by W.G. Mason and published by I.C. Kayser &Co., 1823. **RARE** to find a southern scene American Historical Staffordshire ware.

State seal of S.C., by T. Mayer, c. 1829

Pembroke table, Federal style, c. 1790, mahogany with satinwood inlay. Possibly from Charleston.
Bowfront Cottage Chest, English, c. 1800-1820, Thought to have been cut in half for transportation up a narrow stairway.
Tripod Dumb Waiter (supper table), English, c. 1810, satinwood inlay, Revolving platform divided into 4 oval sections to hold plates.
Sconces, Swedish, c. 1890, ormolu with crystal prisms.

Exit by doorway leading to carport.

**Sixteen South Adger's Wharf
Home of Mr. and Mrs. Fred C. Smith, Jr.**

Note to Docents

This house is unlike any dwelling on the tour and will delight the visitor by its imaginative floor plan and handsome decoration. It is a significant building because it represents an early effort to convert a warehouse to a dwelling, a transformation which has been continued by the present owners. Today it is very fashionable to "convert" a factory to condominiums - in 1946 (when this effort first took place) it was unheard of and it set a precedent that has spread nationwide. Today this preservation technique is called adaptive use.

The previous owners' parents, Mr. and Mrs. Harold Simmons were responsible for the initial renovation. Along with their neighbors, the Simmons tackled the challenge of remodelling an abandoned warehouse that had outlived its original use and was fast approaching "eyesore" status. Working with the noted Charleston architect, Albert Simons, the previous owners devised a plan that preserved the character of the buildings while creating a clever floor plan. The present owners have furthered the restoration with a recent and extensive redecoration.

History of Adger's Wharf

Adger's Wharf: During the antebellum period, this wharf was the terminus for James Adger and Company, which instituted the first steamship line between Charleston and New York. One of the finest ships, the James Adger, happened to be in New York harbor when the Confederate War broke out. It was confiscated by Union authorities and was used throughout the war by the U. S. Navy.

After port activities moved up the peninsula, the wharf was abandoned. Recently, it has been reclaimed as a landscaped park with funds from a private donor.

Today, Adger's Wharf is divided into two streets called North Adger's Wharf and South Adger's Wharf - which is one of Charleston's few remaining cobblestone streets. Both streets are lined with old warehouses which have been "recycled" as private residences and offices. Sixteen South Adger's Wharf was one of the first buildings to be converted to a dwelling.

Entrance Hall

The present owners have added the marble floor. On the painted chest c. 1850 are a pair of candlesticks from Colefax and Fowler, London.

Wood carving from China, Persian rug, 19th century trumeau mirror

Living Room

Mr. and Mrs. Harold Simmons, who carried out the initial renovation in

1948 rescued the handsome neoclassical mantel from a Meeting Street mansion which had been torn down.

Mrs. Smith is an interior decorator by training and chose the soft yellow and floral chintz from Brunschurg and Fils for the living room. During recent renovations, the Smith's created the windows and doors unto the courtyard where visitors will see the delightful trompe l'oeil illusionistic paintings of artist Suzanne Bowman. The courtyard bench is a copy of one originally designed by English architect Sir Edwin Luytens (pronounced Luchens).

Antiques in the room include:

English toleware tray on stand c. 1850

Vases with prisms c. 1860 from Mrs. Smith's mother

French clock, 19th century

Lamps made from 19th century Chinese pottery foo dogs

19th century English botanical prints by Joseph Dalton Hooker

Turn of the century sconces

Dining Room

The mirrored alcove and Palladian inspired wall have been added by the present owners.

Antique Persian Palace Rug

The chandelier was purchased at a local estate sale.

Portrait of owners' son by Johnston Hagood

Portrait of owners' daughter by Martha Thomas

Note the thickness of walls into library leading into what was once another separate warehouse.

Library

The fireplace wall of the library was designed and installed by the present owners. In this courtyard one can see trompe l'oeil latticework and a door painted by Suzanne Bowman.

