

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

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

1. Name

historic Philip Carey Building

and/or common

2. Location

street & number 301 East Seventh Street not for publication

city, town Charlotte vicinity of

state N. C. code 037 county Mecklenburg code 119

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Mr. Jay Haverstick

street & number 2290 Dana Avenue, Apartment H-5

city, town Cincinnati vicinity of state Ohio 45208

5. Location of Legal Description

courthouse, registry of deeds, etc. Mecklenburg County Courthouse

street & number 720 East Fourth Street

city, town Charlotte state N. C. 28202

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

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## 7. Description

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Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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### Describe the present and original (if known) physical appearance

The Philip Carey Warehouse is a two-story brick building located beside the Southern Railway tracks at Seventh Street in Charlotte. The building's elaborate brickwork is among the best-preserved examples of the Victorian Romanesque style remaining in Charlotte. Except for modifications that have been made to the first floor front of the structure and to some of the window openings, the building today looks much as it did when it was completed about 1908.

The warehouse is roughly rectangular in shape, with its narrow front facing Seventh Street and its long (northwest) side along the railroad. The measured plan of the building shows that it is actually a parallelogram. The roof is a simple low-pitched gable with the ridgeline running parallel to the railroad track. At the front and rear, the brick walls rise above the roofline forming parapets.

The exterior brickwork is quite skillfully handled, with the front and side elevations being the most elaborate. The warehouse was constructed of pressed brick, which was unusual for Charlotte at the time, and tinted mortar. The brickwork is the main decorative feature in this building, employing corbelling, paneling, and stepping to add interest and style.

The front facade parapet has a four-course corbelling at its top. The rear parapet is crumbled; therefore, the corbelling is missing there and cannot be determined exactly. On the upper outer edges of the front and back facades, stepped "ears" protrude beyond the main block of the building. In the frieze at the top is a centered, recessed, long and low rectangular panel with one-course corbelling along its top.

Below the frieze, four round arched windows are contained within a larger, slightly recessed, rectangular field. The rounded portions of the arches are surrounded by five courses of brick, the uppermost two are corbelled. At the street, a recessed store front with a ramp leading to a single center door replaced the original composition of three arched windows and the arched doorway. A photograph in a May 1909 book entitled Mecklenburg Declaration of Independence Souvenir Edition, published in Charlotte, shows the original appearance of the warehouse. The original front door was a paneled single unit with glass panes in its upper portion.

The window openings in the front facade are symmetrically placed, as are the windows in the rear elevation. The windows had a transom above wooden double hung sash. Several of the window openings presently contain remnants of eight over eight pane sash with similarly arranged transoms.

Presently all the lower windows in the back are bricked up except for the left (facing) one which was partially destroyed by the placement of a large door. This wooden cross-buck rear door slides on wheels in an overhead track. On the second level the two right (facing) windows were replaced by a large, three sectioned rectangular paned industrial window which has a metal frame.

The sides of the Philip Carey Warehouse exhibit brickwork as carefully detailed as the front. The first story has a flat, even elevation while the recessed second story has corbelled pilasters that divide each side into thirteen "bays."

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Description

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The openings on the two long side elevations of the warehouse are not identical. The railroad side has six major windows which are original. The openings on the first story have segmented arches while those on the second story have full round arches. The other three window openings are much smaller, nearly square, and are grouped between the first two large windows near the front of the building.

The opposite, southeast, side contains four segmentally arched windows on the first story with three courses of decorative brickwork topping their arches. In addition, there are three secondary windows on the first story. They are not as tall; a single course of brick tops their arches. There are four round-arched window openings on the second story.

The freight opening in the center seventh bay on the track side of the warehouse contains double-doors with each door having six horizontal panels. The double doors on the southeast side are similar, except that windows have been substituted for the upper panels.

A chimney was added to the southeast side of the warehouse to accommodate a furnace placed in the basement. The brickwork was evidently painted yellow at one time. Evidence of advertisements which were painted on the sides of the structure can be seen.

The roof was rebuilt ca. 1980 by the owner, Ned Haverstick. At the time that the roof was reconstructed, four skylights were added. Also the eaves were cut back to near flush with the walls of the building. Originally, the roof line extended to the outer edge of the parapet ears. The brick corbelling at the top of each pilaster then extended almost to the end of the roof and formed supporting brackets. Square wooden blocks presently replace the top parts of these brackets.

