

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Seacoast Packing Company
other names/site number Peninsular Canning Company; Pig Factory; Pickle Factory

2. Location

street & number 100 Dill Drive not for publication
city or town Beaufort vicinity
state South Carolina code SC county Beaufort code 013 zip code 29902-5207

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 ___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 _____ Date _____
Elizabeth M. Johnson, Deputy State Historic Preservation Officer, S.C. Dept. 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: Signature of the Keeper _____ Date of Action _____

- 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):

Seacoast Packing Company
Name of Property

Beaufort County, South Carolina
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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)

Category: AGRICULTURE
INDUSTRY

Subcategory:

Current Functions

(Enter categories from instructions)

Category: NOT IN USE

Subcategory:

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Industrial

Materials

(Enter categories from instructions)

foundation Concrete
walls Structural Clay Tile
roof Concrete
other Concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Seacoast Packing Company
Name of Property

Beaufort County, South Carolina
County and State

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)

- 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.)

- 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)

Architecture
Industry
Agriculture

Period of Significance

ca. 1920-ca. 1940

Significant Dates

1920 - 1921
1932

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder
Brooks Engineering

Narrative Statement of Significance

Explain the 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):

- 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 # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository:
Historic Beaufort Foundation

Seacoast Packing Company
 Name of Property

Beaufort County, South Carolina
 County and State

10. Geographical Data

Acreage of Property 1.14 acres

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting	Northing	Zone Easting	Northing
1 17	528857	3 17	3587190
2 17	_____	4 17	_____

___ 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 Melanie Smith, with the assistance of the SHPO staff
 organization Dawson-Wissmach Architects date 1 May 2008
 street & number 12 East Bay Street telephone (912) 201-0111
 city or town Savannah state Ga. zip code 31401

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 John Daniel
 street & number 6074 Vaux Road telephone (843) 524-8255
 city or town Beaufort state S.C. zip code 29906

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended(16 U.S.C. 470 et seq.). **Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 5

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

DESCRIPTION

Located within the Beaufort, South Carolina, city limits, the Seacoast Packing Company Building, more commonly referred to as the "Pickle Factory", was built in 1920-21 along the now abandoned Charleston & Western Carolina Railroad line. The building, initially constructed as a meat-packing plant, stands as one of the only remaining early twentieth century industrial buildings in the city limits and is now surrounded by a single family residential area. The building was designed by Brooks Engineering of Moultrie, Georgia, as a poured-in-place concrete frame with a structural tile wall infill system typical of the time period, but unique to the area. Funding for the project was developed by local subscription of stocks in the company. The Seacoast Packing Company never opened due to the inability to collect payments from local subscribers. The building was used sporadically for other purposes and remained abandoned for almost half a century, resulting in a state of serious disrepair.

The site is approximately 1.14 acres. The primary two-way access to the site extends from the north via Dill Drive. Apart from this access road the northern boundary of the site is heavily wooded with mature live oaks and underbrush. The vegetation continues along the western and southern boundaries of the site creating a natural landscape buffer between the structure and the adjacent single-family residences. The eastern boundary of the property is defined by the abandoned C. & W.C. Railroad right-of-way. Sanborn Insurance Company maps dating from 1924 and 1942 show two outbuildings on the site that no longer exist. A one-story office building was located to the north of the building in the 1920s but was replaced by a single story dwelling. The exact date for which the office was demolished and the dwelling constructed is unknown, but the Sanborn maps show a dwelling from 1942 to 1958. A one-story wood frame metal clad structure, used as a warehouse, was located directly south of the property and remained from the 1920s through 1958. This warehouse no longer stands and the date of its demolition is unknown. Whether the warehouse was utilized in conjunction with the Seacoast Packing Company cannot be determined. The original property associated with the packing plant was 295 feet long by 295 feet wide. The property was subdivided into four lots in 1961 although ownership of the lots did not change at that time. The property on which the plant stood became rectangular, measuring 295 feet from north to south and one hundred ninety five feet from east to west. The western 295 feet by 100 feet area

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 6

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

was divided into three residential lots. The change of property lines did not affect ownership of any of the buildings associated with the packing plant.

