NPS Form 10-900
(7-81)

OMB No. [illegible]
EXP. 12/31/[illegible]

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received FEB 8 1983
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Historic Resources of Columbia, Supplement VI: West Gervais Street Historic District

and/or common

2. Location

Roughly bounded by Gadsden, [illegible], Park, and [illegible]

street & number Along both sides of 800-1000 blocks of Gervais Street and also sections of Park, Lady, Lincoln and Gadsden Streets — NA not for publication

city, town Columbia — NA vicinity of — ~~congressional district~~

state South Carolina code 045 county Richland code 079

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	X unoccupied	X commercial	___ park
___ structure	___ both	X work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	NA in process	X yes: restricted	___ government	___ scientific
	NA being considered	___ yes: unrestricted	X industrial	X transportation
		___ no	___ military	___ other:

4. Owner of Property

name Multiple Ownership (see continuation sheets)

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Richland County Judicial Center

street & number 1701 Main Street

city, town Columbia state South Carolina 29201

6. Representation in Existing Surveys

title Inventory of Historic Places in South Carolina — has this property been determined eligible? ___ yes X no

date 1982 — ___ federal X state ___ county ___ local

depository for survey records South Carolina Department of Archives and History

city, town Columbia state South Carolina 29211

7. Description

Condition		Check one	Check one
___ excellent	_X_ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date _____
_X_ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The West Gervais Street Historic District is a cohesive district of commercial, mercantile, industrial, and warehouse buildings located in the west central part of the city of Columbia. The forty-one contributing properties in the district date from ca. 1846 to the 1930s with 71% dating from 1900-1920. The principal landmarks in the district are the three surviving railroad depots (#'s 2, 16, and 43) and the grain elevators of the Allen Brothers Milling Company Complex (#9-A). The commercial and mercantile buildings in the district are grouped along Gervais Street and are primarily two and three-story buildings of masonry construction. Many of these buildings have storefronts with display areas on their first stories and office or warehouse space on their upper stories. Cast-iron storefronts and trim are common and brick detailing in window arches, cornices, and parapets is frequent. The warehouses of the district are, for the most part, behind the Gervais Street buildings or along the several railroad rights-of-way; these are one and two-story brick buildings with large warehouse doors and minimal detailing.

The district maintains a high degree of historical integrity. Very few modern buildings have been built in the area and many of the older buildings have been well preserved. Other factors, including the continued use of many of the buildings in their original function, the continuing railroad traffic in the area, and two brick-paved streets, contribute to the sense of time and place. The district still conveys the essence of an early twentieth-century commercial and mercantile neighborhood despite alterations to several of the older buildings.

Rehabilitation of the district's historic structures began in 1976 with the restoration-conversion of the R. L. Bryan School Book Depository (#5) into a restaurant and lounge as the first adaptive reuse example in the city's western sector. The renovation that same year of the J. E. Young Building (#14) for use as a retail furniture store received an award for preservation by the Historic Columbia Foundation. Since then 13 other buildings (#2, 3, 4, 11, 17, 19, 22, 24, 25, 26, 28, 42, 53) have been systematically renovated by tenants or owners for productive contemporary use in the city's largest preservation effort by the private sector. This number includes the Murray Drug Company Spice Mill (#42) which received a historic preservation award May, 1982, from the Historic Columbia Foundation. At present, eight buildings (#8, 16, 21, 22, 37, 44, 51, 54) have applied for $5,000 matching grants for facade restoration from the city's Community Development funds. Two neighborhood groups - the Main Street West and West Gervais Street Associations - were organized in 1981 by property owners in a self-help approach towards restoration and parking lot and street beautification. Two buildings, #15 and 16, do not meet city building code requirements. Registration of the district could substantially encourage rehabilitation efforts of these and eight other blighted buildings (#9, 23, 29, 30, 34, 35, 47, 51) for which preservation may not be feasible without tax credit assistance.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	X education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	
X 1800–1899	X commerce	___ exploration/settlement	___ philosophy	___ theater
X 1900–	___ communications	X industry	X politics/government	X transportation
		___ invention		___ other (specify)

Specific dates NA **Builder/Architect** NA

Statement of Significance (in one paragraph)

The West Gervais Street Historic District, located along sections of West Gervais Street, Park Street, Lady Street, Lincoln Street, and Gadsden Street in Columbia, South Carolina, is a collection of fifty-seven commercial and light industrial properties which represents the largest intact group of older business property within South Carolina's capital city. That forty (or seventy percent) of the properties within the district retain their individual historical and architectural integrity imbues the district itself with an unusually strong integrity of setting and character. The beginnings of development in the area came with the evolution of Gervais Street into the city's principal western artery following the 1827 construction of the Congaree River Bridge and establishment ca. 1846 of the South Carolina Railroad Depot. Subsequent rail lines also centered on Gervais Street until the construction ca. 1902 of Union Station, making Gervais Street the State's chief rail transportation nexus. The area also contained the city's gas works built ca. 1869, the first electric light plant built ca. 1891, and the street railway company barn (#13) built ca. 1886. The eighteen buildings constructed between ca. 1900 and ca. 1915 visually reflect the district's part in Columbia's growth as a major center for transportation and trade during that period.