Inside, the building is entirely open with no partitions on either of the two floors or the half-basement. On the first floor a row of eleven wood columns runs down the center, parallel to the side walls. At the top of each column is a plain cast-iron collar on which rests a pair of wood beams. Thick wood decking rests on the beams, forming the ceiling of the first story and the subfloor of the second. The boards are approximately six inches wide and four inches thick, interlocked with tongue and groove, and milled with double beading on one side to give the first floor ceiling decorative appeal.

The front interior wall of the first story and the side walls one bay deep have at one time been plastered. In this area the floor is covered with square linoleum tile. This designates a front shop area which probably had a rear partition wall space which is now lost, dividing it from the main warehouse space.

About midway back in the warehouse area, along the railroad wall, is the opening for the freight elevator. At a corresponding location on the opposite side is a stair to the second floor and the rear half-basement.

The basement is spatially divided into three sections by two rows of columns, running lengthwise, instead of the single row of the first story. The basement has several small arched windows, now bricked up, which cannot be seen from the exterior

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of the building. Apparently the ground area at the back and northwest side of the warehouse has been filled in, covering the windows. The single row of brick connecting the arches of these windows can be seen at the base of the first floor. There were three small basement windows on the back side of the building and three windows on the northwest side. An even smaller opening--perhaps a coal chute--is located in the twelfth bay on the southeast side.

The interior of the second level is very similar to the first. However, the second story ceiling is simply the exposed rebuilt roof. Plain treated lumber replaced the original tongue and groove boards. The elevator engine is located out in the open on the floor of the second story, next to the elevator shaft. A plaque on the elevator reads "Moffatt Machine Company, passenger and freight elevators, Charlotte, N. C." The words "Moffatt" and "Charlotte" are cast into the heavy base. The engine and pulley system appears quite well preserved.

The Philip Carey Warehouse is today the most architecturally striking remnant of what was once a major warehouse area in First Ward. Its Victorian Romanesque brickwork is an important part of Charlotte's visual heritage, and the building is a valuable reminder of the role distribution and warehousing played in Charlotte's rapid growth during the early years of the twentieth century.

# 8. Significance

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

**Specific dates** 1907-1908 **Builder/Architect** Unknown

**Statement of Significance (in one paragraph)**

The Philip Carey Building, standing in the northeast corner of the crossing of the Southern Railway Company tracks and East Seventh Street, is an unusually handsome two-story brick warehouse erected in 1907-1908. The elevations of the building are designed in the Romanesque Revival style featuring arched openings with bold brick detailing, a parapet across the front elevation, and pilaster-defined bays along the long side elevations. The warehouse, erected By William W. Hagood for its first occupant, the Philip Carey Company, is the most distinguished survivor of a warehouse complex which stood along and near the railroad tracks in Charlotte's First Ward. As neglect, abuse, alteration, and demolition have taken their toll on these utilitarian buildings, the Philip Carey building--surely one of the finest of those erected--survives intact today in splendid isolation at the edge of Charlotte's commercial center. The building is one of the oldest surviving remnants of Charlotte's early role as a distribution center in the Piedmont and its location along the Southern Railway tracks recalls the pivotal role of the railroad in the growth of this important support industry.

**Criteria Assessment:**

- A. The Philip Carey Building, a two-story brick warehouse erected in 1907-1908, is associated with the development of Charlotte as a warehouse and distribution center in the late 19th and early 20th century using the many railroad lines which passed through the city. While the role of Charlotte as an important southern distribution center remains strong the focus is now on truck and air transport rather than rail transportation. The Philip Carey Building is a handsome and rare survivor from that early period, being located trackside on East Seventh Street.
  
- C. The Philip Carey Building embodies the distinctive characteristics of Romanesque Revival architecture and is the most successful and intact commercial example of that style in Charlotte. The Carey building is also the most architecturally significant remnant of the warehouse district along the railroad tracks in First Ward.

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The Philip Carey Building at the northeast corner of Seventh Street and the Southern Railway tracks (at one time "A" Street) between Brevard and College streets is one of eight original warehouses in First and Second Wards along the former Carolina Central Railroad tracks in the city. In the first decade of the twentieth century, Charlotte was a flourishing, but modest-sized (1910 population 34,014) town, a community which was growing as a part of the emergence of the New South. It was, by any standard measure, "an up and coming place" providing many opportunities for the establishment of new enterprises and growth for older ones.

