

**Grand Models, Merchants, and Cotton**  
**59 East Bay Street, Charleston SC**

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**Historical Research Methods**  
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## Table of Contents

<b>Charleston, Cities, and Urban Research</b>	<b>5</b>
<b>Urban Origins</b>	<b>7</b>
<b>18th-century History</b>	<b>11</b>
<b>19th-century History</b>	<b>13</b>
<b>1884 Sanborn Map</b>	<b>16</b>
<b>Earthquake</b>	<b>19</b>
<b>Earthquake Voucher</b>	<b>21</b>
<b>1888 Sanborn Map</b>	<b>22</b>
<b>20th-century History</b>	<b>24</b>
<b>59 East Bay Today</b>	<b>26</b>
<b>Bibliography</b>	<b>30</b>
<b>Appendix I: 59 East Bay Map Regression</b>	<b>33</b>
<b>Appendix Two: Current Property and Environs Portfolio</b>	<b>42</b>
<b>Appendix Three: Chain of Title</b>	<b>45</b>
<b>Appendix Four: Annotated Chain of Title</b>	<b>50</b>

## List of Figures

<b>Figure 1:</b> Reproduction of Early Grand Modell Lot configuration (Image, South Carolina Historical Society).	7
<b>Figure 2:</b> Crisp Map of 1711, showing location of Lot # 5 (Image, Library of Congress, modified by author).	10
<b>Figure 3:</b> Charleston's Fires from Simons and Lapham, p. 171).	12
<b>Figure 4:</b> Cotton Press Company Advertisement from Shoals Directory (Image, Shoals Charleston Directory).	15
<b>Figure 5:</b> Eastern façade of 59 East Bay Street (Image, author).	27
<b>Figure 6:</b> 2014 Google Earth Image (Image, Google Earth, <a href="http://www.google.com">www.google.com</a> , modified by author).	27
<b>Figure 7:</b> Reproduction of Grand Modell (Image, South Carolina Historical Society).	33
<b>Figure 8:</b> Halsey Map reproduction, 1949, with Model Lot numbers overlaid on modern street grid (Image, CCPL Carolina Room).	34
<b>Figure 9:</b> Crisp Map of 1711 showing approximate location of Lot # 5 (Image, Library of Congress, modified by author).	34
<b>Figure 10:</b> Ichnography of Charles Town at High Water, 1739 (Image, MESDA, modified by author).	35
<b>Figure 11:</b> Ichnography of Charleston, South-Carolina: at the request of Adam Tunno, Esq., for the use of the Phoenix Fire-Company of London, taken from actual survey, 2d August 1788 / by Edmund Petrie (Image, Library of Congress, modified by author).	35
<b>Figure 12:</b> 1869 "Map of Charleston South Carolina" published by Walker, Evans, and Cogswell, cotton press labeled (Image CCPL, Carolina Room).	36
<b>Figure 13:</b> 1872 C.N. Drie Map of Charleston (Image, Library of Congress).	36
<b>Figure 14:</b> 1884 Sanborn Map of 59 East Bay (Image: University of South Carolina).	37
<b>Figure 15:</b> 1888 Sanborn Map of 59 East Bay (Image, University of South Carolina)	37
<b>Figure 16:</b> 1919 "Map of the City of Charleston, SC and Vicinity" McCrady Bros (Image, CCPL Carolina Room, modified by author).	38

<b>Figure 17: 1989 United States Geological Survey Image (Image USGS, www.usgs.gov)</b>	39
<b>Figure 18: 1994 United States Geological Survey Imagery (Image, Google Earth, www.google.com)</b>	39
<b>Figure 19: 2002 Digital Imaging Satellite (Image, Google Earth, www.google.com)</b>	40
<b>Figure 20: 2014 Google Earth Satellite Image (Image, Google Earth, www.google.com)</b>	40
<b>Figure 21: Google Street view of 59 East Bay (Image, Google Earth, www.google.com)</b>	41
<b>Figure 22: Corner of East Bay and Longitude Lane (Image, author).</b>	42
<b>Figure 23: 59 East Bay from the west side of Bay Street (Image, B. author).</b>	42
<b>Figure 24: 59 East Bay from northeast corner of current property (Image, author).</b>	43
<b>Figure 25: 63 East Bay (Image, author).</b>	43
<b>Figure 26: Longitude Lane looking west (Image, author).</b>	44
<b>Figure 27: Longitude Lane looking east (Image, author).</b>	44

## **Charleston, Cities, and Urban Research**

Cities and their dwellers are the heartbeat of human societies, and today more people live in urban landscapes than ever before. In North America cities were the melting pots of both colonial life and the New Republic—centers for the exchange of goods, ideas, and commerce. In the past cities were the bridges between locales and the broader Atlantic marketplace. As a result they offer unparalleled insight into the nuances of social life. Charleston was no exception.

Studying the urban lots and residence can be an equally rewarding and frustrating exercise. Incomplete records, overlapping and conflicting ownership chains of title, and the general erasure of urban life through sustained occupation all contribute to the rich and varied exercise of urban archival resources. As will be discussed here, one of the primary methodological challenges is that densely packed lots often intermingle in the archival record. Still too, street numbers change and are adjusted as property sizes grow, shrink, and merge. Rather than being a negative aspect of urban history, these challenges should be embraced and welcomed as an index of the messiness that is urban life both past and present.

One of the greatest challenges for urban (and commercial) research is that owners are not often occupiers of properties, and many times there is no indication (or distinction) between the two. As will be discussed throughout this paper, 59 East Bay, and its adjoining properties (57, 61, and 63) were occupied by various tenants throughout the 17th, 18th, and 19th

centuries while the property was owned by another party—this was especially true for the property during the 18th-century.

My approach here is holistic and expansive, attempting to work within a micro-historical approach, using a single property as an index of broader patterns. Moreover, in many cases I broaden my frame of reference to include the area around 59 East Bay because it is important to place one's property within its immediate environs. My treatment of the property is admittedly skewed towards an architectural analysis of cartographic and photographic evidence. Located in one of the oldest sections of Charleston, 59 East Bay Street is now an unassuming space along the city's easternmost thoroughfare. The number of the street number, lot shape and size have changed over time. Prior to the advent of Sanborn maps, the property occupied a shifting area south of the intersection of Longitude Lane and East Bay.

What follows is a chronological presentation of 59 East Bay's development from Grand Model Lot #5 to the 1950s brick structure present today. It is not a linear narrative, rather it is fragmentary; offering parallel trajectories of development as can be gleaned from located archival sources. Following a discussion of the property's history, a selected map regression of the property is presented from the Grand Modell to present day satellite image in Appendix One. In Appendix Two I have provided a photographic portfolio of the building and its environs in December 2014, followed by a basic chain of title in Appendix Three. Finally Appendix Four consists of my annotated chain of title.

## Urban Origins

Charleston was the first urban landscape in the English world to explore the usage of an urban street plan.<sup>1</sup> Such an interest in town planning was derived from the infiltration of Baroque and Renaissance ideals of order and symmetry—such ideas would become the cornerstones of the Georgian worldview.<sup>2</sup> Set within this street plan individual lots were granted to investors in the Carolina colony. The town plan was devised in London, by colonial urban planters who would never set foot in the New World, the street-pattern was quickly adjusted to fit the shape of the Oyster Point peninsular with its irregular shoreline and intruding creeks.



Figure 1: Reproduction of Early Grand Modell Lot configuration (Image, South Carolina Historical Society).

<sup>1</sup> See K. A. Saunders, "As Regular and fformidable as any such woorke in America: the Walled City of Charles Town," in J. Joseph and M. Zierden eds., *Another's Country: Archaeological and Historical Perspectives on Cultural Interactions in the Southern Colonies*, Tuscaloosa: University of Alabama Press, 198–214, 2001. See also, discussion on the Preservation Society of Charleston website detailing the campaigned to 'tame' the Vanderhorst Creek and the surrounding era during the formative years of the colony, <http://www.halseymp.com/Flash/window.asp?HMID=65> {accessed 29 November 2014}.

<sup>2</sup> See Peter Borsay, "The English urban renaissance: The development of provincial urban culture c. 1680-c. 17601." *Social History* 2, no. 5 (1977): 581-603, for a treatment of Georgian town planning in England, and James Deetz, *In small things forgotten: an archaeology of early American life*. Random House, New York, 1996 on the material realities of the 'Georgian Mindset' in the English North American colonies.

Within this street-pattern Lot Number 5, which would become the area on the corner of East Bay and Longitude Lane was one of the earliest to be granted in the fledgling colony.

### **Lot Number 5**

Grand Model Lot Number 5 was granted to Thomas Rose in 1678. He was given the warrant in 1679 and finally the official grant in 1680. Little is known about the improvements that Rose made to the property, as there is no formal evidence. Whatever the material manifestation of his ownership was, it was short-lived. Rose was dead by 1685, and in 1687 the lot was then sold by Rose's executors to Thomas Smith, a merchant, planter and politician. Smith was governor of Carolina from 1693 and until his death on November 16th 1694. In 1691 he was granted Landgrave by the Lord's proprietors. Smith played a prominent role in the social and political landscape of 17th-century Carolina. When Smith's first wife Barbara died, he then married Sabina de Vignon van Arsens and took over her first husband's estate at Medway Plantation in Goose Creek. Smith was buried at Medway.

Smith's town house is a mystery, however given the style of early architecture in Charleston, and the short description, it seems that it was single pile, likely with a central entrance not unlike those that survive on Church Lane to the west, a pre-Single House form common before the 1780s.<sup>3</sup> A survey made in 1689 notes "the lot whereupon ye Corner house formerly stood."