Additional Information:

Architecture:

The Gervais Street commercial corridor is an intact collection of late nineteenth and early twentieth-century commercial buildings which express well the nature and characteristics of commercial building design of the period. The development of the area in response to the growth of railroad traffic in the city is expressed by the several freight depots and warehouses on Gervais Street, which are intermixed with the numerous railroad rights-of-way. The commercial and office buildings fronting on Gervais Street constitute a cohesive streetscape with consistent compositional and design features. The buildings are of small scale, one to three stories, with all facades subdivided by stories and bays. The buildings are uniformly of brick construction. The first stories are devoted to storefronts and display areas and the upper stories have regular, rhythmic small-scaled windows. Thirteen of the buildings in the district have cast or sheet-metal ornamentation, including iron pillars and columns and sheet-metal cornices and brackets. The storefronts, of brick, wood, and iron, feature large plate-glass display windows and entrances, with

9. Major Bibliographical References

(see continuation sheet)

10. Geographical Data

Acreage of nominated property 23.2

Quadrangle name ~~Columbia North,~~ Southwest Columbia **Quadrangle scale** ~~1:24,000~~

UMT References

	Zone	Easting	Northing
A	17	496660	3761750
B	17	496310	3761360
C	17	496150	3762110
D	17	496430	3762260
E			
F			
G			
H			

Verbal boundary description and justification The boundaries of the West Gervais Street Historic District nomination are shown as the black line on the accompanying map labeled "West Gervais Street Historic District." The boundaries contain the highest concentration of contributing properties with the lowest number of non-contributing properties in that area of Columbia.

List all states and counties for properties overlapping state or county boundaries

state	NA	**code**	**county**	NA	**code**
state	NA	**code**	**county**	NA	**code**

11. Form Prepared By

name/title Nancy Fox, Historic Preservation Planner National Register Staff S.C. Dept. of Archives and History

organization Central Midlands Regional Planning Council **date**

street & number 800 Dutch Square Boulevard **telephone** 803 798-1243

city or town Columbia **state** South Carolina 29210

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Charles E. Lee

Charles E. Lee

title State Historic Preservation Officer **date** 1/31/83

For NPS use only

I hereby certify that this property is included in the National Register

See continuation sheet for listing **date**

Keeper of the National Register

Attest: **date**

Chief of Registration

Key properties defining the historic character of the district:

1. 912 Lady Street. This rectangular three-story brick building was constructed ca. 1916 as the B. B. Kirkland Distributing Company warehouse and outlet store. The six-bay facade (north elevation) has large segmental-arched windows and doors on the first floor with cement-and-brick insets in the windows separating the sash from the transoms. Small rectangular windows define the second story, while the third story has large segmental-arched openings of the same order as those of the first story. Belt courses with cement inserts separate the stories. A corbeled brick cornice and a brick parapet crown the facade. The west elevation repeats the fenestration of the facade, while the east elevation has lesser arched windows on the first and third stories.

2. 800 Gervais Street. A two-story rectangular brick building with a one-story warehouse extension on the south built ca. 1850 as the South Carolina Railroad Depot. The building was partially burned in 1865 and reconstructed shortly thereafter. The two-story main block has a five-bay facade with a central doorway and flanking windows with flat lintels. The first story features brick pilasters. Stone quoins accentuate the second story. The hipped roof has deep eaves with wooden brackets. Four brick chimneys pierce the roofline. The warehouse extension has a gabled roof and nine regular bays with warehouse doors and brick pilasters. The interior of the building is currently undergoing extensive renovation; the exterior brickwork has been sandblasted.

5. 1310 Gadsden Street. A two-story brick building constructed in 1911 as a school book repository building for the R. L. Bryan Company. The three-bay facade (west elevation) has a central doorway and flanking tripartite windows under segmental brick arches with concrete keystones. A concrete belt course runs under the windows on either side of the doorway. Three paired six-over-six windows with concrete sills and brick lintels are on the second story. A cornice with thirteen diamond-shaped concrete inserts is located beneath the parapet which features a concrete inset with the name "R. L. Bryan" centered between two open-book emblems. The south elevation has a modern one-story shed-roofed porch on the first floor, and four original four-over-four windows with segmental arched heads on the second floor. A two-story ell at the right side of the south elevation has a fifth window. The north elevation has a one-story wing which was built in 1941. The building has been adapted for use as a restaurant with the original warehouse floors and framing left intact.