In 1910, the city's commercial center extended roughly three blocks north and south of Trade Street on Tryon, and about 3 blocks to the east and west of Tryon Street. Thus in the 36-block area bounded by 7th, Brevard, 2nd, and Mint streets was found most of the businesses of the city, and the rest was primarily residential or institutional.<sup>1</sup> To serve its freight needs, the Southern Railway and what became the Seaboard Air Line Railroad laid tracks side by side parallel to Tryon Street just two blocks to the east in the late nineteenth century, along what was designated in earlier maps as "A" Street. As a consequence, a number of buildings were erected on both sides of the tracks in both Second and First Wards to utilize the available transportation. It was into this context that the Philip Carey Building was constructed.

In October, 1906, William W. Hagood, a Charlotte businessman and real estate investor, purchased the undeveloped northeast corner property at the intersection of the railroad tracks and Seventh Street for \$3,800.00.<sup>2</sup> Sometime the following year, in 1907 or early 1908, he erected a warehouse building on the site.<sup>3</sup> Hagood (1853-1927), a Florida native who came to Charlotte about 1892, owned a number of buildings in the city, including one he rebuilt still standing at 210 E. 6th Street. In addition to being one of the organizers of the Independence Trust Company, he and his brother, A. J. Hagood, also organized the Standard Ice and Fuel Company in the city.<sup>4</sup>

The first tenant in Hagood's building on Seventh Street was the Philip Carey Company, a national manufacturer and supplier of roofing materials, for whom the building was constructed specifically and which occupied the location until about 1915.<sup>5</sup> In 1911, there were about two dozen railroad-related buildings along the tracks in First and Second Wards. By far the largest was the Southern Railway freight depot in the area bounded by 2nd, 4th, College and the railroad. Included also were a Seaboard Air Line Railroad freight depot, eight warehouses for cotton, farm machinery, hardware, groceries and general merchandise, and a coal yard, lumber yard, planing mill, cotton gin, meat packing houses, grain company and jute bagging factory.<sup>6</sup>

In 1917, two years after the Philip Carey Company appears to have gone out of business in Charlotte, the Ford Motor Company used the facility for auto body building and trimming, and they were soon joined by the Westinghouse Electric and Manufacturing Company which maintained a warehouse there.<sup>7</sup> The following year, W. W. Hagood sold the site to the Charlotte Electric Repair Company, which in turn sold it to two investors, W. M. Moore and Felix Hayman, in 1920.<sup>8</sup> It remained in the hands of the latter and their descendants until 1979.

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Over the years, the building has seen a variety of tenants: the Kelly-Springfield Tire Company, mid-to-late-1920s; American Cyanamid Chemicals, primarily fertilizer, c. 1932-1937; American Aniline Products, Inc., dyestuffs, 1938-1951; Mathews-Morse Sales Company, mill supplies, 1925-1960; and Wilson Lewith Machine Storage, 1964-1971. In recent years the site has been vacant.<sup>10</sup>

FOOTNOTES:

<sup>1</sup> Sanborn Insurance Map, 1911.

<sup>2</sup> Deed Book 216, p. 531, 5 October 1906.

<sup>3</sup> Charlotte City Directories, 1907 and 1908.

<sup>4</sup> Charlotte Observer, July 9, 1927, p. 1; interview with W. W. Hagood, Jr., Charlotte, N. C., 20 April 1983.

<sup>5</sup> Charlotte City Directories, 1908-1915; interview with W. W. Hagood, Jr.

<sup>6</sup> Sanborn Insurance Map, 1911.

<sup>7</sup> Charlotte City Directories, 1917-25.

<sup>8</sup> Deed Book 392, p. 209, 15 July 1918; Deed Book 392, p. 212, 16 July 1918; Deed Book 430, p. 269, 30 June 1920.

<sup>9</sup> Deed Book 4238, p. 450, 28 September 1979; Deed Book 4267, p. 375, 28 December 1979.

<sup>10</sup> Charlotte City Directories, 1925-81.

# 9. Major Bibliographical References

None

# 10. Geographical Data

Acreeage of nominated property less than 1 acre

Quadrangle name Charlotte East

Quadrangle scale 1:24000

### UTM References

A 

1	17	5	14	5	19	10	3	18	9	18	1	10	10
Zone	Easting		Northing										

B 

Zone	Easting		Northing										

C 

Zone	Easting		Northing										

D 

Zone	Easting		Northing										

E 

Zone	Easting		Northing										

F 

Zone	Easting		Northing										

G 

Zone	Easting		Northing										

H 

Zone	Easting		Northing										

### Verbal boundary description and justification

The property included in this nomination is that part of Lot 5, outlined in red, in Block 1, Page 02, Tax Line Map Book 80. See enclosed copy.