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<sup>3</sup> Perhaps models for Smith's townhouse might include the Thomas Rose House at 59 Church or any of the other center-entrance houses that line the portion of Church Street between Water and Broad.

While Smith was a member of the Grand Council, the General Assembly met at his brick house, "four roomes, one above another."<sup>4</sup>

Smith was also a prominent purchaser of land in the town, and foresaw the value of buying up as much property as possible during the colony's formative years. In 1688, he obtained land outside of the fortifications, "All that Point of Land Commonly Called the Oyster Point containing Six acres (except for a Fortification) granted to Thomas Smith December 18 1688." Oyster Point was the area of land where the first settlement on the peninsular was formed after the colony moved from Albemarle Point. Archival records also indicate that in addition to the house itself a wharf existed to the east of the property extending into the Cooper River: "The Wharf before that part of Town Lot No 5 which belonged to Thomas Smith March 26 1697/8 & was then granted to him." The subsequent entry also indicated that by 1697/8 the property rights belonged to Smith's son George, showing that three years after his death the property was still tied up in transition between father and son. During his time in Charleston, Smith also gathered other lots and lands in addition to Lot Number 5. On June 11 1694 he was also granted Lot Number 265 and in September and October 1694 he was granted lots, 287, 288, 289, 290, 291, 292, 293, 294, 295, and 296.<sup>5</sup>

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<sup>4</sup> This discussion is taken from the abstracts located in, Bates, Susan Baldwin, and Harriett Cheves Leland, eds. *Proprietary Records of South Carolina. Volume Three: Abstracts of the Records of the Surveyor General of The Province, 1678-1698*. Charleston: History Press, 2005, as the original abstracts were not readily available during the research period, see also summarized discussion of Bates et al. on Preservation Society of Charleston Halsey Map website, <http://www.halseywholemap.com/Flash/gov-detail.asp?polID=87> {accessed 25 November 2014}.

<sup>5</sup> See ibid; Smith, Henry A.M. "Charleston: The Original Plan and the Earliest Settlers." *The South Carolina Historical and Genealogical Magazine* Vol. 9, No. 1 (1908): 14-15, and Smith, Henry A.M., ed. "The Baronies of South Carolina." *South Carolina Historical and Genealogical Magazine* Vol. 13, No. 1 (1912): 3-4, for a full discussion of primary documentation on original grants for the Carolina colony.

While George kept the lot upon his death a portion of the property was sold to Thomas Pinckney, although it is not entirely clear which portion. Upon the death of Thomas in 1724, William Pinckney (one of Thomas' son's) received a portion the Lot 5 buildings and land including the area across East Bay including the wharves. Included within these properties were two tenements, which were mortgaged to Solomon Tozer and Benjamin de la Consèilliere.<sup>6</sup>

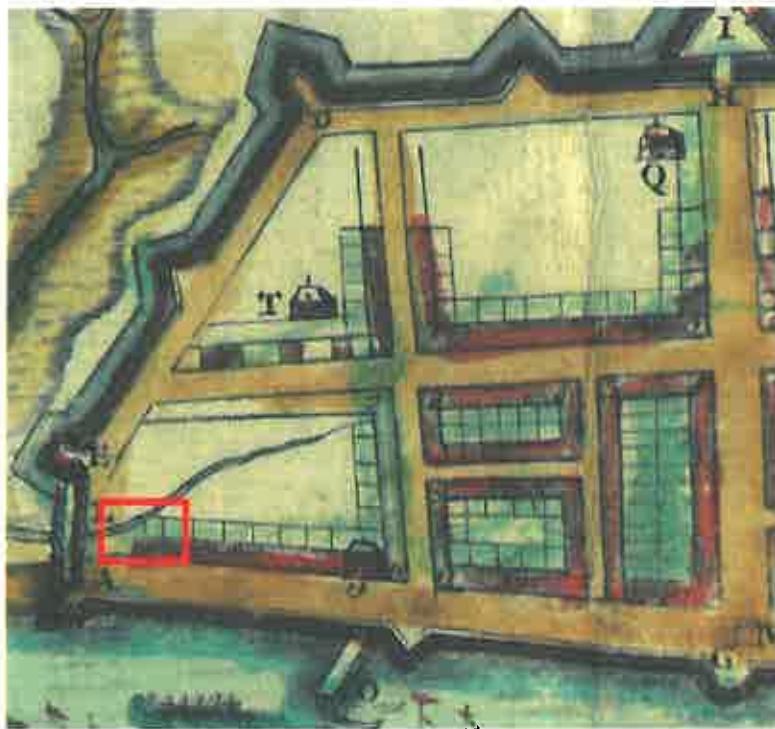


Figure 2: Crisp Map of 1711, showing location of Lot # 5 (Image, Library of Congress, modified by author).

<sup>6</sup> Tozer was a public figure, likely a lawyer, as he was the witness on several prominent wills in the early 18th century. A search of Tozer provided that he was witness on several wills and power of attorney documents including the power of attorney of Charles Hill, Book D p. 165 25 March 1719 Power of Attorney. For examples see, *South Carolina deed abstracts 1719-1772*. Clara A. Langley South Carolina Historical Press 1983, i.e., p. 111 Jonathan Drake (planter) p. 201, Captain Anthony Mathewes. Tozer died on July 20th 1732 and is buried at the Circular Church. Mabel L. Webber "Register of the Independent of Congregational (Circular) Church: 1732-1738". The South Carolina Historical and Genealogical Magazine 12:1 (January 1911), p. 27-37. Consèilliere was a member of the Governor's council as well as the Governor's Assistant Justice. He owned several properties on the western end of Tradd Street, see Smith, Alice Ravenel Huger, and Daniel Elliott Huger Smith. *The Dwelling Houses of Charleston, South Carolina*. The History Press, 1917, p. 223-224, however it seems at least for a time, he stayed in one of the tenements here on East Bay.

## 18th-century History

Here is where there is a major gap in the chain of title, and currently there is only evidence of occupants of the building during the late 18th century. The issue was when the building was given over to the Commissioner of Accounts in 1831, there is no listing in the 1800-1888 Cross or Direct Indexes to indicate from whom they obtained the property. Moreover a search of the earlier indexes prior to 1800 provided only that Arnoldus Vanderhorst had built one of his many town houses on the site of Thomas Smith's earlier town house. Vanderhorst's retirement from public life in 1796 open the door for the property to be used by tenants along East Bay as he returned to his primary seat, his plantation on Kiawah Island.<sup>7</sup> From his departure, limited information about this period can be gleaned from city directories. Perhaps a major contributing factor were two successive fires occurring in the area first in 1740 and then in 1798. From the surviving archival accounts and an overlay of these accounts on a street map, one can see that 59 East Bay was in the direct line of destruction for each.<sup>8</sup>

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<sup>7</sup> See Matthew A. Lockhart, "Vanderhorst, Arnoldus." Walter Edgar, ed. *The South Carolina Encyclopedia*. Columbia: University of South Carolina Press, 2006, see also summary of this entry on the Halsey Map site produced by the Preservation Society of Charleston, <http://www.halseymp.com/Flash/mayors-detail.asp?polID=5> {accessed 20 November 2014}.

<sup>8</sup> For a discussion of the history of fires in Charleston see, The Halsey Map site produced by the Preservation Society of Charleston, <http://www.halseymp.com/Flash/map.asp> {accessed 15 November 2014}, as well as Matthew Mulcahy, "The Great Fire of 1740 and the Politics of Disaster Relief in Colonial Charleston." *South Carolina Historical Magazine*, 99:2, 1998 as well as, Daniel J. Crooks, Jr. *Charleston is Burning. Two Centuries of Fire and Flames*. Charleston: The History Press, 2009.

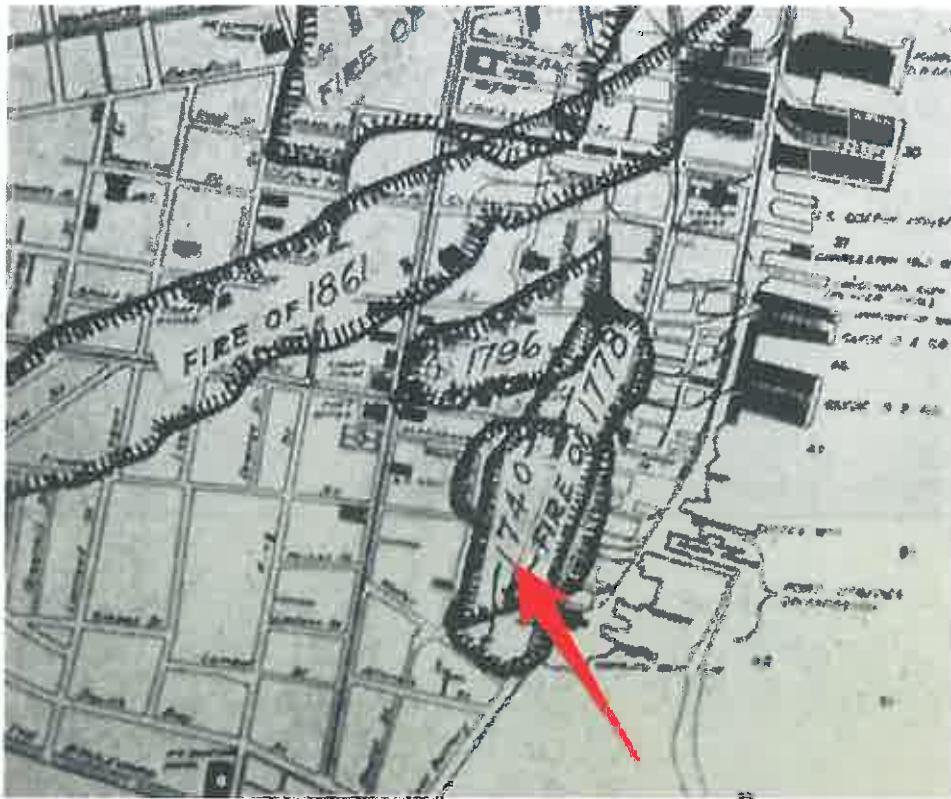


Figure 3: Charleston's Fires from Simons and Lapham, p. 171).