The Seacoast Packing Company is an L-shaped concrete framed industrial structure approximately 108 feet by fifty-eight feet and is divided into three parts. The northern section is three stories tall, four bays wide and three bays deep. The concrete roof is basically flat with a slight pitch toward a ridge running from east to west. The central portion of the building is two stories high and three bays wide by three bays deep. A clerestory runs north to south and creates a two-story high space on the upper level. The southern portion of the building is two stories high, two bays wide and a single bay deep. Each bay is approximately fifteen feet by fifteen feet and is defined by sixteen-inch square concrete columns. Along the west façade, a concrete ramp leads to an opening on the second floor of the rear of the northern part of the structure. The loading dock is located on the east of the building and runs the full length of the façade, parallel to the railroad line, and is raised about four feet off the ground. A railroad spur was found during the archaeological survey leading directly from the loading dock to the railroad. The plant was situated adjacent to the railroad line for direct shipping of meat to local and regional markets.

The original form of the building was different from its current appearance. Initially, a one story, wood framed, metal clad structure abutted the plant to the south. A two-story tile building was attached to the west of the main plant building and north of the one story structure. The previous ramp did not run parallel to the building as it does now, but perpendicular, leading into the west side of the two story tile building at the second floor. These structures are documented on the 1924 Sanborn Insurance Company map. Four years after the beginning of construction, the map notes that the Seacoast Packing Plant was not in operation and that it was partially dismantled. The 1942 Sanborn Insurance Company shows that the property changed ownership from the Seacoast Packing Company to Kinghorn Brothers Company and was used for general storage. The two story tile building at the southwest corner had been replaced by a one story tile structure approximately half the foot print of the earlier structure with what may possibly be a one story covered porch along the south side of this building and the west side of the southern-most two-story, two-bay part of the structure. The 1952 map with revisions in 1953 and 1958 shows that the property was still owned by Kinghorn Brothers Company, housing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 7

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

lumber and implements [labeled as “LBR. and IMPLTS”]. The date of removal of the ramp and one story tile structure is unknown. Also unknown is the time at which the current ramp was constructed.

From the exterior, the concrete frame is visible and the walls are made up of structural tile infill. The tile has been covered with stucco on the lower two levels, most likely as a result of the infilling of windows when the building changed use or was employed as a warehouse. The original tile is still exposed on the upper floor of the structure. The foundation is not discernible from the exterior of the structure. The east façade, which faces the railroad and has a stepped parapet wall, is the building’s primary façade. On the north façade, the elevator shaft and stair tower are visible and rise an extra floor height above the roof of the structure.

Based on an architect’s rendering that was published in the *Beaufort Gazette* in 1920, most of the proposed window openings have been infilled. Several of the openings have been filled with the same clay tile that was used on the exterior of the building suggesting that these may have been filled around the time of construction, possibly when construction was halted just short of completion. Various original openings have been filled in with brick or concrete masonry blocks at a later date, most likely when the building took on a new use as a warehouse or when it was abandoned as a preventative measure against vandalism. The few windows that remain appear to be two-over-two double hung wood replacement windows. Wood siding was used to fill the upper portion of the masonry opening and the few windows that remain are beyond repair. Smaller openings in the upper level of the middle portion of the building have six divided-light windows that may also be replacement windows. The existing windows are smaller than the masonry opening and wood siding is used at the top of the opening to fill the space between the top of the window and the top of the masonry opening. The smaller windows and wood infill may have been added at a later date to cut the cost of replacement windows.

The openness of the plan and interior volume created by the structural system was conducive for industrial processes and large machinery. As stated in an article of the *Beaufort Gazette* prior to construction of the building, “the contract called for a thoroughly modern plant and equipment.” Since the building was not utilized for its intended function, no historic machinery or equipment remains in the structure and was likely never installed. Specific functions for most areas of the building cannot be determined because no machinery

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 8

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

remains and no documented plan of the building to be used as the Seacoast Packing Company remains. There have been no major alterations, however, to the interior of the space. The structure still retains its open industrial floor plan. The first floor of the structure is completely open except for the most northern row of bays that include the elevator, two shafts open from the ground to third floors, and a stairwell within what appears to be an employee entry into the building. The two shafts to the west of the elevator are noted on Sanborn maps as "smokers," a function that was associated with the Seacoast Packing Company. Double metal doors on each floor seal off the two smokers from the rest of the building. The ceiling of the first floor was covered with a fibrous insulating material suggesting that this may have been a refrigerated storage area.

