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NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

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NAT. REGISTER OF HISTORIC PLACES

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Scheper, F.W., Store
other names/site number

2. Location

street & number 918 8th Street not for publication ___
city or town Port Royal vicinity ___
state South Carolina code SC county Beaufort code 013 zip code 29935

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination __ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets __ does not meet the National Register Criteria. I recommend that this property be considered significant __nationally __statewide X locally. (___See continuation sheet for additional comments.)

Signature of certifying official Mary W. Edmonds Date 5/7/04

Mary W. Edmonds, Deputy State Historic Preservation Officer, S.C. Department of Archives and History, Columbia, S.C.

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.
(___See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:
[✓] entered in the National Register
[ ] See continuation sheet.
[ ] determined eligible for the National Register
[ ]See continuation sheet.
[ ] determined not eligible for the National Register
[ ] removed from the National Register

[ ] other (explain):

for Signature of the Keeper Edson H. Beall Date of Action 6/22/04

5. Classification

Ownership of Property
(Check as many boxes as apply.)

[X] private
[ ] public-local
[ ] public-state
[ ] public-Federal

Category of Property
(Check only one box.)

[X] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: General Store

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE Sub:

7. Description

Architectural Classification (Enter categories from instructions)

No Style

Materials (Enter categories from instructions)

foundation Brick
roof Asphalt
walls Wood/Weatherboard
other

Narrative Description (Describe the historic and current condition on continuation sheet/s.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

_X_ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
____ B Property is associated with the lives of persons significant in our past.
____ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.) N/A

____ A owned by a religious institution or used for religious purposes.
____ B removed from its original location.
____ C a birthplace or a grave.
____ D a cemetery.
____ E a reconstructed building, object, or structure.
____ F a commemorative property.
____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions) Commerce

Period of Significance 1885-1950

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance (Explain significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS) N/A

___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey Record # _____
___ recorded by Historic American Engineering Record # _____

Primary location of additional data:

[X] State Historic Preservation Office
[ ] Other state agency
[ ] Federal agency
[ ] Local government
[ ] University
[ ] Other

Name of repository
S.C. Department of Archives and History, Columbia, S.C.

10. Geographical Data

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	528913	3581820	3			
2				4			

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jefferson Mansell, with assistance from the SHPO staff
organization Historic Beaufort Foundation date 4 May 2004
street & number P.O. Box 11 telephone (843) 379-3331
city or town Beaufort state SC zip code 29901-1112

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs
Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Richard and Carol Poore
street & number 3501 Morgan River Drive South telephone (843) 522-3390
city or town Beaufort state SC zip code 29935

Description

The F.W. Scheper Store, constructed ca. 1885 at 918 8th Street and facing south on the corner of 8th Street and Parris Avenue in Port Royal, Beaufort County, South Carolina, is a large two-story frame commercial building that is the focal point of historic downtown Port Royal. The largest historic commercial building remaining in the town, the store retains a good degree of physical integrity.

The store, set upon a brick masonry foundation, has a medium-pitched hipped roof with wide overhanging eaves. Containing more than 3,569 square feet, the building measures 71' x 25'6" and features framed post and beam construction. Wall framing members are 3 x 4 inch wall studs with joists measuring 3 x 12 inches. The roof is clad with metal shingles while the exterior walls are covered with weatherboard.

The façade of the building is a two-part commercial block, containing on the first floor, a typical glassed-in corner storefront consisting of a recessed double-leaf entrance with large single-pane transom, flanked by large plate glass display windows with thin muntons, and four two-over-two sash windows on the second floor (the center two windows are paired. A wide cornice, supported by highly decorative Eastlake-style brackets, rests above the storefront. Originally, the cornice hosted a full-width canvas awning. The Parris Avenue [western] elevation features two one-over-one sash windows and a single-leaf entrance with transom and shed-roofed hood supported by decorative Eastlake-style brackets located at the northwest corner and eight two-over-two sash windows on the upper floor. A later single-leaf entrance with transom is located on the side of the original storefront on the southwest corner of the western elevation. The eastern elevation features two single-leaf entrances with simple shed-roof overhangs and a one-over-one sash window on the first floor and five two-over-two sash windows on the second floor. The rear elevation contains a single-leaf entrance with transom on the first floor located at the western edge of the elevation and two two-over-two sash windows on the upper floor.

The first floor interior is now a large open space with two small bathrooms located at the rear of the building. Elevated storefront window display areas are still present at the building's façade. A stairhall runs across the rear of the building. Access to the stairwell is from the rear entrance on the north elevation and from a single-leaf entrance located at the northwest corner of the large open room. The first floor is unfinished with exposed studs and rafters. The upstairs contains a series of four largely uniformly shaped rooms and a bathroom, which is located at the rear of the building above the rear staircase. The walls of the upstairs rooms are partially finished in sheetrock.