Beginning at the end of the 18th-century the city directories provided a succession of occupants for the property at 59 East Bay. As these entries illustrate, this 'middling sort' were quick to move around various commercial spaces on East Bay Street.

Beginning in 1785, John Kirk is listed as a merchant occupying number 59 East Bay. Kirk was a prominent merchant who was active in the American War for Independence, although he is most famously known for having lost eleven ships to French privateers during his years of

mercantile activities.<sup>9</sup> By 1794 it appears the Kirk had taken on a partner as the city directory listed Kirk and Kuten Merchants as the occupants of the property in that year.<sup>10</sup> This partnership however was short-lived, Kirk was listed as a single merchant by 1801.<sup>11</sup> A snapshot of the area around 59 East Bay as gleaned from the 1801 directory provides an illustration of the commercial landscape of lower East Bay at the turn of the 19th century—it is populated almost exclusively by merchants.

### **19th-century History**

In contrast to the 18th-century, the 19th century documentary and cartographic archive provide a wealth of information related to the property. By 1802 Benjamin Jewel, a shopkeeper takes up residence at 59 East Bay and remains there until at least 1807.<sup>12</sup> In 1830 the listings for 59 East Bay in the city directories stop and there is a further gap in documentation until 1836 when a conveyance between Benjamin Smith and Sandiford Holmes in 1836.<sup>13</sup> Smith and Holmes trade the ownership of the property back and forth throughout the 1830s through Mortgages and Assurances.<sup>14</sup> During this time however, these shifting owners have tenants occupying the property. The 1835–6 City Directory Lists John Boyce Jr. a Grocer as the occupant of the property, followed by Blair Hugh and Co. Wine Merchants in

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<sup>9</sup> Charleston City Directory, 1785. Information on Kirk's tenure as a merchant from, Thomas Patrick Hughes and Frank Munsell American Ancestry: Giving Name and Descent, in the Male Line, of Americans Whose Ancestors Settled in the United States Previous to the Declaration of Independence, Volume 9, 1894 p. 243.

<sup>10</sup> Charleston City Directory, 1794.

<sup>11</sup> Charleston City Directory, 1801.

<sup>12</sup> Charleston City Directories, 1802, 1803, 1806, 1807.

<sup>13</sup> RMC Deed Book P10, p. 265.

<sup>14</sup> RMC Deed Book O10 p.44; K11 p. 134; E12 p. 369.

1840.<sup>15</sup> By 1851, Smith and Holmes sold the property to the Alexander R. Mitchell Company who would quickly develop the property for industrial purposes. By 1851 the company had changed its name based on the new conglomerate of individuals who would share ownership of the property—Alexander R. Mitchell, Samuel Jeffords, and Theodore Gourdin. Over the next several years individuals would come in and out of the company. This culminated in a lawsuit heard before the South Carolina Supreme Court regarding rightful ownership of the property by the Commercial Cotton Press and Wharf in 1871.<sup>16</sup>

The 1872 C.N. Drie Bird's Eye map of Charleston provides an aerial view of the property during the last quarter of the 19th century. Longitude Lane is not labeled, and is not even shown as a thoroughfare which interrupts the street-frontage of East Bay Street. The buildings behind the street front however, are oriented in such a way to indicate that a small lane cuts through the built environment. Our property is shown as a 3 x 3 bay brick structure three stories in height. To the rear of the buildings a smaller number of associated buildings fill out the property boundaries these structures are oriented not towards East Bay, but rather Longitude Lane and are in various forms and heights. Across East Bay Street a group of wharf buildings completes the set of associated buildings (more below).

What is an interesting in contrast to the 1884 Sanborn maps created some ten years later show a unified building running back from the East Bay frontage some two-thirds of the way west to Church Street. This dramatic change in the lot's built environment can be attributed to the

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<sup>15</sup> Charleston City Directories, 1836; 1840.

<sup>16</sup> The Southeastern Reporter, Volume 2, West Publishing Company, 1887, p 490-491. The Commercial Cotton Press and Wharf Company eventually wins and claims full uncontested ownership of the property.

arrival of the Commercial Wharf and Cotton Company in 1880.<sup>17</sup> While they had yet to fully acquire the land and buildings at the time of the 1880 assessment, by 1881 the company was assessed for a two-story wooden structure on the property which measured 37 by 220 feet; this was the for the property on the east side of East Bay; they were still in the process of purchasing the property from H. Bullwinkle in 1881. There, H. Bullwinkle continued to be assessed for a property measuring 22 feet wide and 126 feet deep with a three-story brick structure valued at \$2200. All together their holdings were valued at \$20,000 (with \$3,100 being for the building at the corner of East Bay and Longitude Lane.<sup>18</sup>

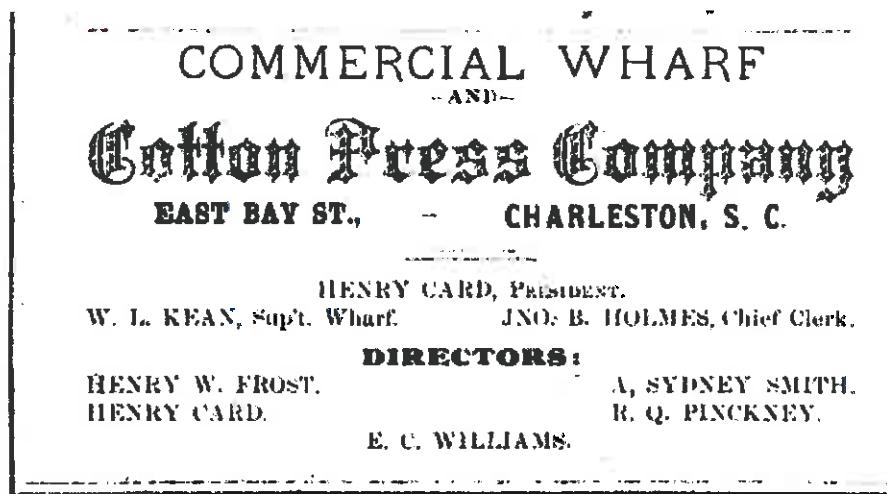


Figure 4: Cotton Press Company Advertisement from Shoals Directory (Image, Shoals Charleston Directory).

The Commercial Cotton Press and Wharf Company had a string of bad luck in the 1880s on the corner of East Bay and Longitude Lane first a fire followed by the earthquake. *The Friend* Volume 54 records a fire on the property in 1881: "A fire broke out on the afternoon of 17th

<sup>17</sup> Charleston City Ward Book, 1880, Ward 1, p. 26.

<sup>18</sup> Charleston City Ward Book, 1881, Ward 1, p. 16.

inst., in one of the sheds of the Commercial Cotton Press and Wharf Company in Charleston S.C., which consumed all the cotton sheds and a brick warehouse partly filled with cotton. The British iron steamships *Borrowdale*, *Travancore*, and *Bedford*, lying at the wharf were damaged, the *Borrowdale* badly. The total loss is estimated at \$586,000."<sup>19</sup>

### **1884 Sanborn Map**

The 1884 Sanborn Map provides a picture of the property two years prior to the 1886 earthquake. It shows a large single story brick structure occupying numbers 46 to 50 East Bay Street terminating at the corner of Longitude Lane. The building is labeled "Commercial Cotton Press and Wharf Co". While the structure occupies the entire East Bay frontage of the lot, it tapers as it runs west towards Church Street. The lot as depicted in this Sanborn appears to conform to the size, shape and dimensions of lots 4 and 5 of the Grand Modell—the key feature here is that the lot does not extend to Church Street. Instead, it abuts a smaller lot to the west before reaching Church.

Several key features of the interior of the primary block are indicated on the 1884 Sanborn. First an office was located in the northeast corner of the building. A dashed line along the southern third of the interior denotes a series of brick piers traversing the space. The location of the brick piers are interesting in that they denote the usual place for a Charleston Single House Piazza. Without evidence, is it possible that these piers are the ghosts of the 18th-century form of the building that has yet to be determined.

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<sup>19</sup> *The Friend* Volume 54, p. 88, 1881.

Running on the interior of the structure are a series of hydrants (likely as a part of the interior fire prevention measures). The cotton press itself and its associated accouterment are labeled on the structure's interior in the northern third of the building near the front. It is indicated by a double-lined square enclosure with a circle on the inside. It is labeled, '1200 Ton Press Tyler's Patent'. It is also indicated that the press had 400-horse power. To the north of the press, and a part of its heating and cooling system, was a 'large double fire-place connected with water works and cistern.'

The insurance maps details the overall measures for combatting fire in the warehouse, written parallel to ten building's primary axis is: '300' hose attached to hydrants and 200' reserve fire pump; fuel, coal lights, gas and watchmen; 2 dozen water pales.' Abutting the southwestern corner of the primary structure, is a 12-foot square brick Cotton Yard enclosure.