9. 804 Gervais Street. A two-story brick building constructed ca. 1896 as the W. H. Gibbes Machinery Company and Carriage Works. The building has an asymmetrical facade with an entrance on the left side flanked by two arched windows on the right.

Three four-light windows with cement sills and lintels are on the second story. The peaked parapet and the corner pilasters have decorative concrete insets. The side elevations have asymmetrical arched door and window openings. A one-story warehouse extension is located on the south side of the building. The interior of the building has recently been renovated and the door and windows on the first story of the facade bricked up.

9-A. 804½ Gervais Street. A complex of three reinforced concrete grain elevators and a frame warehouse built between 1910 and 1948 for the Allen Brothers Milling Company. The oldest grain elevator, in the center of the complex, is a 101-foot tall structure built in 1910. A cylindrical elevator built ca. 1925 and large rectangular elevator built in 1948 are located south of the first elevator. A four-story frame warehouse sheathed in galvanized metal, built ca. 1900, is located north of the elevators. Some of the ca. 1920 bucket elevators and milling equipment are still in use by the company. A ten-foot-high red neon sign is located atop the southernmost grain elevator.

11. 807 Gervais Street. A three-story brick building constructed for the DuPre Motor Company, a Ford automobile dealership, in 1919. A central recessed entry and flanking plate-glass display windows on the first floor are sheltered by a wooden awning. The second and third floors of the facade (south elevation) have seven bays, each with thirty-light metal sash. Double vertical bands of terra-cotta ornament highlight the pillars flanking the central bay and the pillars at either end of the building. Terra-cotta inserts also separate the second and third floors. A projecting terra-cotta cornice shelters a broad frieze, which has the name "DuPre" centered.

14. 827-831 Gervais Street. A three-story brick building constructed in 1907 for the J. E. Young and Company Wholesale Fruit and Produce Company. The building has an asymmetrical first story with a display area on the left side consisting of plate-glass windows with traceried transoms and brick pillars, and a recessed storefront on the right with display windows, traceried transoms, and a cast iron pillar at the right corner. A sheet-metal cornice is carried over the first story. The second and third stories of the building have six bays of regular segmental-arched windows with projecting keystones and terminal voussoirs. A brick cornice crowns the facade. The side elevations have irregular fenestration with fifteen segmental-arched windows on the third story and second story and warehouse doors and irregular windows on the first. Some of these windows have been bricked in. A two-story warehouse extension is on the north end of the building.

15. 828 Gervais Street. A two-story brick building with a one-story warehouse extension on the south, built ca. 1900 for E. A. Beall Wholesale Groceries. The asymmetrical facade has a central entrance with double doors, two large segmental-arched windows

to the left, and two smaller segmental-arched windows to the right, with a single doorway on the far right side. This right door has been bricked up. The second floor of the facade has four arched two-over-two windows. A bracketed metal cornice crowns the building. The east and west elevations have four bays each. The one-story warehouse extension is of brick with irregular large warehouse doors and a corbelled cornice.

16. 902 Gervais Street. A two-story brick building constructed in 1903 as the Seaboard Railroad Freight Depot. The facade of the building is defined by three elliptical arches on two-story brick piers which encompass two bays each. A double entrance is in the left bay of the first story, while the other bays have one-over-one windows. The parapet is peaked with a central oculus and a panel bearing the date 1903. The east and west elevations have two two-story arches encompassing two bays apiece. The warehouse extension has a gable roof and large warehouse doors.

19. 922-924 Gervais Street. A two-story brick commercial building constructed ca. 1902 as a hardware and grocery store. The first story front has a central entrance, a second entrance on the far left, and plate-glass display windows elsewhere. Metal pilasters are located at the ends of the storefront and on either side of the central doorway, while metal colonnettes frame the display windows. The second story has Flemish-bond brickwork and five bays with one-over-one windows in the outer bays and two one-over-one windows in the central bay. A brick string course runs above the windows, peaking above the keystones of the segmental brick arches. A metal cornice with a central broken-arched pediment is above the second story. A one-story warehouse wing is located on the south side of the building.

22. 936 Gervais Street. A two-story brick commercial building constructed ca. 1895 as a grocery store. The first floor retains its brick pillars and metal cornice although the display windows have been remodeled. The second story of the facade has seven one-over-one windows with concrete sills and jack-arched heads. A corbelled brick cornice and plain parapet top the building. The side elevation has irregular fenestration; several of the first-story windows and doors have been bricked in. The brickwork has been sandblasted.