According to Sanborn Fire Insurance Company maps, a one-story addition at the southeast corner of the building was constructed between 1905 and 1912; it served as the Port Royal post office. The addition was removed in 1990, causing considerable structural damage to the store. The present owners have reconstructed the facade of the one-story addition to provide support for the main building.

Statement of Significance

The F.W. Scheper Store is eligible for listing in the National Register under Criterion A for its significance in Commerce. Located in the heart of the commercial district of Port Royal, the store served the community of Port Royal from its construction by German immigrant F.W. Scheper in 1885 until the store closed for business in 1950. The store is one of the last remaining nineteenth century commercial buildings in Port Royal and is a vivid reminder of the town's early history and brief period of economic prosperity in the 1870s through the 1890s.

Historical Narrative

The F.W. Scheper Store is a significant historic resource of late nineteenth century Port Royal and its history is intricately tied to the founding and development of the town and surrounding area. In 1874, the state legislature of South Carolina chartered the town of Port Royal on Port Royal Island in Beaufort County. The history and the name of Port Royal, however, date to the arrival of the French explorers under Captain Jean Ribaut in 1562. Ribaut and his followers built and manned a small fort (presumably on Parris Island) and the explorer wrote "this being done, we sailed toward the north, and then we named this river Port Royall, because of the largeness and excellent fairness of the same." The present site of Port Royal was a strategic one, located just north of the entrance of Port Royal Sound between Hilton Head and Land's End. Port Royal Sound was noted as a particularly deep port, providing for an excellent location for docks and warehouses.[1]

The present town of Port Royal, however, was laid out in the mid-1870s upon anticipation of the completion of the Port Royal Railroad. By 1869, Stephen Caldwell Millett had begun construction on a railway in southeastern South Carolina. Millett held an organizational meeting in Pocotaligo Town in northern Beaufort County and actually broke ground for the railroad in Allendale in adjoining Hampton County. Millett named the railroad Port Royal because it crossed the entire Port Royal Island from the Coosaw River to Battery Creek. The terminus of the railroad was to be built on Cedar Grove Plantation, which extended from the grounds of the present U.S. Naval Hospital to Battery Creek. Prominent Beaufort planters John Joyner Smith and William Elliott owned the plantation prior to the Civil War. In 1863, while Beaufort was under Union military occupation, the plantation was confiscated by U.S. Direct Tax Commissioners William H. Brisbane, William E. Wording, and Abram D. Smith, who sold the Cedar Grove lands to Mr. and Mrs. James McCray. The McCrays subsequently conveyed 100 acres of the plantation to the Port Royal Railroad Company as a location for the terminus of the railroad. [2]

Unfortunately, the Port Royal Railroad Company had found itself in financial difficulties from the beginning of its operations. Although it opened for business on 1 March 1873, by November of that year the company had defaulted on the interest payments on its bonds. On 6 June 1878, the railroad was sold at a foreclosure sale.

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[1] Gerhard Spieler, *A Brief History of the Town of Port Royal, S.C.: From 1562 to Modern Times* (Beaufort, 1992), 1-3.
[2] *Port Royal's Bicentennial* (Port Royal, 1976), 4-9; Spieler, 1-3.

The Georgia Railroad Company eventually paid $500,000 for the company, consolidating their lines to "establish a through traffic from the Ohio River to Savannah, Charleston and Port Royal." With the expectation of prosperity following the terminus of the railroad at the deep water harbor at the southernmost edge of Port Royal Island, on 8 March 1874 the state legislature passed legislation calling for the incorporation of the Town of Port Royal. The legislature recognized that "its Northern boundary shall extend east and west on the line of the north side of Twenty-eight Street (as per map and survey of E. G. Nichols), on the east side, to the high water mark on the opposite shore of the Beaufort River; and on the west side, to the high water mark on the opposite shore of Battery Creek; and on the south side to the high water mark on the opposite shore of the Beaufort River and Battery Creek."[3]

In the 1870s and 1880s, there were strong expectations that the Port Royal area would develop economically, surpassing nearby Beaufort in both population and economic activities. Recognizing the economic possibilities offered in the newly incorporated town, F.W. Scheper moved to Port Royal in the late 1870s. Scheper had emigrated from Germany to Charleston in 1860. Forming a partnership with Jonathan D. Manett, Scheper began a successful mercantile business and around 1880 constructed a store in the newly laid-out town of Port Royal on the corner of 8th Street and Parris Avenue. Scheper has purchased the lot from Jane C. McFall in 1876. Unfortunately, that building burned in 1883 and the present store was built two years later. At this time Scheper bought out his partner's heirs and became sole proprietor of what was Port Royal's principal mercantile. [4]