Across Longitude Lane there is a small one-story wooden ancillary building owned by the Commercial Cotton Press and Wharf Company. The areas further to the south and north of the building are a testament to social and economic landscape of East Bay at the end of the 19th century. Directly to the south at number 45 East Bay was a three-story brick tenement connected by a wood hyphen to another tenement set back off the street. From the Sanborn diagram it is likely that this complex of building was formerly a single house with detached kitchen that was then connected through the hyphen to makes the single building. Across a small informal alley to the south was a three-story brick boarding house, once again with

connecting hyphen to two more boarding houses. The boarding houses and the tenements which seem to be common place not just on the lower ends of East Bay are all a product of the changing nature of the street and the broader industrialization of Charleston. While these buildings were likely inhabited by solely by migrant sailors in the 18th and early 19th centuries, by the end of the century workers from these factories were now much more likely to live within the tenements and boarding houses lining the streets.

To the north Number 51 East Bay is vacant. This structure abuts an open coal yard which fronts a rear two-story tenement, which fronts an 'Open Cotton Shed' constructed of wood–owned by the Commercial Cotton Press and Wharf Company. The diagram indicates that at the western end it has a half-gable roof. This open area fronted a one-story wooden barn and an area labeled 'cow.' This complex seems to be the extent of the Commercial Cotton Press and Wharf Company ownership on East Bay.

To the north of the Commercial Cotton Press and Wharf Company were a suite of businesses to cater to the needs of factory workers. There was a three-story brick store at Number 53 East Bay. Number 55 was a mixed constructed tenement three story's high, with a saloons at numbers 57 and 59 each constructed of brick. A three story-brick grocer, butcher (labelled as 'meat') are the next two property's north of Tradd followed by the brick W. Hotel and a feed store at number 65 and an unidentified brick building labeled 'Fancy' followed by a fruit tenement, the Metropolitan Hotel, and another series of brick saloons heading further north.

To the west in the same block as our building there was a competitor—on the corner of Tradd and Church streets, the Huy and Cotton Company had a small warehouse.

Across East Bay along the harbor side the Commercial Cotton Press and Wharf Company owned a series of buildings that aided in the export of Cotton from the Low Country. A long thin wooden warehouse was the primary fixture of their holdings across East Bay, labeled "Cotton Storage Shed." To the south of this wooden building is another single-story cotton storage shed.

Supporting this primary structure were a series of three-story brick tenements, likely where workers lived as well as four offices. There is also a row of six, two-story brick houses extending to the east along the slips. A single wooden building labeled "Wharf" is the eastern-most structure in the complex.

### **Earthquake**

The Charleston earthquake had a devastating effect on the city. The brick and wooden landscape of the city were taken apart in minutes. While the earthquake brought the Atlantic capital to a stand still, photographs of the aftermath provide a window into not just the effect of the natural disaster but also a look inside of buildings.

They earthquake inflicted serious damage on our East Bay property. Photographic evidence indicates that the earthquake destroyed a majority of the front façade of the building. The identity of the building is confirmed not only through the label on the photograph but also

several features. First the presence of the three windows just below the wall plate and offset to the rear of the building is mirrored in the 1884 Sanborn map. Additionally, the presence of a low brick boundary wall to the right of the photograph is also shown on the 1884 Sanborn, as well as the arched exit along the northern side of the building seen here where two individuals are posing for the photograph.

Nonetheless the result is a view on the carcass of the building in 1886. The walls appear to have a prepared brick face along the street frontage, with brick rubble infill in the inter wythes. The northern wall appears to have been painted white recently while the southern wall appears to have an older campaign of painting. The roof was a typical warehouse construction for the 19th century. Large trusses with central king posts rising to the ridge. The king posts appear to be tenoned and nailed to the trusses. On the wall plate the tie beams and down trusses appear to be butted and nailed into place, and bird mouthed beyond the edge of the plate. There are three purlins on each side of the gable and they appear to be nailed into place along the body of the building and rested into the place through a series of notches on the end gable. The roof appears to be made of wood planks without any sheathing visible in the photograph. Interestingly the planks run length-wise down the gable meaning that there would have been constraint leaks on the interior when it rained. A cold joint runs vertically up the brick façade on the left-hand portion of the building giving evidence for either an enlargement of the building by several feet or a reconstruction at the same time as the front façade was re-pointed.



Figure 5: Earthquake Assessment Photograph (Image, Low Country Digital Library).

### **Earthquake Voucher**

Despite the fact that the earthquake photograph of the property records extensive damage to the front façade of the building there is no voucher for repair of the building, still too, the survey of the property indicated that the building received no damage and no voucher was issued for the structure.<sup>20</sup> This might just be an oversight, or perhaps as Nic Butler maintains, a company as large as the Commercial Cotton Press and Wharf Company likely had its own insurance (especially given the large fire on the property earlier in the decade), to cover

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<sup>20</sup> "Earthquake Damage Record" Carolina Room, Charleston County Public Library.

damage its properties received during the earthquake and as a result it did not require funds from the city for damages.<sup>21</sup>

### **1888 Sanborn Map**

The 1888 Sanborn map gives evidence that the street numbers along this portion of East Bay were re-aligned as a part of the Earthquake repair. Where as in the 1884 map our property had the numbers 46-51, on the 1888 maps it now occupies numbers 59-63 on the corner of East Bay and Longitude Lane, much closer to the modern street number designations. Longitude Lane is indicated as twelve feet wide.

After the earthquake it appears the Commercial Cotton Press and Wharf Company building was not only rebuilt but expanded, not only on the south side of Longitude Lane but also along the north side. The interior arrangement of the building is the same as the 1884 Sanborn save a few additions. As was necessary after the earthquake around the city, a series of internal tie rods, or "earthquake bolts" as they were known informally, were installed laterally across the interior of the building. On the building they were anchored to centered brick (possibly concrete mixed) piers. More windows were added to the north side of the building possibly for safety purposes.

The open yard in the rear of the building in 1884 was enclosed and incorporated into the building by 1888. Moreover, it appears that number 68 Church Street directly behind the main warehouse was incorporated in the growing complex of building's owned by the Press. Across

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<sup>21</sup> Nic Butler, personal communication

the Longitude Lane the once wooden open cotton storage area has now been enclosed into a single-story brick warehouse. The vacant building shown on the northern corner of East Bay and Longitude Lane was torn down by 1888 and replaced with an open to the street, 'Cotton Yard'.

Written on the interior of this building is: "Night and Sunday Watchmen, Buerk Clock 12 Keys. Light Gas and Fuel: Soft Coal No. 3 and No. 4 Knowles Pump, Tank 20,000 Gallons 100' High Over Press. Water Works Pressure on Hydrt [Hydrants] Showing 45 Press. [Pressure]. The press appears to be the same design however; the number of horsepower indicated is now only 180 horsepower in contrast to the 400 horsepower engine in the 1884 map. It is unknown whether this was a choice by the owner of the press or a fire restriction placed on the Cotton Presses by the city.<sup>22</sup>

Across East Bay, the change to the wharf landscape was simple: a shift from the mixed brick and wooden landscape to all brick. While some of the buildings did not survive, as evidence by several structures being labeled as 'vacant ruins.' However the large once wooden warehouses were rebuilt in brick with tin-clad roof projections.

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<sup>22</sup> For more on the Cotton Press process see, Karen Gerhardt Britton, *Bale o'cotton: the mechanical art of cotton ginning*. No. 43. Corpus Christi: Texas A&M University Press, 1992.

## 20th-century History

The Commercial Wharf and Cotton Company continued to occupy the site through the end of the 19th century with total holdings assess at \$14,000 in 1898.<sup>23</sup> The company is eventually dismantled through the opening decades of the 20th century, and at some point during this transition The Georgian Industrial Realty Company and Atlantic Land Improvement Company Trustees took control of the property.<sup>24</sup>

In 1941 the property underwent a shift from industrial to domestic use with the purchase of the property by William N. Beach for \$20,000 from the Georgia Industrial Reality Company and the Atlantic Land and Improvement Company. Beach in fact appears to have purchased the entire block of cotton industrial buildings associated with 19th-century warehouse production; the property is described as: "All those two certain lots, pieces or parcels of land lying and being situated on the west side of East Bay St. between the same and Church, south of Tradd, and on either side of Longitude Lane." Each of these parcels is described in the conveyance. Parcel I: concerns our property: "Beginning at the corner formed by the intersection of the west line of East Bay Street with the south side of Longitude Lance, and running thence: South 18 degrees 1 foot west with said street 127.3 feet to the property of Mary E. Rhett thence, North 8 degrees and West 9 feet with the line dividing the property of the terminal company and property of Mary Rett 289.9 feet to the corner. In all measuring 127 feet by 350 feet."<sup>25</sup>

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<sup>23</sup> Ward Book 1, p. 17, 1898.

<sup>24</sup> Here again there is a gap in the archival record and the Company is being dismantled. It is not until 1941 and the sale of the property to W.N. Beach that there is a solid line of ownership in the 20th century.

<sup>25</sup> RMC Deed Book J43 p. 357.