25. 1004-1006 Gervais Street. A two-story brick building constructed in 1910 as a wholesale sundries store. The first story has two storefronts between rusticated brick piers. The left storefront has a left-side entrance and two right display windows with wooden framing and transom windows, while the right storefront has a central entrance with flanking display windows and multi-light transoms. The second story has two arched windows with paired two-over-two sash and fanlights under semicircular brick arches. A sheet metal cornice is topped by a modelled brick parapet with a raised semicircular panel.

26. 1008-1010 Gervais Street. A three-story brick building, constructed in 1910. The building has one-bay pavilions on the left and right sides of its facade flanking a three-bay central portion. The first story of the building is of rusticated brick with the entrance in the right pavilion, a plate-glass display area in the center, and a single window in the left pavilion. The second and third stories have single four-over-four windows in each bay with flat brick arches over the pavilion windows of the third story and segmental brick arches over the third-story windows of the main block. A sheet metal cornice spans the breadth of the facade with paired brackets at the pavilions. The peaked parapet bears the date 1910.

28. 1007-1009 Gervais Street. A two-part two-story brick commercial building constructed in 1920 as a dry goods retail and wholesale store. The facade has two identical three-bay sections, each with central doorways and flanking windows on the first floor and three six-over-six windows on the second floor. The brickwork of the first story is rusticated and this rustication is carried into the segmental brick arches over the doorways. A sheet metal cornice with paired brackets spans the entire building. The parapet has a raised panel bearing the date 1920 above each section of the building.

42. 1314 Lincoln Street. A three-story brick building constructed ca. 1912 for the Murray Drug Company. The building's facade (west elevation) has three central bays on each floor with segmental brick arches over the central doorway and flanking multi-light windows on the first floor and three two-story arches encompassing the windows of the second and third stories. Brick cornices project above the first and third floors with corbeled pendants of herringbone brickwork suspended at either end of the upper cornice. The side elevations have two-over-two windows with segmental brick arches in eight bays.

43. 903 Lincoln Street. A one-story brick building constructed in 1904 as the Seaboard Air Line Railroad Passenger Depot. The building has a truncated hipped roof with flared eaves and wooden eaves-brackets. The walls are brick with contrasting brick and granite trim. The window and door surrounds have granite sills and brick jack arches. The windows are modern. The building is adjacent to the loading platforms and sheds of the railroad.

Other properties contributing to the historic character of the district:

3. 1211-1219 Gadsden Street. A two-story stuccoed-brick warehouse of two sections which was built ca. 1918 for a bottle-cap distributorship. The building has two identical facades on the east. A central door in each part of the facade is flanked by single and double windows. The second story of each part of the facade has four six-over-six windows. All doors and windows have segmental arches. The parapet rises in a peaked panel over each entrance with an oblong recession beneath each panel.

The interior of 1211 Gadsden Street retains its original chamfered support posts, wooden floors, and beaded wall and ceiling boards.

4. 1237 Gadsden Street. A two-story brick warehouse constructed in 1922 for a wholesale paper distributor. The north elevation has irregular fenestration with concrete sills and lintels on all windows, while the east elevation has eight regularly-spaced six-over-six windows on the second floor and irregular doors, windows, and garage doors on the first floor. The roof is flat.

8. 801 Gervais Street. A one-story rectangular building constructed ca. 1870 as a warehouse. The building has one door and three six-over-six windows on its south elevation, with stuccoing on the brickwork up to the window sills and a stepped parapet. The west windows have segmental arches.

9-B. 804½ Gervais Street. A small brick warehouse adjacent to the Southern Railroad right-of-way, to the rear of the South Carolina Railroad Depot, and perhaps contemporary with that building. The warehouse has stepped gables on its north and south ends, a gable roof, and one warehouse door centered on its west elevation.

10. 803 Gervais Street. A two-story brick building built in 1918 as the Campbell Butter Company warehouse. The asymmetrical facade has a garage door on the left side of the first floor, a single doorway on the right and one single and one double two-over-two window centered. The second story has two double and one single two-over-two windows. A low parapet with a raised section in the center crowns the building. Some of the side elevation windows have been bricked in.

17. 916 Gervais Street. This one-story brick building was built ca. 1918. The building facade has a cast-iron storefront with three bays on the left and a single garage bay on the right. A signature plate on one pilaster reads "1887, John Alexander & Sons, Established 1856." A brick parapet with six recessed panels is above the storefront. The three bays on the left of the facade have been filled in between the pilasters. The interior side walls are plastered. The ceiling is covered with narrow beaded boards.

21. 928-930 Gervais Street. A one-story brick building constructed ca. 1920. The building has a modern storefront recessed behind its original brick piers and cast-iron pillars. A brick parapet with recessed panels and triangular patterns is above the storefront.

24. 1002 Gervais Street. A one-story brick building with a tripartite storefront and a tall brick parapet, built ca. 1904 as a drug store. The storefront has been rebuilt in recent years with the display windows being blocked off and a canvas awning added. The parapet wall has five brick pilasters rising towards a corbelled brick cornice.