The antique chest on chest is English burl walnut c. 1740

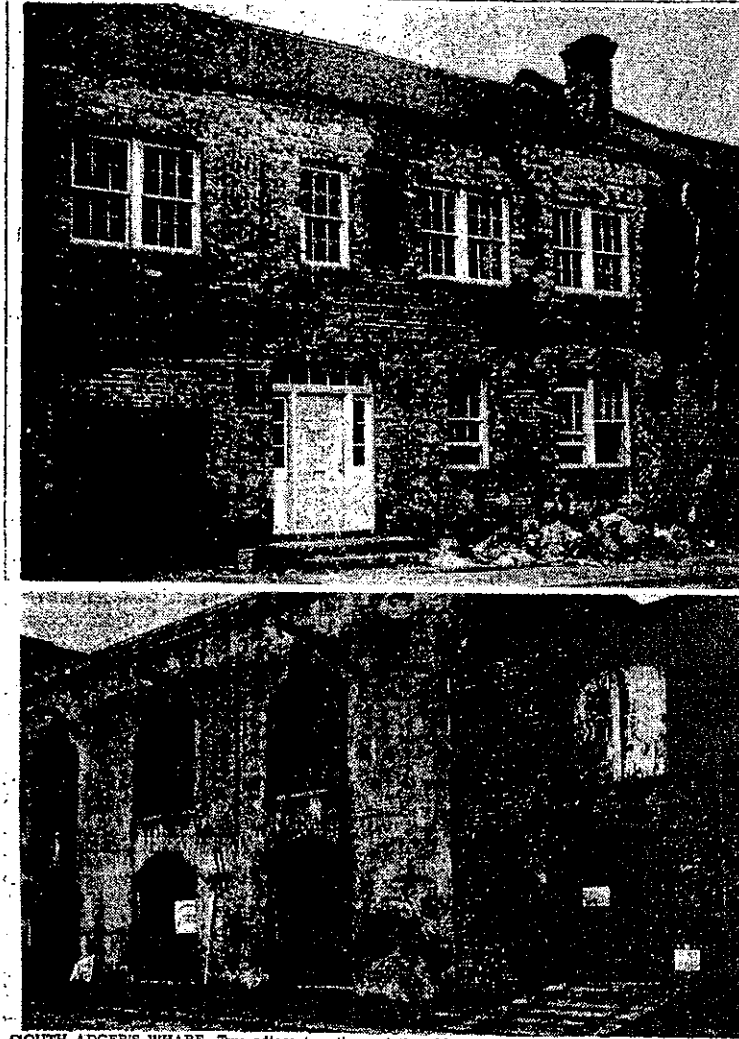
Rug - Heriz

Lamp and pitcher are antique English Staffordshire pottery c. 1850

The figures of Blackamoors on the mantel are Austrian.

Kitchen

In the redesigned kitchen which was completely gutted and refitted, the table which measures 7 feet by 30 inches was found in an old store in Summerville by Mrs. Smith. The pine cupboard is 19th century Irish pine.



SOUTH ADGER'S WHARF—Two adjacent sections of the old warehouse on South Adger's wharf, at the east end of Tradd street, are shown above. The top view shows the part just remodeled by Mr. and Mrs. Henry C. Cheves, III, for their dwelling. Work is still progressing. Below is shown the portion owned by Mr. and Mrs. Harold W. Simmons, where work has not yet begun. The houses have a view of the harbor and although near the water, are built on high ground. (Staff Photos by Reilly)

Extensive Brick Warehouse Being Remodeled To Provide Homes on South Adger's Wharf

By KITTIE HAVENEL

An extensive brick warehouse dating from before the War Between the States is being partially remodeled to provide homes, on South Adger's wharf, overlooking Charleston harbor. One such dwelling, No. 10, is so near completion that its owners, Mr. and Mrs. Henry C. Cheves, III, have moved in. Work has not yet begun on the others, although architect's plans have been drawn for the section just west of No. 10, owned by Mr. and Mrs. Harold W. Simmons. Plans for the rest, owned by Charleston Constructors, Inc., still are incomplete.

