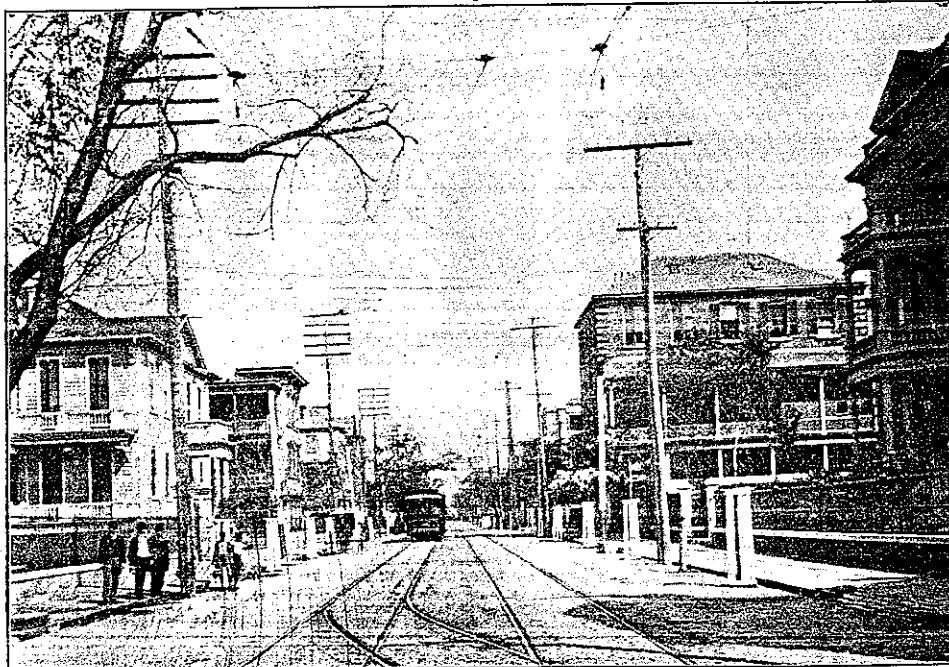


Charleston and Savannah Railway.

The great Plant System of railways, steamships and hotels comes in touch with Charleston by the Charleston and Savannah Railway. This splendid road has brought into Charleston thousands of tourists and hundreds of tons of freight, besides keeping Charleston in touch with her sister city, Savannah. The Charleston and Savannah Railway is splendidly equipped, has an exceptionally fine road bed, and is managed in a generous and liberal way. The schedules are convenient and service fast and safe. The company does a large business handling truck and the spur road to Young's Island has done much for the sea island farmers by providing quick and safe transit for their products. The business of the company through the year has been excellent.



RESIDENCE PORTION MEETING STREET—NORTH FROM BATTERY.

Northeastern Railroad.

One of the most important factors in the commerce of Charleston is the Northeastern Railroad. This road forms a part of the Atlantic Coast Line system. The through business received from other roads keeps the Northeastern very busy indeed. The Northeastern Railroad is a link in the oldest and greatest through route from Florida to the North, and thus participates in the profits accruing from the enormous freight and passenger traffic flowing between the East and the extreme South Atlantic

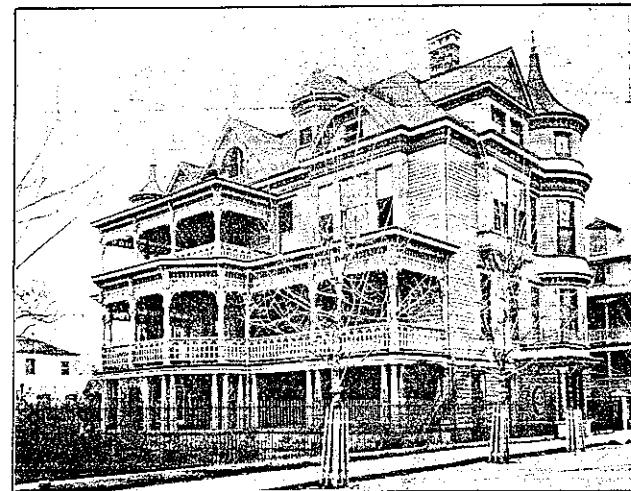
seaboard. The Northeastern Railroad shares largely in the winter tourist travel to and from Florida, and it is one of the mediums in marketing the products of the rich vegetable farms which stretch all along the coast from Charleston to the Gulf.

Ashley River Railroad.

The Ashley River Railroad consists of the line which runs from the Northeastern station out to Ashley Junction, together with numerous valuable spurs, which connect it with the various manufacturing concerns and phosphate plants located on Charleston Neck. The management has continued to develop the property and its prosperity increases. The branch lines have proved valuable feeders to the Ashley River Line, and all have done their share in the handling of Charleston's business and increasing her commercial importance.

The East Shore Terminal.

The East Shore Terminal Company was organized and its tracks constructed in 1889-90. Its tracks run from Columbus Street down along the entire eastern



RESIDENCE OF A. H. HEYWARD, ESQ.

front to Southern Wharf, and with sidetracks and connections to the various wharves along the water front. The track is a double track laid with 60-pound rails.