Scheper had arrived in Port Royal at an opportune time. As early as 1883, a publication of the State Board of Agriculture in South Carolina described Port Royal:

> The present town of Port Royal is built on the southwestern point of Port Royal Island, on a high sandy bluff, near the junction of Battery Creek and Port Royal River, eighteen miles from Port Royal bar. There are three thousand feet of wharf room front Battery Creek, and the track of the Port Royal railroad terminating here, runs along the wharves within twenty feet of the vessels' berths. There is a large railroad warehouse across the railroad track on the wharves, with a storage capacity of 13,000 bales of cotton, uncompressed, 55,000 tons of fertilizer, and 250 tons of merchandise. The steam cotton compress in this warehouse is located within sixty feet of the wharf, where the deepest draft steamships may lie, and is one of the most powerful compresses in the South, and has a capacity of 500 bales per day; the grain elevator, adjacent, has a capacity of 90,000 bushels. Five pilot boats attend Port Royal and St. Helena bars, with an average of three full branch pilots to each boat. Vessels requiring water, coal or wood, can obtain them here. Towing facilities ample. Towage rates the same as in Savannah and Charleston. The town has a population of 387; three churches and a school; two hotels, and two boarding houses. The taxable valuation of real and personal property is $390,000. Town taxes are fifty cents on $100. Stores rent for $8 to $25,

[3] *Port Royal's Bicentennial*, p. 4; Speiler, Chapter 3, p 2.
[4] Notes on the F.W. Scheper Store, Historic Beaufort Foundation, Beaufort, S.C.

> and dwellings from $6 to $15 per month. The connections by rail are, with Augusta, one hundred and twelve miles...A line of sea-going steamers runs to New York. Port Royal has seven stores, and the yearly sales are given as $45,000 provisions, $15,000 dry goods, $10,000 hardware. Phosphate rock of the finest quality is found in Battery Creek and the Port Royal Fertilizing Company has extensive works here.[5]

Additionally, during the Civil War, the Port Royal area had been the base of the Atlantic Blockading Squadron, as well as for the iron-clads used for attacks on Charleston. Between 1865 and 1879, Port Royal harbor was the rendezvous point for iron-clad ships of the U. S. Navy. From 1877 to 1879, the *New Hampshire* was stationed at Port Royal as a naval training ship. After 1879, it was converted into a stores and receiving ship, and was joined by the *Pawnee*. These two ships contained coal stores that served to supply needed fuel for steamships of the U. S. Navy.

Although not officially a U.S. naval station, Port Royal was considered as such by the residents of the Town of Port Royal. An Act of Congress approved 7 August 1882, however, authorized the establishment and of a coaling dock and naval storehouse at Port Royal Harbor and appropriated $20,000 for that purpose. A board of naval officers selected Parris Island, directly across the river from Port Royal, as the location for the dock and storehouse. The 120 x 150-foot dry dock was the largest on the Atlantic coast at the time and was dedicated in June 1891. The new installation was designated the United States Naval Station, Port Royal, South Carolina. Vessels on their run from Florida to New York began to stop at Port Royal to load coal, which was brought in by rail. Phosphate and lumber also became important trade items and a railroad spur was run to Baldwin's Phosphate Mines near the site of today's Beaufort U. S. Naval Hospital. The spur continued up the shore of the Beaufort River to the Hilton Dodge Lumber Company and the Wilson Phosphate Mines.

During the 1880s, between 2500 and 3000 people were employed in the phosphate industry alone and Port Royal shipped out more phosphate than Charleston and Savannah combined. Also, between Jan. 1 and Feb. 8, 1882, 8,490,000 feet of resawn yellow pine lumber was shipped to northern ports from Port Royal.[6]

For nearly three decades, from the 1870s to the 1890s, Port Royal was a bustling town and F.W. Scheper's store served as the primary mercantile interest for the new town. A ship chandler, Scheper was a wholesale and retail grocer and a dealer in hay and grain. The store was located within short distance of the railroad terminus which was the debarkation point for the marines who arrived in Port Royal for transport to the growing naval and marine base on Parris Island.[7]

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[5] Spieler, Chapter 4, pp. 1-6; *Port Royal's Bicentennial.*
[6] Spieler, Chapter 5, p. 1; Chapter 6, pp. 1-2; *Port Royal's Bicentennial.*
[7] *Port Royal's Bicentennial.*