27. 1012 Gervais Street. A one-story brick building built 1934-1935. The facade has a central garage bay and flanking display windows and entrances. Brick pilasters separate the bays. The east and west elevations each have a series of eight twelve-light windows.

29. 1001(A) Gervais Street. A two-story brick building constructed in 1935 by the Goodyear Tire Company. The building's first story has been rebuilt, but the second story is intact with two groups of three arched windows. The windows have semi-circular brick arches and cement impost blocks. A corbeled blind arcade runs across the parapet. The brickwork of the upper facade is English bond.

30. 1001 Gervais Street. A two-story brick building constructed in 1900 as the P. C. Price Clothing Store. The first story of both the south and west elevations has been extensively remodeled with new garage doors and display areas, but the second floor is intact with three semicircular-arched windows on the south and twelve segmental-arched windows on the west. A tall parapet with a corbeled brick cornice crowns elevations. A large tile advertising panel covers one bay on each elevation at the southwest corner, but the building appears intact beneath this panel. The original cornice on the south elevation appears to have been removed.

34. 920-924 Lady Street. A two-story brick building built ca. 1918. The east elevation has five bays with a garage door on the left of the first story and four paired six-over-six windows under segmental arches. Five paired six-over-six windows are on the second story of this elevation. The north elevation has six bays on the second floor with similar sash and two entrances and two windows on the first floor. A corbeled brick cornice surmounts the building.

35. 918 Lady Street. This two-story brick building was built ca. 1925 as an extension of 920-924 Lady Street. The building has had its first floor remodeled and a new entrance built which has three windows, double doors, and black structural glass. The original second story fenestration is intact with six six-over-six windows beneath segmental arches. A brick cornice similar to that of 920-924 Lady Street crowns the facade.

37. 914 Lady Street. A one-story warehouse built ca. 1915 of brick and concrete. The facade has rusticated brick pillars framing a garage door on the left, a central entrance, and a triple window on the right. A concrete entablature spans the facade with a brick parapet rising above. The parapet has a central ogee-curved panel.

38. Railroad right-of-way between 914 Lady Street and 912 Lady Street and crossing Gervais Street.

39. 915 Lady Street. A one-story brick warehouse with Art Deco motifs, built ca. 1932 for the National Biscuit Company. The building has a garage bay on the left, an

entrance on the right, and four multi-light windows centered on the facade, with reeded bands separating and framing each element. Where these reeded bands meet, octagonal bosses with reeded-cross inserts are placed. A plain brick parapet is above the facade.

40. 911 Lady Street. A one-story brick warehouse built ca. 1930 for the B. B. Kirkland Company. The building has a tripartite facade with brick pilasters separating each section. These pilasters have concrete caps with chevron-relief Art Deco motifs. The central bay has double doors with sidelights and a multi-light transom, while the flanking bays have two twelve-light windows apiece. The side elevations have regular windows with concrete lintels.

43-A. 903 Lincoln Street. A one-story brick building built ca. 1905 as the Seaboard Air Line Railroad Baggage Room. The building repeats the materials and motifs of the Passenger Depot (#43) which is adjacent, but without the elaboration, the eaves-brackets, and the brick belt-courses. The windows are the original one-over-one sash.

45. 1225-1229 Lincoln Street. A two-story brick warehouse built in two sections ca. 1915. The north section has four bays with three large warehouse doorways and one small door on the first floor and four six-over-six windows on the second floor. All doors and windows have segmental brick arches. The building has a corbeled brick cornice. The south building is essentially identical to the north building except for the right three bays of the first story which have been rebuilt as a double door with flanking double windows.

47. 1220-1224 Lincoln Street. A two-story brick warehouse with a one-story extension, built ca. 1918 as the Columbia Paper Company Warehouse. The first story has four bays in the main block and four bays in the extension, each bay with a door or window and a twelve-light transom beneath an encompassing segmental arch. Several bays have new doors or windows. The second story of the main block has four small paired six-light windows with rectangular surrounds, with a corbeled brick cornice and a brick parapet above.

51. 911 Gervais Street. A two-story brick building with a cast-iron storefront, built ca. 1904 as a county liquor dispensary. The building has seen many alterations, including the removal of window surrounds, a balcony, and a cornice, and the stuccoing of the brickwork on the facade; but the storefront is intact. A series of five cast-iron pilasters, made by the Chattanooga Iron and Foundry Works, carries a low arcade over the entrances and display windows. Five irregularly spaced and sized windows are on the second story.

52. 919-921 Gervais Street. This two-story brick building was built ca. 1910 as the Murray Drug Company. The building orginally had three storefronts on the first floor with a cornice and nine windows above. Ca. 1945, the facade was altered with the storefronts being filled in, new window sash being installed, and the cornice removed. A small cornice with brick dentils remains between the two stories.