On the second floor, the middle portion of the building is a square open plan consisting of nine bays. The central north-south axis equals two stories in height with the clerestory. The flanking sides are lower in height and are one and half stories. The openness of the plan and remnants of a wooden track suggest that this area housed part of a conveying system when the building was utilized as the pickle or tomato factory. Since the building never operated as a meat packing plant, it is unlikely that the equipment is a remnant of the meat packing operation.

The northern portion of the building, which is four bays wide by three bays deep, is the only part of the structure with a third floor. Two chambers are raised approximately twenty inches and have no openings to the exterior. These rooms are lined with fiberboard insulation suggesting that they served as chiller rooms.

The interior structure of concrete columns and beams has a painted finish. On the first floor, the concrete and masonry infill has been left exposed. On the second and third floors, the walls have been covered with stucco. All floors within the building are reinforced concrete. The packing plant was likely powered by electricity. Sanborn maps specify that the building employed electric lighting and steam heating. Currently, the building is in a state of disrepair. Most of the windows are broken or missing and the interior has been thoroughly covered with graffiti. Concrete has spalled and exposed steel reinforcement. Neglect and exposure to the elements has led to the accumulation of water and moisture in the interior of the building resulting in rusting of steel

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 9

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

reinforcement. While the extended period of time for which the building has remained vacant has led to neglect and deterioration of the building, the lack of use has maintained the historic integrity, particularly of the interior of the structure, because it has been left largely unaltered. The historic character of the exterior could easily be recreated by removing the infill and replacing all of the original openings.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 10

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

STATEMENT OF SIGNIFICANCE

The Seacoast Packing Company building has been identified as one of the priority endangered historic sites and structures in Beaufort County, South Carolina by the Historic Beaufort Foundation. Long ago referred to as “the Pig Factory” or “the Slaughter House” but more recently better known as “the Pickle Factory,” the Seacoast Packing Company is significant under Criterion A for its contributions to the Beaufort economy in the areas of industry and agriculture. Built in 1920 and 1921, it is important to the history of the city because it was constructed at a time when Beaufort was trying to diversify its economy. Funded by local subscription in company stocks, the construction of the meat packing plant was conceived as a community development project to improve the economic condition of the area.¹ After the almost immediate failure of the meat packing enterprise, the building was utilized from 1928 to ca. 1940 for grocery overflow storage, then from 1932 to ca. 1940 and from ca. 1945 to 1947 as a tomato canning plant factory and pickle packing plant, respectively, contributing to the continued significance of the structure for its role in truck farming in the region. Its use as a pickle packing plant immediately after World War II was so brief that the extension of the property's period of significance after the war is questionable.

By the end of the nineteenth century, the local economy of Beaufort was in decline. The Great Storm of 1893 and the migration of the boll weevil were two of the events that most heavily influenced the decline in the economy. After the Civil War, the cotton industry was revived by a new system of tenant farming and sharecropping after the majority of plantation owners suffered a loss of property. In order to create jobs for displaced agricultural workers, phosphate mining gained importance in the economy. Phosphates were found in high levels in local rock and were mined for use as fertilizers.² The hurricane of 1893 devastated the Beaufort area and destroyed the phosphate industry due to the damage to mining and shipping infrastructure that was crucial to its success.³ The hurricane also destroyed what was left of commercial rice production. The local economy became dependent on truck farming and cotton. Truck farming was not conducive for further growth and the migration of the boll weevil from Mexico infested the cotton crop, destroying the industry. The city promoted the construction of a meat packing plant to encourage hog and cattle farming as an alternative to cotton and truck farming.⁴ The Seacoast Packing Company was granted a charter of incorporation from the State of South Carolina on May 18, 1920, with authority "to buy and sell land, to build and operate a plant, or