In the 1890s a series of natural disasters and political maneuvers led to the collapse of the economic boom which had advanced the growth of the town of Port Royal. Even though Parris Island and the naval station were outside the town limits, their vicinity and activity had aided the local economy, primarily by providing much needed jobs. In 1893, a disastrous hurricane struck the Port Royal/Beaufort area. Coming ashore at high tide, the hurricane destroyed hundreds of homes, leaving thousands homeless. Hundreds were drowned on the surrounding Sea Islands. The *Savannah Morning News* reported "One hundred lives lost – a startling report from Port Royal – twenty drowned on Parris Island – immense damage to property at Beaufort and Port Royal – heavy losses of the Coosaw Phosphate Mining Company." The hurricane and Governor Benjamin R. Tillman's export tax on phosphate effectively killed the phosphate industry. Additionally, there was the increased development of the ports of Charleston and Savannah. In 1902, the federal government struck another blow to the prosperity of the area when Secretary of the Navy William H. Moody ordered that the Port Royal Navy Yard be moved to Charleston.[8]

With the loss of the phosphate industry and the removal of the Navy Yard, the business of the Port Royal Railroad began to decline. After 1905, many railroad interests began to move to Augusta, Georgia. The Atlantic Coast Line Railroad and the Central of Georgia Railroad sent their workmen to remove the great cotton compress and train elevators from the Port Royal yards and convinced the lumber interests to deal with them elsewhere. Tariff rates diverted more railroad business to Charleston and Savannah. The advent of the automobile followed and trucking began to take away much of what remained of the railroad business in Port Royal. The former grand hotel was turned into apartments and then allowed to degenerate until it was condemned and torn down. The eight miles of cargo docks began to rot and wash away with the tides.[9]

As the years passed, the mercantile establishments in the old city limits began to close their doors. Fortunately for F.W. Scheper, Sr., a one-story addition on the eastern elevation was constructed in 1910 to house the Port Royal post office. The close proximity of the post office ensured that the Scheper store had steady traffic. In 1914, F.W. Scheper, Jr., joined his father in the mercantile business. The Schepers managed to hold onto the business through the 1920s when the large-scale shrimping industry was born. Blue Channel Corporation, one of the largest packers of Atlantic seafood, created a processing plant in Port Royal. Along with the Marine base at Parris Island, which expanded greatly in the 1940s, Blue Channel provided some limited employment in the area. In 1942, the South Carolina State Ports Authority tried to re-activate the port. Unfortunately, the plans were not implemented until 1958. F.W. Scheper, Jr., could not hold out, and in 1950, he closed the mercantile business and the post office. That year, the store became the property of Margaret Scheper Trask, F.W. Scheper, Sr.'s daughter, as part of the settlement of her father's estate. Mrs. Trask utilized the property as a private artist studio.

[8] *Port Royal's Bicentennial*; Spieler, Chapter 7.
[9] *Ibid.*

In 1990, Margaret Scheper Trask sold the property to John Hendricks, who removed the one-story addition on the eastern elevation, causing structural damage to the building. In 2003, with an eye toward restoring the structure and replicating the one-story wing, Richard and Carol Poore purchased the property. Today, the F.W. Scheper Store is one of the last remaining nineteenth century commercial buildings in downtown Port Royal. It is a vivid reminder of the late nineteenth century when Port Royal was a bustling port and railroad community.[10]

[10] Sanborn Fire Insurance Company, *Map of Port Royal, South Carolina,* 1905, 1912; Notes on the F.W. Scheper Store, Historic Beaufort Foundation.

Bibliography

Notes on the F.W. Scheper Store, Historic Beaufort Foundation, Beaufort, S.C.

Port Royal's Bicentennial. Beaufort, S.C., 1976.

Sanborn Fire Insurance Company. *Maps of Port Royal, South Carolina.* 1905, 1912.

Spieler, Gerhard. *A Brief History of the Town of Port Royal, S. C. from 1562 to Modern Times.* 1992.

Verbal Boundary Description

Lots #19 & 20 of Block 52 of the original plan of the Town of Port Royal as laid out in 1874 and as conveyed by Jane C. McFall to F.W. Scheper in January 19, 1876, and as shown as the black line marked "F.W. Scheper Store" on the accompanying Beaufort County Tax Map, Port Royal Island Map 11, drawn at a scale of 1" = 200'.

Boundary Justification

The nominated property is restricted to the original town lot containing the historic store.

The following information is the same for all photographs:

Name of Property:	F.W. Scheper Store
Location of Property:	918 8th Street, Port Royal, Beaufort County, S.C.
Photographer:	Brad Sauls, S.C. Department of Archives and History
Date of Photographs:	25 February 2004
Location of Original Negatives:	S.C. Department of Archives and History, Columbia, S.C.

1. Facade and left elevation
2. Facade right oblique
3. Facade bracket detail
4. Left and rear elevations