Mr. Cheves designed his home himself, and Charleston Constructors, with which he is connected, carried out his ideas. Entering by a hallway from which the staircase rises, one turns right into a large living room with windows on the street and a fireplace set with Welsh tiles. An archway connects this room with the dining room, which has windows on a courtyard. Twin corner cabinets are built in. This floor also has a modernly equipped kitchen and furnace room.

Upstairs, the drawing-room, which has unusually attractive proportions, overlooks the street and harbor. Overhead are massive beams, retained where they were originally but oiled and turned to a dark hue. The fireplace has Welsh tiles similar to those on the floor

below. Opposite, on the west wall are bookshelves and a built-in gun case with a glass door. The walls are a light green, with the shelves and baseboard a darker tone of green. The floor is of wide timbers, planed and waxed.

The three bedrooms have ample closet space. The child's bedroom also has shelves and lockers for toys. A large linen closet opens into the hall. One bath already is installed and space is reserved for another to be added later.

Back of the house is a courtyard with a large tree, shut off from the outside world by the walls of the warehouse which forms a hollow rectangle between North and South Adger's wharf. The courtyard will be shared by the Cheves house and the next apartment, as yet unremodeled, to its east.

The section west of the Cheves house, belonging to Mr. and Mrs. Simmons, has an 80-foot front, 60 feet of which is covered with stucco, and runs back about 53 feet. Albert Simons, of Simons & Lapham, architects, has prepared plans and specifications, which include cutting out a piece on the north-west for a garden. On the south-west a portion will be removed to provide a porch. While the arched windows of the street facade upstairs probably will be squared off

to give more light, the four arched downstairs are to be preserved. Those at the ends will be fitted with wrought-iron gates, the western one entering the porch.

The house will contain a center hall and winding staircase, a large dining room, a living room 16 by 30 feet, with old paneling and mantel from a Charleston mansion which no longer stands, and a morning room with cypress paneling and casement windows opening on the garden. There will be three bedrooms, including a master bedroom measuring 16 by 30 feet; two baths, and a glassed porch upstairs. The living room and morning room will be connected by a door similar to some at Fenwick hall, cut in the wall without interrupting the paneling.

Plans for the rest of the building are not yet settled. Charleston Constructors, which has its office in the east end of the building, may possibly move it to make an apartment to rent, a spokesman for the company said.

"There are no vacancies," he added.

The company bought the warehouse last year from the Port Utilities commission. It is believed to be at least 100 years old. Two shell fragments from the bombardment of Charleston, in the War Between the States, have been found in its joists.

Streets and Structures

Robert P. Stockton

Adger's Wharf

Adger's Wharf is one of the several streets in the made land to the east of East Bay Street, which still carry the names of wharfs. Adger's Wharf began its history as a "low water lot" (land exposed at low tide) belonging to Robert Tradd and situated across Bay Street (now East Bay) from his residence at Tradd and the Bay. Robert Tradd, a son of Richard Tradd and, according to tradition, the first English child born in South Carolina, died in 1731, bequeathing the "Water Lott" to Jacob Motte and his children. Motte was for many years the Public Treasurer of South Carolina and was also a prominent merchant, a sometime partner of James Laurens (brother of Henry Laurens). He built on Tradd's low water lot a large wharf known as "Motte's Wharf" or "Motte's Bridge." Buildings on Motte's Wharf included a "scale house," where items were weighed, and which apparently was large enough for Motte to locate his office and store there after the great fire of 1740.

North of Motte's Wharf, which later became known as Adger's South Wharf, was Greenwood's Wharf, which later became known as Adger's North Wharf. Greenwood, a British merchant in Charles Town, was one of the consignees of tea taxed under the Tea Act of 1773. Under pressure, he and the other consignees allowed local authorities to store the hated tea in the basement of the Exchange.