53. 925 Gervais Street. A two-story brick building constructed as a one-story building in 1910 and expanded to two stories in 1919. The first story has tripartite storefronts on either side of a central cast iron pilaster labeled "Chattanooga Iron and Foundry Works." Each storefront has a central entrance flanked by display windows of recent installation. The second story has four windows with modern sash set in two bays with a simple brick cornice above. The brickwork was sandblasted in 1982.

54. 927 Gervais Street. This two-story brick building was constructed ca. 1911 as a dry goods wholesale store. The first story has four brick pilasters with granite bases and capitals framing a central entrance and its flanking display areas. The second story has three paired one-over-one sash windows with granite sills and alternating granite and brickwork surrounds. A projecting metal cornice with brackets is located above the second-story windows. A stepped parapet with granite coping and a central brick balustrade is at the roofline. An original second story balcony, a first-floor cornice, and the original first-floor doors and windows have been removed and new doors and windows installed between the brick pilasters. The interior of the building has also been remodeled.

Properties which do not contribute to the historic character of the district:

6. 1225 Gadsden Street. A one-story frame residence built ca. 1900 with a new porch, new windows, new doors, and a cinder-block addition on the front.

7. 1216-1224 Gadsden Street. Three undeveloped lots north of 801 Gervais Street.

12. 815 Gervais Street. Parking lot and loading yard.

13. 823 Gervais Street. A two-story brick building built ca. 1886 and substantially altered ca. 1945 with a green concrete facade. Two warehouse additions at the rear date from ca. 1960. The west elevation shows some original arched windows.

18. 922 Gervais Street. Undeveloped lot.

20. 926 Gervais Street. A one-story brick auction house built ca. 1965.

23. 1000 Gervais Street. A two-story brick building constructed ca. 1910 and substantially altered by the removal of the original cornice, the removal of a second-story cast-iron balcony, the stuccoing of the facade, and the installation of new first-story doors and windows.

31. 933-937 Gervais Street. A modern one-story brick warehouse and wholesale store.

32. 1209-1211 Park Street. A two-story brick building built ca. 1940. The facade is stuccoed, and the first-floor doors and windows are new metal-framed plate-glass. The upper facade has incised channels in its stucco.

33. 1217-1227 Park Street. Parking lot.

36. Parking lot west of 918 Lady Street.

41. 905-907 Lady Street. Transmission station for South Carolina Electric & Gas Co.

44. 1231 Lincoln Street. A two-story brick warehouse built ca. 1930 and enlarged to two stories in 1939. The four-bay facade has double doors in the two left bays on the first story and multi-light metal sash windows in the other bays.

46. 1217 Lincoln Street. A one-story brick warehouse built ca. 1912. The fenestration of the facade has been substantially altered, as evidenced by brick infill and by new doors and windows.

48. 1218 Lincoln Street. Gerrard Tire Company. One story painted-concrete-block warehouse, built ca. 1960.

49. 1201 Lincoln Street. One story poured-concrete diner built in 1944, with an asphalt tile roof.

50. 905-907 Gervais Street. A one-story brick building built ca. 1965.

crowning cornices. The windows of the upper stories frequently have brick arches, semicircular, segmental, or flat, and on occasion elaborate surrounds in stone, cement, or terra-cotta. Nearly all of the buildings have strong cornices and/or parapets that unify the individual facades and provide a strong horizontal emphasis to the streetscape, which gives the district its identity.

The warehouses of the district, which generally do not face on Gervais Street, are of separate character: one and two stories of brick construction, facing along the railroad rights-of-way. These warehouses have minimal ornament and minimal elaboration. Regular warehouse openings, frequently arched, define the facades.

Within the district are numerous buildings of individual distinction of design, materials, and craftsmanship, which add to the district's significance. The prevailing stylistic influence is the Italianate; the regular division of the facades into stories and symmetrical bays, the frequent arched windows and classical details, and the heavy cornices and parapets which unify the facades, are indicative of the Italianate influence. These features are inherent in buildings #2, 11, 14, 15, 26, 29, and 30. Several other buildings in the district, #'s 19, 25, 28, and 54, have elements of the related Georgian Revival style, with the heavier emphasis on the use of red brick with contrasting wooden or stone trim, and the use of distinctive Georgian details such as broken pediments, full entablatures, and semicircular arches. Two of the warehouses have geometric reeding and chevron ornament characteristic of the Art Deco style.

Throughout the district is a high degree of craftsmanship in brick, stone, and metal, which further distinguishes the district and adds to its significance.