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 11

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

plants for the purpose of buying, selling and slaughtering all kinds of livestock, and preparing them for market and manufacturing all by products therefrom, and marketing all the aforesaid." The company was to have a capital stock of \$150,000, with a Board of Directors consisting of William Keyserling, F.W. Scheper Jr., W.E. Richardson, and Niels Christensen, all of Beaufort; William Copp of Port Royal, South Carolina; W.S. Rentz of Varnville, South Carolina; W.R. Richardson of Allendale, South Carolina; and J.L. and R.H. Butler of Seabrook, South Carolina.⁵ When work began on the packing plant, plans for establishing a fish freezing plant to work in conjunction with the meat packing operation were considered by Oliver C. Irvin. Irvin held the patents for the most modern processes of freezing at that time and acknowledged the potential of the fish industry in the Southeast for local economies.⁶ Neither operation, however, came to fruition.

The site was chosen because of its close proximity to both the main line of the C. & W.C. Railroad and Battery Creek, as well as its convenient yet appropriate distance from the town. No evidence of occupation on the site prior to the construction of the Seacoast Packing Company was found through archaeological excavation, confirming the documentary evidence that the area was used as an agricultural field when it was part of the Fuller's Hermitage Plantation during the nineteenth century. Thomas Fuller was a wealthy planter who moved to Beaufort after the American Revolution and acquired property that may have previously been owned by Governor William Bull. During the Civil War, Fuller's Hermitage was confiscated by Union authorities for unpaid taxes and subsequently sold.⁷

The deepwater landing on the creek provided access for shippers from the islands to dock and bring livestock directly to the plant. Adjacency to the railroad line provided direct access for shipping. Archaeological testing revealed the existence of a railroad spur leading from the main track, located to the east of the building, directly to the loading dock.⁸ The convenience for farmers to bring hogs and cattle to a local plant rather than shipping and incurring extra freight costs to more distant locations was considered a benefit to the community for undertaking the development of the project. The plant would also have attracted farmers from distant areas to sell their livestock and buy other necessary goods in Beaufort.⁹ When constructed the plant was surrounded by other commercial structures. The area around the C. & W.C. Railroad line from Depot Street and the old train depot south to the Seacoast Packing Company was characterized by lively commercial activity during the first

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 12

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

half of the twentieth century.¹⁰ The Seacoast Packing Company building is now situated within a single family residential district. Today, the building is the only visible reminder of the commercial history of this area along the railroad.

The process of financing represents a significant aspect of social history for Beaufort in which the project was developed as a communal enterprise to revive the local economy. Funding for the Seacoast Packing Plant was provided by local subscription in which individuals of the community were able to buy stock in the company which would have been operated by the Southern States Packing and Provision Company.¹¹ Since most of the subscribers in the stock company were local farmers and farmers from surrounding counties, the decrease in cotton production and the onset of economic depression prevented subscriptions from being paid in full.¹²

The Seacoast Packing Company building remained vacant until 1928. In 1928, the Waterhouse Corporation, which had bought the property in 1869, sold the land on which the packing plant stood to J. Albert Kinghorn.¹³ The property was held by the Kinghorn family for most of the remainder of the twentieth century.¹⁴ The structure served several functions throughout the 1930s and 1940s including a tomato cannery, sail factory, and pickle packing plant.¹⁵

In 1932 the Peninsular Canning Company of Palmetto, Florida opened a tomato canning plant in the building. An article in the *Beaufort Gazette* stated that the plant, managed by R.C. Hutchinson, would “give employment to one hundred or more women who are now at present without employment. They prefer white women.” The plant canned fresh tomatoes and tomato juice from area farms, and offered cash for “red ripe tomatoes of all grades.” “If we would all buy Home Made Products,” the *Gazette* claimed, “Old Man Depression would soon be on the run.” An advertisement a few weeks later read: [*Beaufort Gazette* (Beaufort, S.C.), 7 July 1932]

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 13

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

**WANTED
Red Ripe Tomatoes
FOR CANNING**

**See Us Now. Ready
to receive Tomatoes
at old Packing Plant
on C. & W. C. Ry.**

**TURN YOUR
Tomatoes Into Cash Now
Peninsular Canning Co.¹⁶**

It was later used as a warehouse for general storage of Kinghorn Brothers Company and continued to be in use at least until 1958. Local tradition holds that in the 1920s and 1930s, it was an infamous location for gamblers.¹⁷ While the building was not used for its intended purpose, it continued to play a significant role in the economic development of Beaufort.