The property of the company was very seriously damaged in the year 1893 in the great cyclone of August in that year. Since then, under proceedings to foreclose the mortgages in the United States Circuit Court, it has been put in the hands of Receivers, by whom it is now being operated. The Receivers are William E. Huger, Esq., and Isaac W. Fowler, Esq.

The company owns the Union Wharves, comprising four piers and docks, and the

The building is a registered National Historical Engineering Landmark. A twin of the structure stood just to the east until it was demolished in the 1970s. (Stockton, unpub. notes.)

14 Chapel St. -- The Northeastern Rail Road Company Depot was built in 1865-66 to replace an earlier depot which was blown up during the Confederate evacuation of the city, Feb. 18, 1865. The depot was filled with and other commodities that had to be left behind, together with a quantity of gunpowder. People from the area rushed in to help themselves. Nearby some cotton was burning. Some small boys, who found that gunpowder would make a blaze with lots of smoke when thrown on the fire, amused themselves by carrying handfuls of it from the depot, where it was stored, to the cotton. Powder trickling through their fingers left a trail back to the depot. Somehow it was ignited and before anyone could extinguish the fire the entire depot was blown up, along with about 150 people. Houses near the depot also caught fire, adding to the chaos. (Burton, Siege of Charleston, 321. Stockton, DYKYC, Dec. 13, 1976. Whitelaw & Levkoff, 46.)

28 Chapel St. -- Elias Vanderhorst House, built c. 1832 by a member of the wealthy Vanderhorst rice planting family. It remained in the family until 1915. The structure is a valuable example of Greek Revival architecture, expressed in a suburban villa. The two and one-half story stuccoed brick house is built on a high brick basement and has a double flight of stone steps leading to the piazza.

(Thomas, DYKYC, Oct. 7, 1968. Smith & Smith, Dwelling Houses, 298.)

34 Chapel St. -- Built c. 1840 by Dr. Anthony Vanderhorst Toomer, or by his son Dr. H.V. Toomer, this two story wooden house on a high brick basement combines elements of the Greek Revival and Gothic Revival styles, the

New Research Sheds Light On Depot's Age

By ROBERT P. STOCKTON

Further research has exploded the theory that the old railroad building at 14 Chapel dates from c. 1853-55.

It appears that the present building replaced the original depot which was built in the 1850s and blown up during the evacuation of Charleston on Feb. 18, 1865.

According to The Daily Courier of Monday, Feb. 20, 1865, the explosion occurred at 8 a.m. the previous Saturday during the Confederate evacuation of the city.

The newspaper recounted that some boys, amusing themselves by throwing handfuls of powder on cotton bales, unwittingly laid a trail of powder to the room in which the powder was being stored, and in the resulting explosion the depot was destroyed and about 150 people killed.

The famous Civil War photographer Matthew Brady took several photographs of the explosion scene not long afterwards.

The Brady photographs, one of which is reproduced here, show the ruins of a structure very different from the present building at 14 Chapel.

The News and Courier

Do You Know Your Charleston?

The destroyed depot was a much more elaborate building, with arcades in the Italianate style which was popular in the 1850s.

Brady's photographs also show the ruins of other structures destroyed by a fire which followed the explosion and consumed houses in a four-block area.

Considering the evidently complete destruction of the c. 1853-55 depot, it was necessary to do additional research to pinpoint a construction date for the present building on the site.

This information was found in the annual reports to the stockholders of the North-Eastern Rail Road Co.

A.F. Ravenel, president of the company, reported on April 4, 1866, that during the previous year the company's business suffered from the effects of the recent war, including "the lack of adequate

depot-accommodations in the city..."

On April 3, 1867, however, Ravenel was able to report, "Our new freight and passenger depots in the city have been completed."

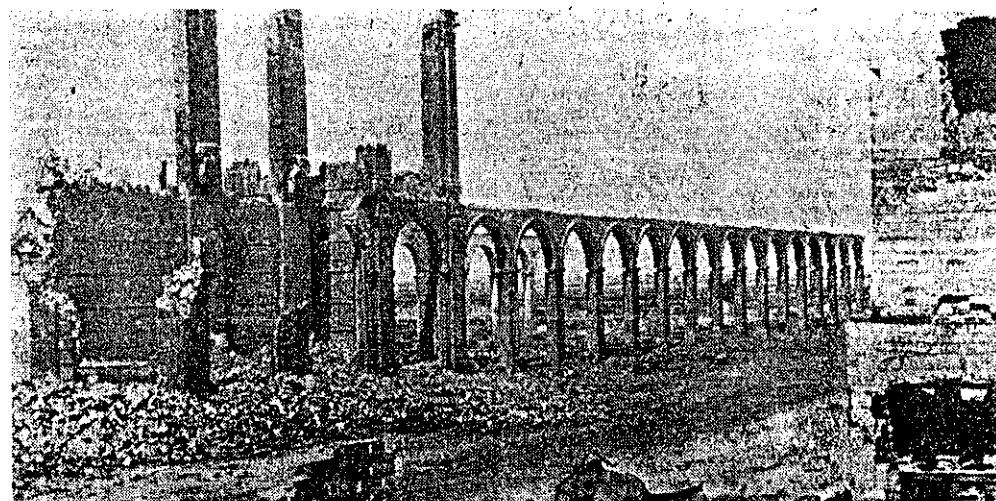
The two depots, thus established as having been built during 1866-67, appear on the "Bird's Eye View" map of Charleston, published in 1872.