Commerce:

As early as 1846, when the South Carolina Railroad Depot (#2) was first constructed, Gervais Street became the established transportation center of the city. As a matter of course, commercial, industrial, and manufacturing ventures located near the railroad facilities. Even though Union Station, ca. 1900 drew some rail traffic from Gervais Street, Gervais remained well established as the center of wholesale warehouses and outlets (#3, 4, 8, 10, 37, 40) and light industry (#9). These concerns were interspersed with grocers (#14, 15, 19), drug (#42, 24, 52), hardware, and feed companies (#1) and,according to local tradition, a few houses of ill-repute (#23).[1]

The West Gervais Street Historic District contains - in a single neighborhood - the largest number of long established businesses in the city. Six buildings represent businesses in operation for a cumulative total of 508 years on either original sites, as successors to previous businesses of the same function or as relocations from other sites in the city. All have operated on present sites more than 50 years. These include the 85 year old Southern Scale and Refrigeration Company (#26) organized 1897

on Blanding Street, on this site in 1898, later relocated and returned to Gervais Street circa 1920. Both in their eightieth year of continuous operation are Columbia Supply (#13) organized across the street in 1902 and on its present site since 1907 and the Allen Brothers Milling Company (#9-A) successor since 1926 of the circa 1902 Adluh Flour Company. Operating for the past 83 years in Columbia, the Seaboard Railway line entered the city in 1899, and built a freight depot in 1903 at 902 Gervais Street (#16) and passenger station in 1904 at 903 Lincoln Street (#43). Palmetto Candy and Tobacco Company (#45) has operated for the past 67 years on the same site. Hinson Feed and Seed (#1) is the 1966 successor to the B. B. Kirkland Distributing Company (1916).[2]

Industry:

Allen Brothers Milling Company (#9-A) is the district's only manufacturing concern. Representing wheat and corn feed and food milling continuously on the same site since circa 1902, the milling complex produces flour, meal and feed as direct suppliers throughout the state to food stores and food distributors under the Adluh trademark. It is the only milling concern in the city and with its sister mill, Greenwood (South Carolina) Milling Company, represents the only wheat-corn processing business in the state other than the Johnston (South Carolina) Flour Mill, which produces cookie flour. The Columbia Mill operated round the clock during World War II producing grain foodstuffs for the war effort and since the 1940's has conducted regular educational tours of the mill complex for third grade school students during the school year with demonstrations on bread making and samples of fresh baked biscuits concluding the tours in the mill's test kitchens.[3]

Transportation:

In addition to being the seat of county and state government, Columbia by 1903 was also the state's "center for railroads, banking, surgical practice and corporate and federal offices."[4] With the city's first street railway system office (#13) in 1886, and three of Columbia's six railroad depots (#2, 16, 43) constructed there in 1846, 1903, and 1904, the area was paramount in the transportation activity that dominated the city's growth during the first two decades of this century. The 1846 South Carolina Railroad Depot (#2) was the first passenger-freight rail facility in the city as well as the first outside of Charleston when the line was extended from the port city.[5]

Education:

The R. L. Bryan Company Book Depository (#5) is significant for its role as public school text book supplier during the city's early growth period of public schools development (1906-1916) following formation of the Columbia School District in 1880. Established as a bookstore in 1844, R. L. Bryan's expanded into book publishing in 1900 and from

1893-1936, when the state adopted a book rental system, was the sole retailer of school textbooks in the state. Bryan dealers sold the books to school children through Bryan stores in every town in South Carolina. The building served as the state book depository until 1956 when Bryan's moved the facility to a 50,000 square foot warehouse at 743 Green Street.[6]

Government:

Columbia had some five whiskey dispensaries by 1902 under the state liquor control act, 1892-1907. The dispensary warehouse center at 500 Gervais Street and Dispensary Office Building at 1205 Pulaski sit a few blocks west of the district. Richland County Dispensary No. 3 (#51) is the only local dispensary building known to remain in the city. The 1912 City Directory shows it still in use in 1912 under local option as County Dispensary No. 5.[7]

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FOOTNOTES

[1]Helen K. Hennig, ed., Columbia: Capital City of South Carolina (Columbia, SC: R. L. Bryan Company, Printers, 1936; rpt. ed., Columbia, SC: The State - Record Co., 1966), pp. 354-359; Columbia's Commercial Heritage (n.p.: n.p., 1977), pp. 2.1, 2.2.