After the failure of the Seacoast Packing Company, the newly constructed plant gained significance under Criterion A for agriculture and its role in truck farming in Beaufort County. The adaptability of the building due to its open industrial plan and proximity to the railroad made it conducive for truck farming. The abandoned Seacoast Packing Company plant was utilized as a tomato packing plant and pickle factory from 1932 until World War II.¹⁸ Tomatoes were brought from local farms, packaged, and shipped via rail car to northern urban markets. While operating as a pickle factory, local produce such as cucumbers and okra was pickled and shipped to other markets as well. Truck farming provided a prosperous alternative and facilitated the revival of the local economy during the early-to-mid-twentieth century.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 14

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

After the destruction of the cotton industry, southern communities were looking for new ways to diversify their economies. New advances in transportation and refrigeration prompted the movement from subsistence farming and local production to truck farming in the south at the turn of the twentieth century. While not as prosperous as cotton production, truck farming became an important part of the southern economy from the end of the 1880s to the middle of the twentieth century. The mildness of the southern climate combined with the ability to ship large quantities of produce to urban markets contributed to the shift within the agricultural economy of the south. By 1920, four of the primary crops produced were watermelons, cabbages, tomatoes, and potatoes. Shipments on a smaller scale were comprised of carrots, strawberries, cucumbers, celery, onions, and peppers.

Southern railway shipments of produce beginning in 1920 and continuing for nearly fifty years, accounted for one-fourth to one-third of the total movement of these crops in the United States.¹⁹ Truck farming began to decline after World War II due to the evolution of the canning industry and further advances in transportation. Air transportation opened up international and further national markets, and truck farming in the south became less dependent on rail transportation and was reduced to the production of smaller quantities for local markets.

Competitive wages for industrial jobs attracted farm laborers so it became more difficult to maintain profitable amounts of harvest. The rise of the poultry industry also prompted a shift in the type of crops produced in the region that then focused on wheat, corn, and soybean production used in chicken feed.²⁰

While no longer a vital part of agricultural production in the area, this building was used for less significant operations. During World War II, Caldwell's Sail Factory operated within the facility. In the immediate post-World War II era, the building was used for pickling cucumbers, giving it its common local name of "the Pickle Factory." By the late 1950s and early 1960s, tomato canning resumed in the building. It was used as storage for the construction company of A. Mills Kinghorn's son and nephews in the 1970s. Rather than incur the expense of demolishing the reinforced concrete building when it became incompatible with the increasing residential character of the area, the building was donated to the Technical College of the Low Country.²¹ The current Technical College has evolved over the past century from the initial establishment of the Mather School, a

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 15

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

school for daughters of former slaves, founded in 1868. In 1980, the State of South Carolina acquired the land and building.²²

The Seacoast Packing Company, later more commonly known as the Pickle Factory, represents a significant part of the economic history of Beaufort County. Ironically, it was envisioned as an alternative means of economic development for the function for which the building was actually used, but both associations contribute to the significance of the building for three decades. Important for both the community involvement in the development of the meat packing plant and later utilization for packaging and processing produce for truck farming, this building represents a significant part of the revival of the economy of Beaufort in the first half of the twentieth century.²³

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 16

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

NOTES

¹ Beaufort County Historic Sites Survey, 1997, Beaufort District Collection.

² Alexia Jones Helsley, *Beaufort: A History* (Charleston: History Press, 2005), 138-139.

³ Ellen Schlasko, "Phase I Cultural Resources Survey of 'The Pickle Factory,' 2450 Fripp Avenue Extension, City of Beaufort, Beaufort County, South Carolina," (Bluffton, South Carolina: Integrated Archaeological Services, Inc., January 2007), 9.

⁴ Frederick H. Christensen, "Sea Coast Packing Plant Pride of this Section," *Beaufort Gazette*, 1 July 1921.

⁵ Records of the Secretary of State, Corporation Charter Division, File #11310, South Carolina Department of Archives and History, Columbia, South Carolina.

⁶ "Work Begun on Packing Plant," *Beaufort Gazette*, 27 August 1920.

⁷ Schlasko, 9, 13, 17.

⁸ *Ibid.*, 13, 17.