One of the two structures, which stood on the south side of Washington Street, at the foot of Chapel Street, has disappeared.

The second structure, at Chapel and Bay (now East Bay) streets, appears to be the same structure now at 14 Chapel.

Its architectural style which has been cited as being typical of the 1850s, is typical also of the 1860s in Charleston, where new construction continued to be built in the "antebellum" style, as evidenced by buildings constructed soon after the war in the areas destroyed by the great fire of 1861.

A public hearing on the proposed demolition of the present building is set by the Board of Architectural Review Dec. 29 at 4:30 p.m. in the city office building at 116 Meeting St.



(Photo Loaned By Citadel Museum)

Brady Photo Of North-Eastern Depot Ruins, 1865

Rail Depot Demolition Asked

By ROBERT P. STOCKTON

A demolition permit has been requested for the old North-Eastern Rail Road Co. depot at 14 Chapel St.

The City Board of Architectural Review will hold a public hearing on the request Dec. 29 in the city office building at 116 Meeting St.

The North-Eastern Rail Road Co. was organized in February of 1852 to compete with the Wilmington and Manchester Rail Road which was then being built from Wilmington, N.C., to Augusta, Ga.

Fearing that the Wilmington and Manchester Rail Road would divert Pee Dee cotton to Wilmington, to Charleston's economic detriment, a group of Charlestonians formed the North-Eastern Rail Road Co. and laid tracks connecting Charleston with Darlington.

D.L. McKay was the first president of the company. Nathaniel Russell Middleton, later president of the College of Charleston, was the first secretary-treasurer. T. Pinckney Huger, later president of the company, was chief engineer.

The North-Eastern Rail Road Co. bought the site of 14 Chapel St. on Jan. 1, 1853. It was part of several tracts of high land and marshland which the company

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bought from John L. Nowell, planter in St. James-Santee, who had a home nearby on Reid Street.

Nowell had acquired the depot site in 1839 from Edward Carew. The property was described at that time as having a steam sawmill on it. It was one of two tracts which Mrs. Ann Ferguson, of the heirs of John Wragg, had sold in 1835 to Carew and William Carter, with Carew subsequently acquiring Carter's tract.

The North-Eastern Rail Road Co. probably began construction of their depot at 14 Chapel St. soon after acquiring the property in 1853. A map dated 1855, in the Charleston Library Society's collection, shows the North-Eastern depot on the site at that time.

The present building appears on the "Bird's Eye View" map of Charleston, published in 1872. Another railroad building, which has since disappeared, stood

nearby on the south side of Washington Street.

At the company's annual meeting of officers, Nov. 24, 1881, A.F. Ravenel, president of the company, reported that \$65,887 had been expended, as of Sept. 30, 1881, "on the enlargement of our Yard, the erection of new Passenger and Freight Depots, the extension of our Wharves, and other improvements at Charleston."

These improvements can be seen on the ward map of the area, in the City Engineer's Office, which was surveyed in 1882.

They included the shed-like wing on the north side of 14 Chapel St., extending along Bay (now East Bay) Street, designated the North-Eastern passenger depot.

A second shed-like projection on the north side of the building, a vestige of which remains, was the passenger depot of the Charleston and Savannah Railway Co.

Two other structures, built in 1881, were the Charleston and Savannah Railway freight depot at 2 Chapel St., which

(See Page 9-B, Column 3)

...Depot

Continued From Page 1-B

was demolished a few years ago, and the North-Eastern freight depot at 4 Chapel St., which remains.

Before 2 Chapel St. was demolished, a team of architects from the Historic American Engineering Survey made measured drawings and photographs of the building.

The Engineering Survey at the time expressed interest in making such permanent records of all of Charleston's railroad buildings, including the structures at Chapel and East Bay and the complex of buildings stretching from Hutton Street to the Crosstown Route, between King and Meeting streets.

Two and 4 Chapel St. were both rated in the second highest category in the City of Charleston's Historic Architecture Inventory. Inexplicably, 14 Chapel was not rated in the inventory.

In contrast to the more whimsical "Chinese Chippendale" style of its surviving neighbor at 4 Chapel, the depot

at 14 Chapel has a more restrained style, similar to other railroad buildings constructed in the 1850s.

It is a typical mid-19th Century "industrial" style building, with thick brick walls, pierced by arched openings. The main entrance on Chapel Street retains the original wide double doors with four panels, typical of the 1850s.

The rather severe lines of the building are relieved by a wide bargeboard of open lattice, with a pendant in the peak.