By January 1942 the property was deed to Willie B. Rhame (a price of the transaction was not listed in the conveyance). Between 1942 and 1969 there is a gap in ownership. It was during this period that the records office maintains the building currently standing at 59 East Bay was erected. Listed as a dwelling of two stories erected in 1950 (see full building exterior description below). By April 1969 the property and building were conveyed to Jane J. King for the sum of \$136,000, and it stayed in her possession until 1986 at the time of her death.<sup>26</sup> The property was then purchased by Laura Q. Cantrell for \$450,000, a substantial increase in value and selling price over some twenty years.<sup>27</sup> Cantrell held onto the property for just two years before it was purchased by W. Foster and Susan S. Gaillard, who specializes in Real Estate development and transaction.<sup>28</sup> W. Foster and Susan Gaillard were transferred ownership of the property as a part of its arbitration at the time of Laura Q. Cantrell's death. Two years later they returned the property to her trustee's ownership: James Whitther, James Harrison IV, and Mary Elizabeth Kisher<sup>29</sup> In 1995 the property was sold to Edward C. Morrisson, a local cardiac surgeon for \$619,000.<sup>30</sup> The good doctor sold the property some two years later to Michael E. Dougherty in 1997 for \$646,000.<sup>31</sup> Dougherty is now a trustee of the property having sold shares of it to a group of investors in 2006 for \$5 in 2006.<sup>32</sup>

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<sup>26</sup> RMC Deed Book J92 136.

<sup>27</sup> RMC Deed Book F155, p.41.

<sup>28</sup> RMC Deed Book A175 p 861. W. Foster Gaillaard still practices Real Estate today, he is a senior partner at the Womble Carlyle group based in Charleston, see [wCSR.com](http://wCSR.com) for more information.

<sup>29</sup> RMC Deed Book Z198, p. 436.

<sup>30</sup> RMC Deed Book K265, p. 49.

<sup>31</sup> RMC Deed Book K288, p. 548.

<sup>32</sup> RMC Deed Book A599, p. 717.

## **59 East Bay Today**

Today the block of buildings originally comprising 46-51 East Bay Street was sub-divided throughout the 20th century and retains little of its three centuries of occupation save for the bounds of the property itself. Within these boundaries, shown in blue in the figure below, six smaller lots have been carved out, shown in orange with number 63 now occupying the corner of East Bay and Longitude Lane. The 1950s building currently occupying number 59 East Bay is a mid-20th-century dwelling which incorporates historic architectural features. It is a two-story brick structure that is three bays wide and four bays deep. Notable architectural features include: a hipped roof with a central chimney; Romanesque arches with keystones above the fenestration on the ground; jack arches above the second story fenestration; a central second-story doorway which opens onto a projecting balcony; north and south bay windows. Together the architectural details of the current structure create an eclectic ensemble that draws on multiple styles tacked onto modern construction.



Figure 6: Eastern façade of 59 East Bay Street (Image, author).



Figure 7: 2014 Google Earth Image (Image, Google Earth, [www.google.com](http://www.google.com), modified by author).

Today the 1950s structure sits awkwardly in the streetscape; a 20th-century building fixed upon a 17th-century thoroughfare among a sea of 18th- and 19th-century buildings. Where once

great brick town houses and industrial warehouses once stood, now a two-story brick mid-20th-century building stands, like all things in modern society everything can be reduced to a number, in this case it's Parcel ID 4581301064.

## Conclusion

Moving forward perhaps future researchers will be able to fill the gaps that I have encountered in the archival record, and complete the full chain of ownership from the Grand Modell to the 21st-century; still too perhaps that information is lost to history.

East Bay Street was and is the maritime face of Charleston. Its evolution from the south to the very north (where it transitions to Morrison Boulevard) is a microcosm of the shifting place of the city and the Low Country within the Atlantic world. Through this property narrative I have attempted to demonstrate some of the broader socio-economic shifts of Charleston's history as seen through the lens of 59 East Bay. Beginning with the initial granting of the lot to some of the colony's most prominent members, 59 East Bay was eventually the home to a shifting number of merchants, who moved in and out of the property throughout the late 18th and early 19th-centuries. These were the 'middling sort'—the tradesmen, merchants, and middlemen who were the economic engines of Charleston's gentle and refined planter class.<sup>33</sup> Once industrialization was introduced into the south on a wholesale basis, warehouses like the one at 59 East Bay were the driving force of cotton production and export during the closing

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<sup>33</sup> See Emma Hart, *Building Charleston: Town and Society in the Eighteenth-century British Atlantic World*. Charlottesville: University of Virginia Press, 2009, for more on the 'middling sort'.

decades of the 1800s. This economic orientation would not last as cotton production in the United States was eventually shifted to overseas markets in the 20th century as the process of globalization began to take root during the series of World Wars. On East Bay Street we can see this process occur as companies began to shift their business away from the shores of the Copper River to more profitable markets overseas. The construction of a new purpose-built residence on the property in the 1950s epitomizes the preservation tensions present in Charleston over the last half-century. As more historic buildings are torn down in favor of new dwellings that are grafted onto existing historic property boundaries, preservationists, archaeologists, and architectural historians will continue to face the harsh realities of urban life in the 21st century.

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## Appendix I: 59 East Bay Map Regression



Figure 8: Reproduction of Grand Modell (Image, South Carolina Historical Society).



Figure 9: Halsey Map reproduction, 1949, with Model Lot numbers overlaid on modern street grid (Image, CCPL Carolina Room).

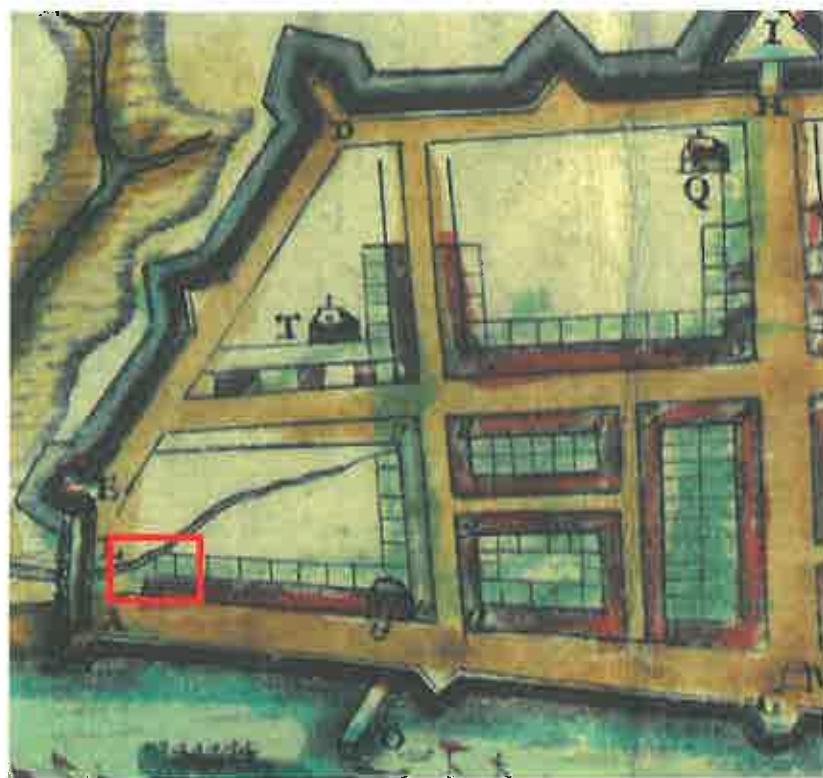


Figure 10: Crisp Map of 1711 showing approximate location of Lot # 5 (Image, Library of Congress, modified by author).

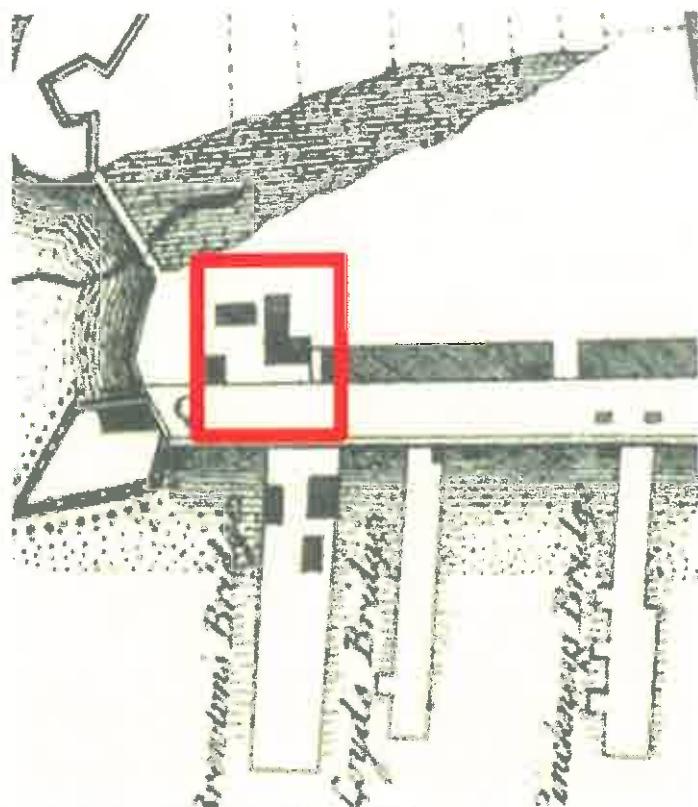


Figure 11: Ichnography of Charles Town at High Water, 1739 (image, MESDA, modified by author).