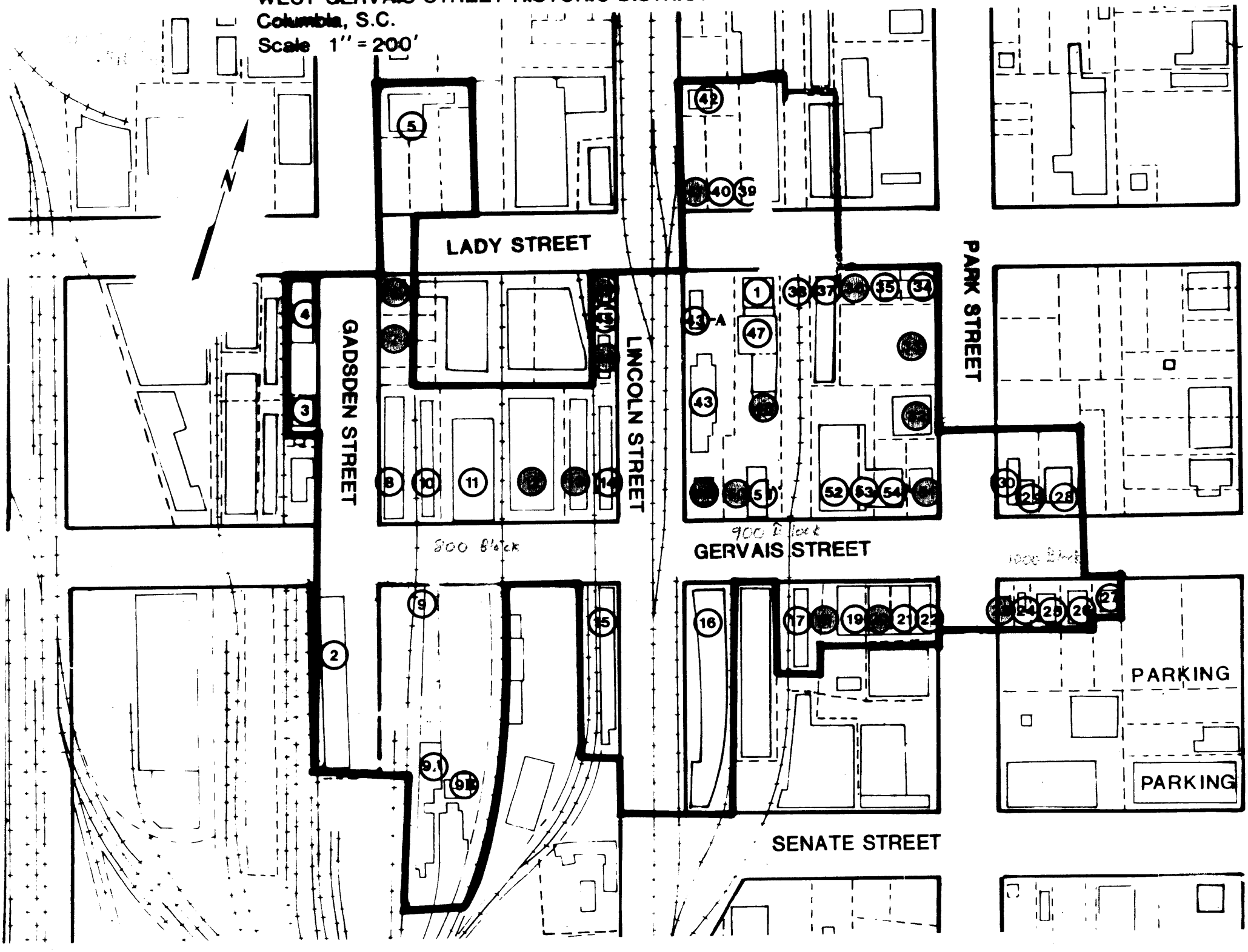
[2]Interview with James Kilgore, president of Southern Scales, Columbia, S. C., March 1982; Interview with J. B. Allen, Sr., Columbia, S. C., June 1982; Interview with Walter Roof, Columbia Supply Company, Columbia, S.C.; Columbia Supply Corporate Minutes (n.p.: n.p., n.d), n.p.; Columbia Supply Catalogue (n.p.: n.p., n.d.), n.p.; John A. Montgomery, Columbia, South Carolina: History of a City (Woodland Hills, Calif.: Windsor Publications, 1979), p. 186; Sanborn Insurance Maps, 1904, 1910.

[3]Interview with J. B. Allen.

[4]Montgomery, p. 107.

[5]Hennig, pp. 355-359; Montgomery, pp. 97-98; S. M. Derrick, Centennial History of the South Carolina Railroad (Columbia, S. C.: n.p., 1930), pp. 179-189.

[6]Hennig, pp. 17, 128, Interview with William Harley, president of the R. L. Bryan Co., Columbia, South Carolina, June 1982.

[7]Montgomery, p. 105; Sanborn Insurance Map, 1910; Columbia City Directory (n.p.: n.p.,), n.p., 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1912; David Duncan Wallace, South Carolina: A Short History, 1520-1948 (Columbia, S. C.: University of South Carolina Press, 1951), pp. 625, 654).

WEST GERVAIS STREET HISTORIC DISTRICT
Columbia, S.C.
Scale 1" = 200'