⁹ "\$7,000 Stock in Packing Plant Sold Since Saturday," *Beaufort Gazette*, 15 July 1921.

¹⁰ Historic Beaufort Foundation, press release, 30 June 1999.

¹¹ "An Offer Made to Lease Sea Coast Packing Plant," *Beaufort Gazette*, 17 June 1921.

¹² "Petition for Receiver for Sea Coast Packing Company Denied," *Beaufort Gazette*, 7 July 1922.

¹³ Beaufort County Register of Deeds, Book 3, pages 369-371.

¹⁴ Schlasko, 12-13; BCRD Book 45, page 156; BCRD Book 54, page 155; BCRD Book 307, pages 237-240.

¹⁵ Jason Ryan, "Path to Possibilities," *Beaufort Gazette*, 26 December 2004.

¹⁶ Kelly Morgan, "Group Wants to Revive Former Pickle Factory." *Beaufort Gazette*, 16 November 2003.

¹⁷ Morgan.

¹⁸ "New Canning Plant Will Open Here Monday, June 20th," *Beaufort Gazette*, 16 June 1932; "Canning Plant Now Operating," *Beaufort Gazette*, 7 July 1932; "Wanted. Red Ripe Tomatoes For Canning." *Beaufort Gazette*, 7 July 1932.

¹⁹ Shawn Kidd, "Truck Farming on the Eastern Shore: 1880-1950," in *Eating Delmarva: Agricultural Transformations in Wicomico County [Maryland], 1880-Present*; available at <http://faculty.salisbury.edu/~mllewis/Agriculture>, 2004.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 17

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

²⁰ James L. McCorkle, Jr., "Agricultural Experiment Stations and Southern Truck Framing," *Agricultural History* 62, no. 2, *Publicly Sponsored Agricultural Research in the United States: Past, Present, and Future* (Spring 1988) : 234-235.

²¹ Morgan.

²² Morgan.

²³ Shlasko, 13; BCRD Book 307, pages 237-240; Andy Kinghorn, E-Mail to Tracy Daniel, 29 January 2008; Gaillard Pinckney to Tracy Daniel, 27 February 2008; and Neil W. Trask, Jr., to Tracy Daniel, 28 February 2008, all in the Collection of John and Tracy Daniel, Beaufort, S.C.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 18

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 19

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 20

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Page 21

Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

VERBAL BOUNDARY DESCRIPTION

The current boundary of the former Seacoast Packing Company property is shown as the bold black line on the accompanying Beaufort County GIS map, dated June 19, 2007, and drawn at a scale of 1 1/2" = 310'. The property is defined by the Beaufort County Parcel identification number R120 005 000 0028 0000.

BOUNDARY JUSTIFICATION

The current boundary includes the main building and a large portion of the site historically associated with the Seacoast Packing Company. Originally a 295-foot by 295-foot square lot, the western 100 feet of the property were subdivided in 1961 by the owners to create three residential lots. None of the buildings associated with the Seacoast Packing Company were affected by this subdivision. Any remaining features of original outbuildings or structures remain on the same parcel as the packing plant.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number PHOTOGRAPHS Page 22 Seacoast Packing Company
Name of Property
Beaufort County, South Carolina
County and State

The following information is the same for each of the photographs:

Name of Property: Seacoast Packing Company
Location of Property: Beaufort, SC

Name of Photographer: Melanie Smith
Date of Photographs: June 2007
Location of Original Negatives: Dawson-Wissmach Architects – Savannah, GA

1. Oblique view of north elevation
2. North elevation
3. Oblique view of east elevation
4. View from north of building's relationship with the railroad
5. Oblique view of east elevation from southeast
6. Oblique view of northwest corner of building
7. View of south elevation from southeast
8. Oblique view of southwest corner of building
9. View of ramp on west elevation
10. View of building's west elevation from ramp
11. First floor interior space with reinforced concrete piers
12. Second floor interior space, including clerestory area in southern portion of building
13. Third floor interior space in main block of building



SEACOAST PACKING COMPANY
BEAUFORT, SC
UTM 17 52-8857 E 3587190 N



R-120 006 000 0028 0000
Prepared by the Beaufort Ct
GIS Dept., June 19, 2007