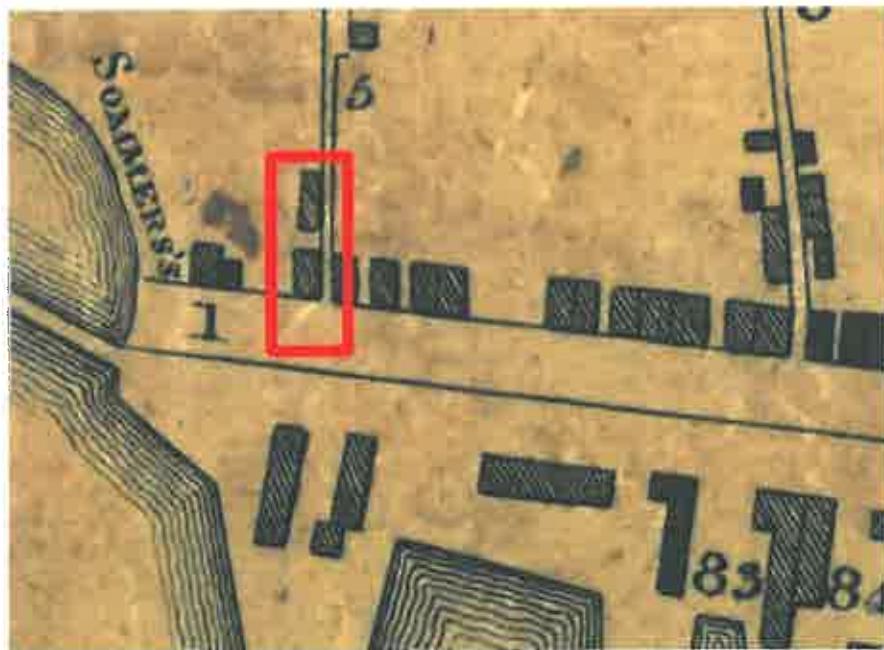


Figure 12: Ichnography of Charleston, South-Carolina: at the request of Adam Tunno, Esq., for the use of the Phoenix Fire-Company of London, taken from actual survey, 2d August 1788 / by Edmund Petrie (Image, Library of Congress, modified by author).



Figure 13: 1869 "Map of Charleston South Carolina" published by Walker, Evans, and Cogswell, cotton press labeled (Image CCPL, Carolina Room).

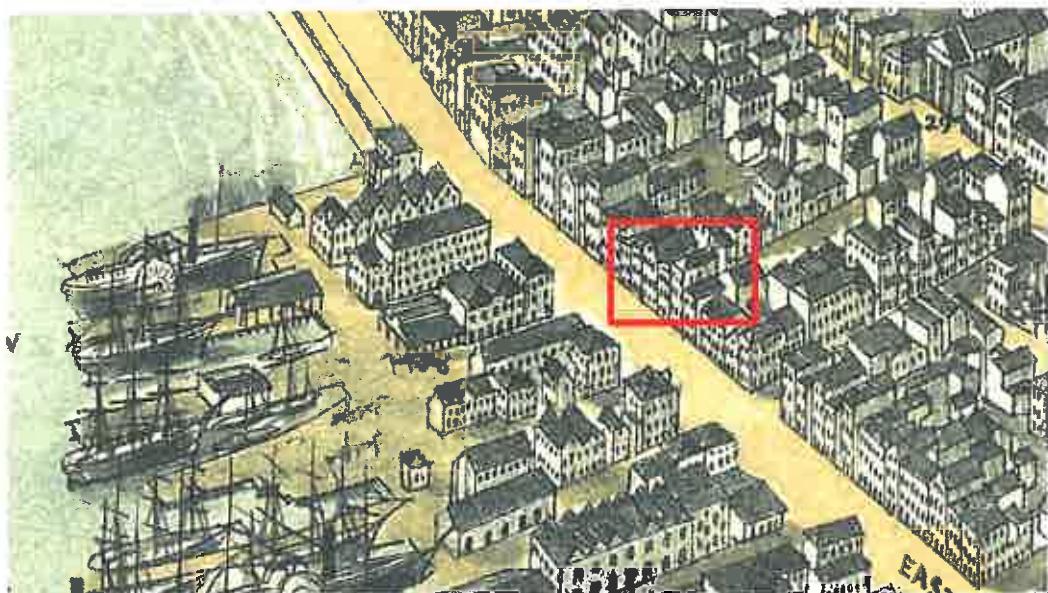


Figure 14: 1872 C.N. Drie Map of Charleston (Image, Library of Congress).

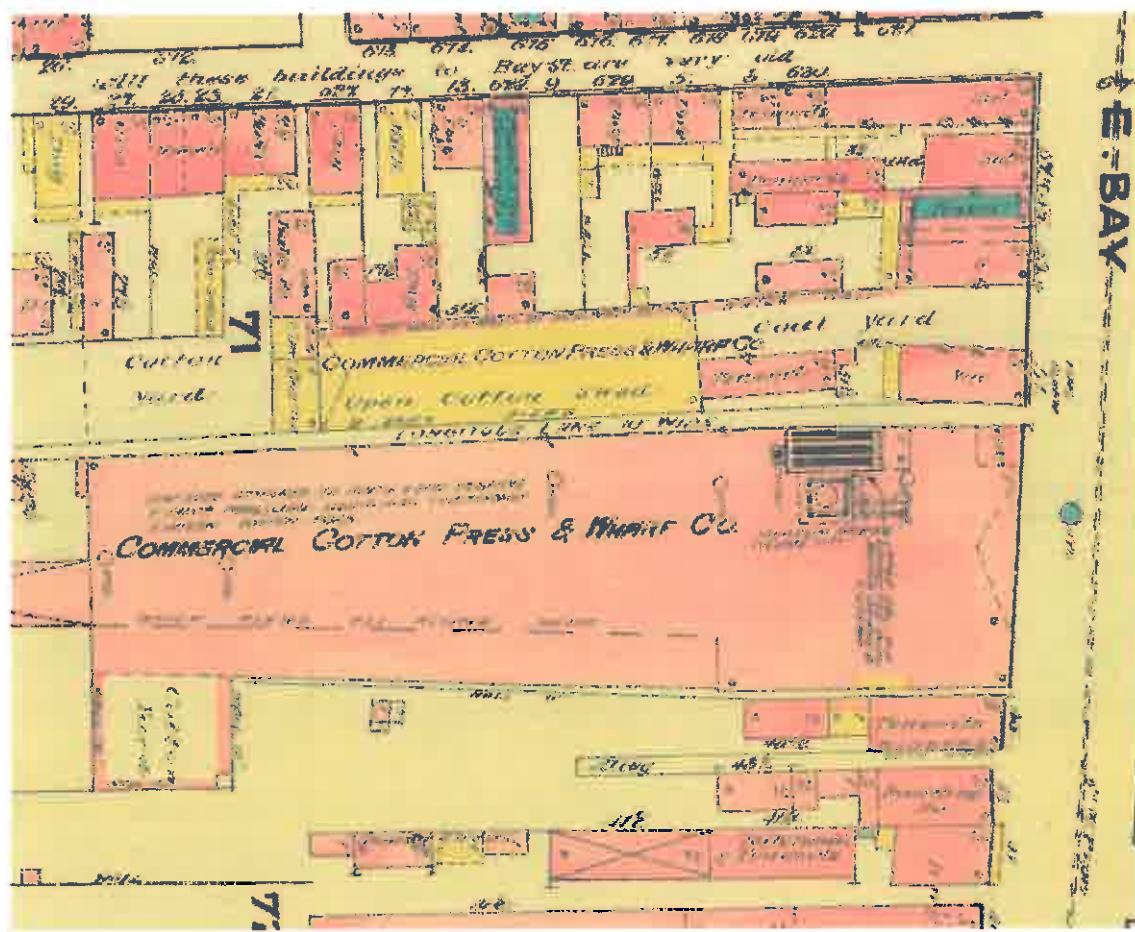


Figure 15: 1884 Sanborn Map of 59 East Bay (Image: University of South Carolina).

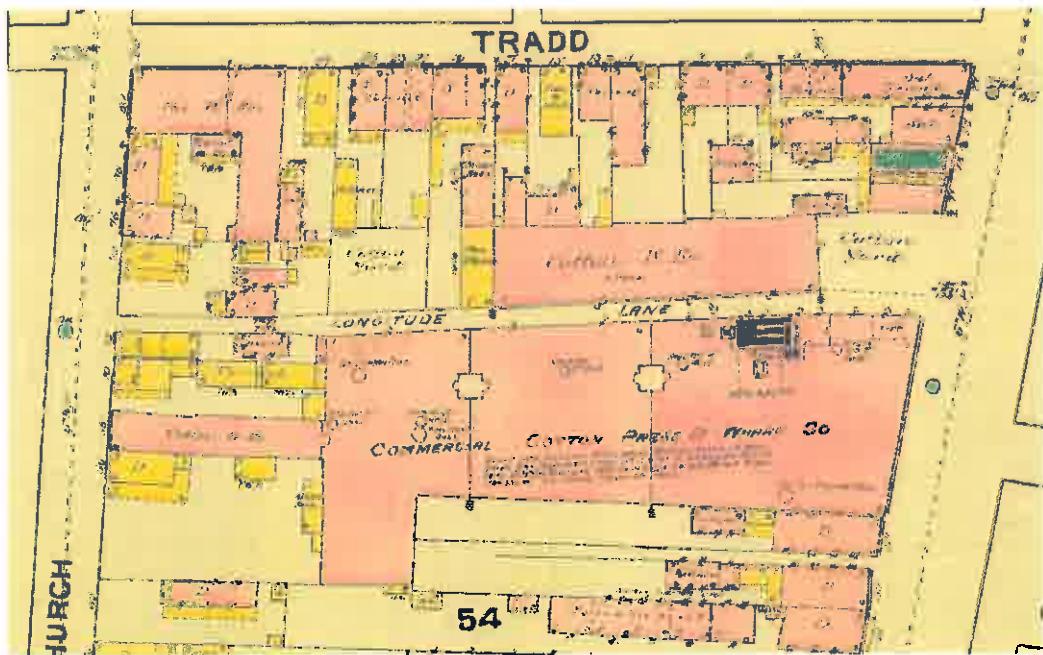


Figure 16: 1888 Sanborn Map of 59 East Bay (Image, University of South Carolina)



Figure 17: 1919 "Map of the City of Charleston, SC and Vicinity" McCrady Bros (Image, CCPL Carolina Room, modified by author).