To the south of Motte's Wharf, at the foot of Tradd Street, was a site set aside for public use. The 1739 map called the "Ichnography of Charles-Town at High Water," shows the Exchange, with a courtroom above it, on the site. Later, a market was

built on the site, which Charles Fraser remembered as a "low wooden building." Subsequently, the market was removed and the site became part of the right of way of South Adger's Wharf.

By the end of the 18th century, both Motte's and Greenwood's Wharfs had been acquired by William Crafts, and were known as Crafts' North and South Wharfs. The wharfs were acquired in 1822 by Arthur Middleton, as administrator of the estate of Nathaniel Russell; later Middleton acquired them for himself. In 1835 he sold part to James Hamilton, and for a time the wharfs were known as Hamilton & Co., and Middleton & Hamilton's Wharfs. Middleton was one of the Middletons of Middleton Place. Hamilton was Intendant of Charleston, Governor of South Carolina, a general and a leader of the Nullifiers.

In the 1830s and '40s the wharfs were acquired by James Adger & Co., and became the southern terminus of the first steamship line between Charleston and New York. The lucrative line helped James Adger to become, allegedly, the richest man in South Carolina. One of Adger & Co.'s best ships, the James Adger, happened to be in New York harbor when the Civil War broke out. The ship was confiscated by Union authorities and used throughout the war by the United States Navy.

Over the years, substantial brick buildings were constructed lining the streets known as Adger's North and South Wharfs. The Sanborn insurance map of 1884 indicates that Adger & Co.'s office was at 90 East Bay, while the buildings on the south side of North Adger's Wharf and north side of South Adger's Wharf were cotton warehouses. The brick range on the north side of North Adger's Wharf also housed warerooms for cotton on the first level, with brokers' offices above.

After port activities moved up the peninsula, the wharfs were abandoned and the buildings converted to residential and office use.

South Adger's Wharf is one of Charleston's few remaining

cobblestone streets (others being Chalmers and Gillon streets and Maiden Lane). The granite base of Adger's South Wharf, where the Adger ships formerly docked, still projects into the Cooper River and has been made into a public park.

(Stockton, DYKYC, Oct. 8, 1973. _____, "Rainbow Row." Greene, unpub. MS. Rogers, Charleston in the Age of the Pinckneys, 14, 43, 56. Fraser, 32-33. Stoney, N&C, April 13, 1958. "Ichnography," 1739. "Ichnography," 1788. Bridgens & Allen Map, 1852. Sanborn Map, 1884.)

Alexander Street

Alexander Street originally extended from Boundary (now Calhoun) to Chapel Street and was laid out as part of the suburb of Mazyckborough in 1786. It was named for Alexander Mazyck, developer of the suburb. Middle Street, in Gadsden's Middlesex, between Laurens and Boundary streets, was made part of Alexander Street in 1903. The east end of Judith Street in Wraggborough became part of Alexander Street in the 1880s. ("Streets of Charleston.")

5 Alexander St. -- This three story clapboard single house was built about 1813 by Simon Jude Chancognie, French consul and merchant. The interior has fine Adamesque woodwork and an interesting, graceful stair. The roofline was remodeled in the late 19th century. Chancognie also built the house around the corner at 48 Laurens St.

(Thomas, DYKYC, Dec. 7, 1970.)

6 Alexander St. -- Francis Nelson, a ship's carpenter, built this house sometime after purchasing the site in 1799. It remained in his family until 1853. This is a variation of the single house, unusual in that there is no central hall and the fenestration on the piazza side is unusual.

(Stockton, DYKYC, Feb. 20, 1978.)

16 Adgts

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submitting the project.

board was asked to decide.

joined ranks in opposition.

nicality, the board members said.

one being caught up in the city's retail tape," said Board of Adjustment member Yvonne Evans. Another board member, Henry Fishburne said he would have voted against the project in the first place if he had known the neighbors were so opposed, but he could not reverse his decision now that Simmons was "99 percent down the road."

"If we vote the other way, then this board has led these people down the primrose path," said board Chairman Leonard Krawcheck.