Figure 18: 1989 United States Geological Survey Image (Image USGS, [www.usgs.gov](http://www.usgs.gov))



Figure 19: 1994 United States Geological Survey Imagery (Image, Google Earth, [www.google.com](http://www.google.com))



Figure 20: 2002 Digital Imaging Satellite (Image, Google Earth, [www.google.com](http://www.google.com))



Figure 21: 2014 Google Earth Satellite Image (Image, Google Earth, [www.google.com](http://www.google.com))



Figure 22: Google Street view of 59 East Bay (Image, Google Earth, [www.google.com](http://www.google.com))

## Appendix Two: Current Property and Environs Portfolio



Figure 23: Corner of East Bay and Longitude Lane (Image, author).



Figure 24: 59 East Bay from the west side of Bay Street (Image, B. author).



Figure 25: 59 East Bay from northeast corner of current property (Image, author).



Figure 26: 63 East Bay (Image, author).



Figure 27: Longitude Lane looking west (Image, author).



Figure 28: Longitude Lane looking east (Image, author).

### Appendix Three: Chain of Title

Date	Data	Grantor	Grantee	Type	Lot Size	Price
1689	Grand Model Lot # 5	Thomas Smith				
1782	City Directory	William Somersall; Lt. Prince near by.		Occupant		
1785	City Directory	John Kirk		Occupant		
1794	City Directory	Kirk and Kuken Merchants		Occupant		
1801	City Directory	John Kirk Merchant				
1802	City Directory	Benjamin Jewel Shopkeeper				
1803	City Directory	Benjamin Jewel Shopkeeper				
1806	City Directory	Benjamin Jewel Shopkeeper				
1807	City Directory	Benjamin Jewel Shopkeeper				
1830-1	City Directory	No occupant listed				
1836	Deed Book P 10 p 265	Benjamin Smith	Sandiford Holmes			
1836	Deed Book O-10 p. 44	Sandiford Holmes				
1837	City Directory	No occupant				
1840	City Directory	Blair Hugh and Co. Wine Merchants				
1842	Deed Book K 11 p. 134	Benjamin Smith	Sandiford Holmes	Assurance		
1850	Deed Book E 12 p. 369	Benjamin Smith	Sandiford Holmes	Mortgage		
1851						
1851	Benjamin Smith	Alexander R. Mitchell;		Conveyance		\$43,000

		Samuel Jeffords; and Theodore Gorudin				
1851	Deed Book O 12 p 313	Sandiford Holmes	Benjamin Smith	Conveyance		
1852	Ward 1 Book p. 15	John W. Nellage			22 x 144 feet 2-Story Wood Structure	\$4,000
1852		Theodore Wagner	Mitchell, Jeffords, and Gourdin	Conveyance		
1853	Ward 1 Book p. 15	John W. Nellage			22 x 144 feet 2-Story Wood Structure	\$4,000
1853		Robert Mure	Mitchell, Jeffords, and Gourdin			
1854	Ward 1 Book p. 15	John W. Nellage			22 x 144 feet 2-Story Wood Structure	\$4,500
1855	Ward 1 Book p. 15	H. Biscoff			22 x 144 feet 2-Story Wood Structure	\$3,500
1856	Ward 1 Book p. 15	H. Biscoff			22 x 144 feet 2-Story Wood Structure	\$3,500
1871	Ward 1 Book p. 15	H. Biscoff			37 x 220 feet 2-Story Wood Structure	\$1,500 land / \$1,500 house
1871	Tax assessments	H. Biscoff				Total Assessment for all properties

						\$12,220
1835-36	City Directory	John Boyce Jr, Grocer				
1873	Ward Book 1 p. 17	H. Biscoff			37 x 220 feet 2-Story Wood Structure	\$3,000
1875	Ward Book 1 p. 17				37 x 220 feet 2-Story Wood Structure	\$3,000
1876	Ward Book 1 p. 15	H. Bullwinkle			22 x 120 3 Story Brick	\$4,400
1877	Ward Book 1 p. 15	H. Bullwinkle			22 x 120 3 Story Brick	\$4,400
1878	Ward Book 1 p. 15	H. Bullwinkle			22 x 120 3 Story Brick	\$4,400
1880	Tax Assessment p. 26	Commercial Wharf and Cotton Company				They had yet to be assessed at time of documentation
1881	Ward Book 1 p. 16	Commercial Wharf and Cotton Company			37 x 220 2 Story Wood Structure	\$3,100 (59 and 60 across the street and wharves \$20,000)
1881	Ward Book 1 p. 16	H. Bullwinkle			22 x 126 3 Story Brick Structure	
1883	Ward Book 1 p. 15	Commercial Wharf and Cotton Company			37 x 220 2 Story Wood Structure; 3-Story Brick	\$2,200 of # 59 only; complete assessment of Commercial Wharf and Cotton Company
1884	Sanborn Map					
1885	Ward Book 1 p. 15	Commercial Wharf and Cotton			37 x 220; 24 x 118 2 Story	\$2,200 of # 59 only; complete assessment of

		Company			Wood Structure; 3-Story Brick	Commercial Wharf and Cotton Company \$20,000
EARTHQUAKE						
1886	Ward Book 1 p. 16	Commercial Wharf and Cotton Company			37 x 220; 24 x 118 2 Story Wood Structure; 3-Story Brick	\$2,200 of # 59 only; complete assessment of Commercial Wharf and Cotton Company \$20,000
1888	Sanborn Fire Map					
1890	Ward 1 Book page 14	Commercial Wharf and Cotton Company			31 x 291 ft. Full assessment of the company's assets \$14,000	
1894	Ward 1 Book page 16	Commercial Wharf and Cotton Company			31 x 291 ft. Full assessment of the company's assets \$14,000	
1898	Ward 1 Book page 17	Commercial Wharf and Cotton Company			Assessed at \$14,600	
1941	K42 188	W.N. BEACH	Georgia Industrial Realty	Quit Claim Deed		
1941	K42 138	Georgia Industrial Realty Company and the Atlantic Improvement Company	W.N. BEACH	Conveyance	\$20,000	127 feet by 350 feet GA Industrial Realty Co. and Atlantic Land and Improvement Co Trustees \$8300 dollars.

1942	J43 357	W.N. BEACH	RHAME, WILLIE B.	Conveyance		
GAP						
1969	J92 136	KING JANE Q.	GLENN, MARJORY VOSS ETAL	Conveyance		\$67,000
1986	F155 041	CANTRELL LAURA Q.	KING JANE Q.	Conveyance		
1988	A175 861	GAILLARD W FOSTER	CANTRELL LAURA Q.	Conveyance		
1990	Z198 436	CANTRELL LAURA Q.	GAILLARD W FOSTER	Conveyance		\$0
1995	K256 049	MORRISON EDWARD C AND	CANTRELL LAURA Q.			\$619,000
1997	K288 548	Morrison Edward C and		Conveyance		\$646,000
2006	Deed Book: A599 717	Dougherty, Michael		Conveyance		\$5

**Appendix Four: Annotated Chain of Title**

Date	Data	Grantor	Grantee	Type	Lot Size	Price	Comments
1689	Grand Modell Lot # 5	Thomas Smith					This is the Halsey interpretation of Grand Modell over laid over the 1960s street street map; I am going to cross-reference this with Bates and Leland.
1782	City Directory	William Somersall; Lt. Prince near by.		Occupant			This first city directory is pretty sparse however there are two entries near my property on East Bay: 53 East Bay William Somersall (Bermudian) merchant lives at 53 East Bay; and 55 East Bay is Lt. Prince: Commissary of Naval Prisoners
1785	City Directory	John Kirk		Occupant			John Kirk, Merchant, is listed at 59 East Bay near him at 57 is Jonathon Cook a grocer, and William Cartwell at 53 a storekeeper
1794	City Directory	Kirk and Kuken Merchants		Occupant			Kirk and Luken Merchants are listed at # 59 East Bay. Kirk seems to have to taken on a partner Luken. This is short-lived.
1801	City Directory	John Kirk Merchant					John Kirk is listed at 59 East Bay; across the street at # 58 is Thomas Cochran Jr, a grocer. It seems at this time this area of East Bay is almost exclusively populated

			by Merchants, 57 East Bay Eleonor Cook; 61 East Bay Andrew Harris Merchant; 55 East Bay Samuel; Hyams; across the street John McBride merchant; 64 East Bay James Miller; Wine merchant
1802	City Directory	Benjamin Jewel Shopkeeper	Benjamin Jewel, shopkeeper is listed as the occupant in 1802. Just pulling some prelim. Research it seems he was a prominent member of the Jewish community in town owning several properties in town, here it is uncertain whether he is the just the occupant or also the owner of 59 East Bay. Regardless researching him as an index of the broader Jewish mercantile activities. Jewel is still here a year later.
1803	City Directory	Benjamin Jewel Shopkeeper	
1806	City Directory	Benjamin Jewel Shopkeeper	Jewel is still here
1807	City Directory	Benjamin Jewel Shopkeeper	Jewel is still here
1830-1	City Directory	No occupant listed	Here there is no listing for #59 East Bay, the gap in documentation might relate to the fact there is no building on site. The Deed chain things become very


				section of East Bay including: Hyams Moses 63 East Bay Rice Merchant Joye, D.E. Grocer 57 East Bay St. 62 East Bay Smith, Benjamin, merchant 58 East Bay Trapham, L. merchant 61 East Bay Charles West Merchant
1840	City Directory	Blair Hugh and Co. Wine Merchants		There is not a vertical file on this company unfortunately. This was the last directory I had time to get through but it seems pretty clear that there are businesses in and out of this building throughout the middle of the 19th century.
1842	Deed Book K 11 p. 134	Benjamin Smith	Sandiford Holmes	Assurance I have a photograph of this just needs to be transcribed
1850	Deed Book E 12 p. 369	Benjamin Smith	Sandiford Holmes	Mortgage I have a picture of this; needs to be transcribed.
1851				In 1851 the area now known as #59, and 61 were split up into five different tracts. I have not run all of these down during this period; it is all very muddy, however, I have stripped Tract A for now, what I think is # 59 (on the corner of Longitude

1851	Benjamin Smith	Alexander R. Mitchell;	Conveyance	\$43,000	"All those three lots, pieces or parcels of land

	Samuel Jeffords; and Theodore Gorudin		(designated by the Letter A and B and C in a plat of a survey of the said lots made by Pinckney at the request of Mitchell etc all. On 18th July 1851, with a three-story brick building on Lot B (commonly known and the Tyler Patent Cotton Press) situated, lying on the south side of longitude lane." They are also buying up the land to the north of Longitude lane as well.
1851	Deed Book O 12 p 313	Sandiford Holmes	Benjamin Smith Conveyance
1852	Ward 1 Book p. 15	John W. Nellage	22 x 144 feet 2-Story Wood Structure \$4,000
1852	Theodore Wagner	Mitchell, Jeffords, and Gourdin Conveyance	He gets a 1/4 share of the entire tract both north and south of Longitude lane on East Bay Street. "Cotton Press" Building, formerly a Sugar Refinery.
1853	Ward 1 Book p. 15	John W. Nellage	22 x 144 feet 2-Story \$4,000

			Wood Structure		
1853	Robert Mure	Mitchell, Jeffords, and Gourdin			He gets a 1/4 share in the property.
1854	Ward 1 Book p. 15	John W. Nellage	22 x 144 feet 2-Story Wood Structure	\$4,500	
1855	Ward 1 Book p. 15	H. Biscoff	22 x 144 feet 2-Story Wood Structure	\$3,500	Listed as a part of above office w/ E. Levy I am wondering what the relationship of this office to the actual building is. Still undetermined.
1856	Ward 1 Book p. 15	H. Biscoff	22 x 144 feet 2-Story Wood Structure	\$3,500	Listed as a part of above office w/ E. Levy
1871	Ward 1 Book p. 15	H. Biscoff	37 x 220 feet 2-Story Wood Structure	\$1,500 land / \$1,500 house	This shift in lot size and shift in assessment of the building was a result of a fire; new building? Also expansion of lot here seems to indicate that possibly the fire caused a re-shuffle of 59 and 61 (now on the corner) of Long Lane and East Bay.
1871	Tax assessments	H. Biscoff			Total Assessment for all properties \$12,220
1835-36	City Directory	John Boyce Jr, Grocer			Boyce is listed as being the occupant of 55, 59 and 63

					East Bay. This seems to indicate that 59 now stretches all the way to the corner of Long. Lane what is today also # 61; and then crossed over Long. Lane and includes # 63
1873	Ward Book 1 p. 17	H. Biscoff	37 x 220 feet 2-Story Wood Structure	\$3,000	My assumption here is that they have just lumped the two [land and building] together for the purposes of assessment
1875	Ward Book 1 p. 17		37 x 220 feet 2-Story Wood Structure	\$3,000	
1876	Ward Book 1 p. 15	H. Bullwinkle	22 x 120 3 Story Brick	\$4,400	This shift is unclear; I think they have this wrong OR is there new construction
1877	Ward Book 1 p. 15	H. Bullwinkle	22 x 120 3 Story Brick	\$4,400	
1878	Ward Book 1 p. 15	H. Bullwinkle	22 x 120 3 Story Brick	\$4,400	
1880	Tax Assessment p. 26	Commercial Wharf and Cotton Company			They had yet to be assessed at time of documentation
1881	Ward Book 1 p. 16	Commercial Wharf and Cotton Company	37 x 220 2 Story Wood Structure	\$3,100 (59 and 60 across the street and wharves \$20,000	This is being assessed with the property across the street—the Commercial Wharf. I think what's happening is that Bullwinkle begins to lease from

				Bullwinkle.
1881	Ward Book 1 p. 16	H. Bullwinkle	22 x 126 3 Story Brick Structure	I think what is happening is that 59 and 61 are now being listed separately in the Ward Books whereas previously they were lumped together
1883	Ward Book 1 p. 15	Commercial Wharf and Cotton Company	37 x 220 2 Story Wood Structure; 3-Story Brick	Here the Commercial Wharf and Cotton Company begins to take over 59 and 61. Concurrently, Biscoff (who I think might also still be renting a portion of this (perhaps a building not on the street frontage; has now moved out of 59 and moved south to 54. Need to track down what he does.
1884	Sanborn Map			1884 Sanborn map shows a long thin brick structure occupying what is now #59 and # 61 East Bay Street. See Below. There are also two tenements abutting the main structure. The Sanborn also shows three windows along the south side of the building overlooking a small alley. 57 next door is a 2 1/2 story brick structure as well; interesting in that everything list in the ward books seems to indicate that #57 is actually a wood structure, perhaps this is just a mistake

				on the part of either of assessors.
1885	Ward Book 1 p. 15	Commercial Wharf and Cotton Company	37 x 220; 24 x 118 2 Story Wood Structure; 3-Story Brick	\$2,200 of # 59 only; complete assessment of Commercial Wharf and Cotton Company \$20,000
	EARTHQUAKE			Here we have a complete mystery. The earthquake damage book implies that the building had no damage. However, the LOC and LCDL photographic record shows what looks like the brick building has lost the eastern wall and gable during the hurricane. Still too, there are no vouchers associated with the building. As a group we decided it could be one of several possibilities. First maybe there was a recording error by the damage assessors given the pictographic that shows the building is no longer extant.
1886	Ward Book 1 p. 16	Commercial Wharf and Cotton Company	37 x 220; 24 x 118 2 Story Wood Structure; 3-Story Brick	\$2,200 of # 59 only; complete assessment of Commercial Wharf and Cotton Company \$20,000

1888	Sanborn Fire Map			The 1888 Sanborn Fire Map shows the Commercial Cotton Press and Wharf Company taking up a huge swath of the corner including what is now #59 and 61 East Bay. It's a three story brick structure with interior details of the cotton works.
1890	Ward 1 Book page 14	Commercial Wharf and Cotton Company	31 x 291 ft. Full assessment of the company's assets \$14,000	This assessment includes 59 and 61 (and possibly spilling onto Longitude Lane) This year now shows the Commercial Wharf and Cotton Company now owns #69-59 East Bay Street and #70-60
1894	Ward 1 Book page 16	Commercial Wharf and Cotton Company	31 x 291 ft. Full assessment of the company's assets \$14,000	Same as 1890
1898	Ward 1 Book page 17	Commercial Wharf and Cotton Company	Assessed at \$14,600	Now includes 59; 61; 65; 40-64 on the
1941	K42 188	W.N. BEACH	Georgia Industrial Realty Quit Claim Deed	
1941	K42 138	Georgia Industrial	W.N. BEACH Conveyance \$20,000	127 feet by 350 feet GA Industrial "All those two certain lots, pieces, or parcels of land

	Realty Company and the Atlantic Improvement Company	Realty Co. and Atlantic Land and Improvement Co Trustees \$8300 dollars.	lying and being situated on the west side of East Bay St. between the same and Church Street, south of Tradd Street, and on either side of Longitude Lane.” Beginning at the corner formed by the intersection of the west line of East Bay Street with the south side of Longitude lane, and running thence: South 18 degrees 1 foot west with said street 127.3 feet to the property now or former of Mary E. Rhett thence, N, 80 degrees and West 9 feet with the line dividing the property of the terminal company and the property of Mary Rhett 289.9 feet to the corner.	I have not sorted out this gap; this transaction takes place in '69 and then there is a huge gap until 1942. I think it was at this point that the current building was erected. Something must have happened to precipitate its
1942	J43 357	W.N. BEACH	RHAME, WILLIE B.	Conveyance

					construction in the 1950s according to the RMC property card. The RMC card lists the current building as being erected in 1956.
1969	J92 136	KING JANE Q.	GLENN, MARJORY VOSS ETAL	Conveyance	\$67,000
1986	F155 041	CANTRELL LAURA Q	KING JANE Q.	Conveyance	
1988	A175 861	GAILLARD W FOSTER	CANTRELL LAURA Q	Conveyance	
1990	Z198 436	CANTRELL LAURA Q	GAILLARD W FOSTER	Conveyance	\$0
1995	K256 049	MORRISON EDWARD C AND	CANTRELL LAURA Q		\$619,000
1997	K288 548	Morrison Edward C and		Conveyance	\$646,000
2006	Deed Book: A599 717	Dougherty, Michael		Conveyance	\$5
					I still have to strip these deeds; I have photographs of them from the microfilm machines however I have not had the time to transcribe the transactions.