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

state N/A code county N/A code

state code county code

# 11. Form Prepared By

Architectural description prepared by Thomas Hanchett (CMHPC) and Lisa Stamper (CMHPC):  
name/title Statement of significance and criteria assessment by Davyd Foard Hood; historical research report by William H. Huffman (Consultant, CMHPC).  
organization Division of Archives and History date September 1, 1983

street & number 109 East Jones Street telephone 919 733-6545

city or town Raleigh state North Carolina

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  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 William S. Price, Jr.

title State Historic Preservation Officer date November 16, 1983

### For NPS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration

3900000m N

1.6 MI. TO INTERSTATE 85

GASTONIA 20 MI.  
0.2 MI. TO U.S. 29

3897

3896

3895

K HILL S.C. 24 MI.  
EVILLE 7 MI.



Philip Carey Building  
 Charlotte East Quadrangle  
 Zone 17 Scale 1:24000  
 17 514790/3898100 *MX45*

This map is in the Municipal Services District.

PG. 03

PG. 04

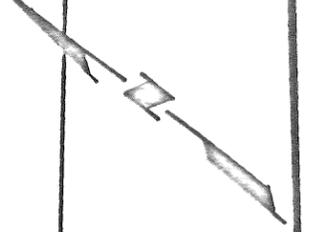
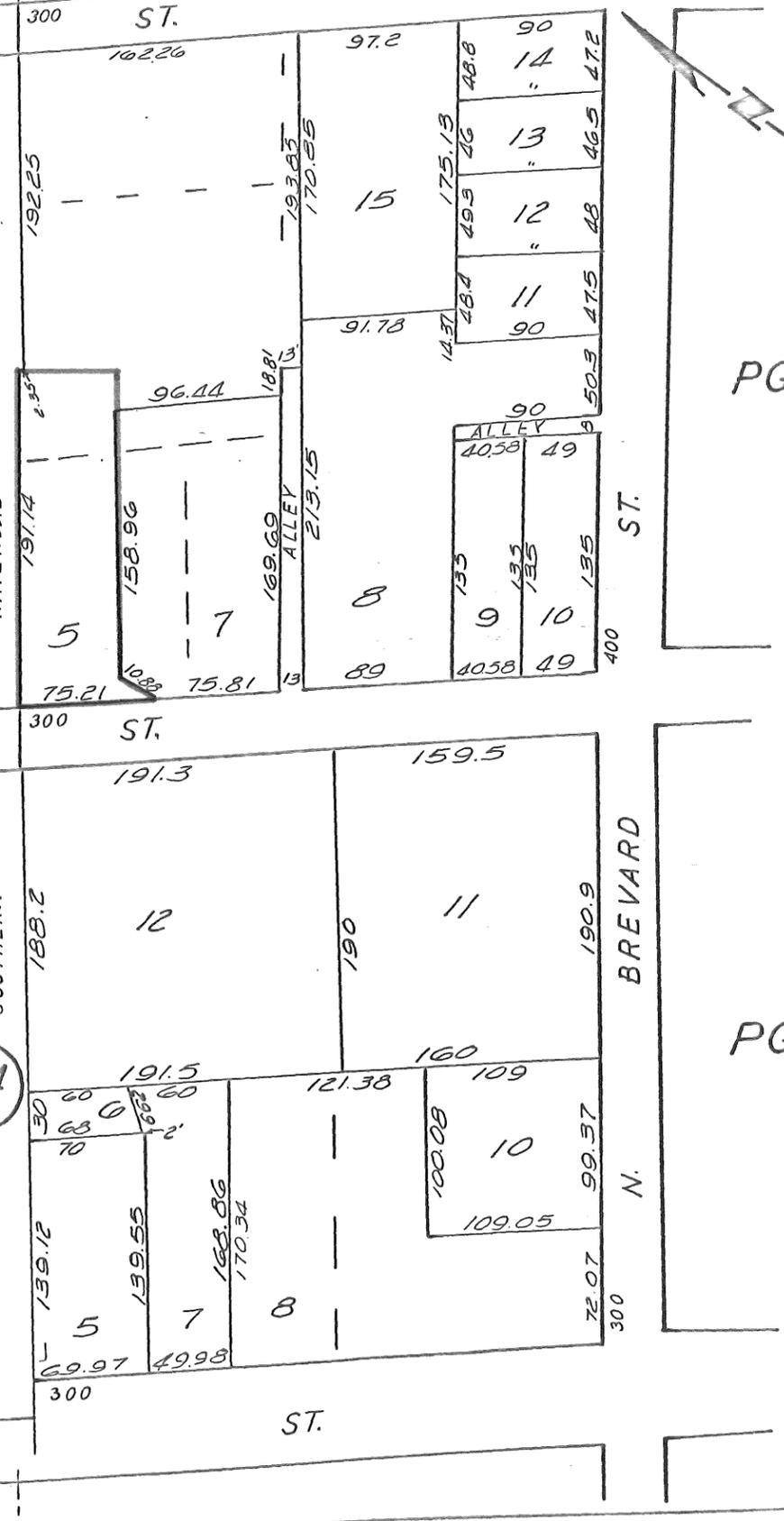
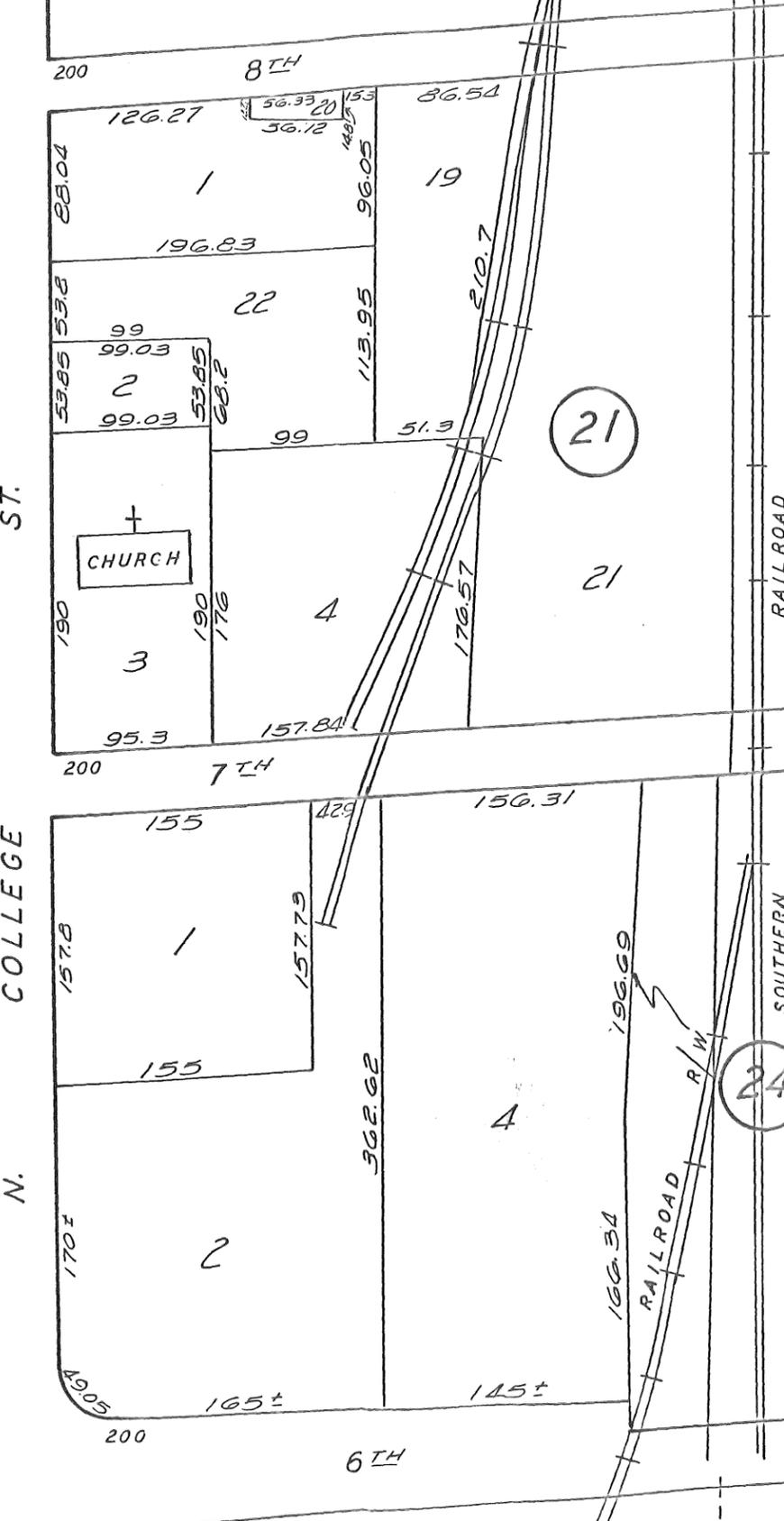
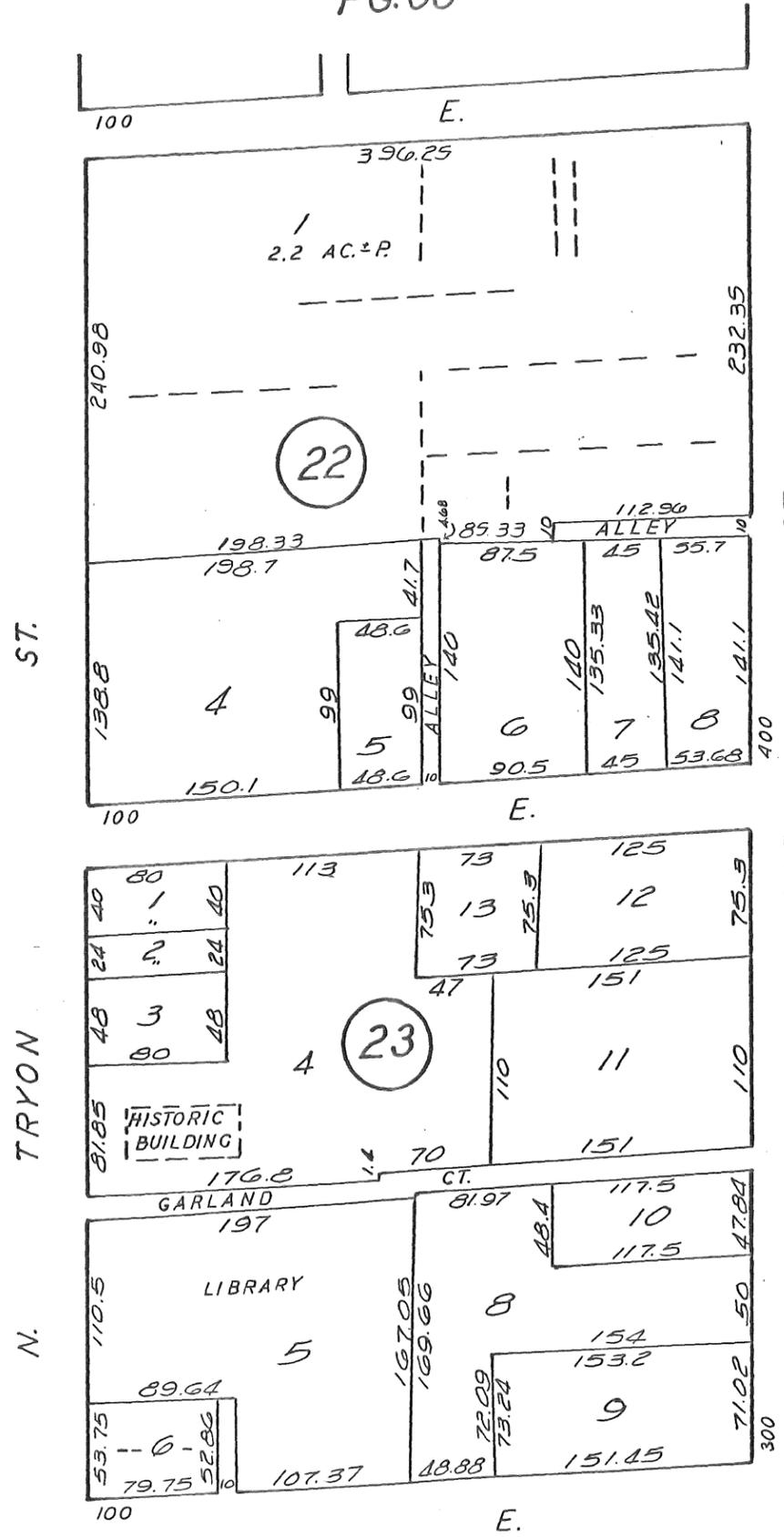
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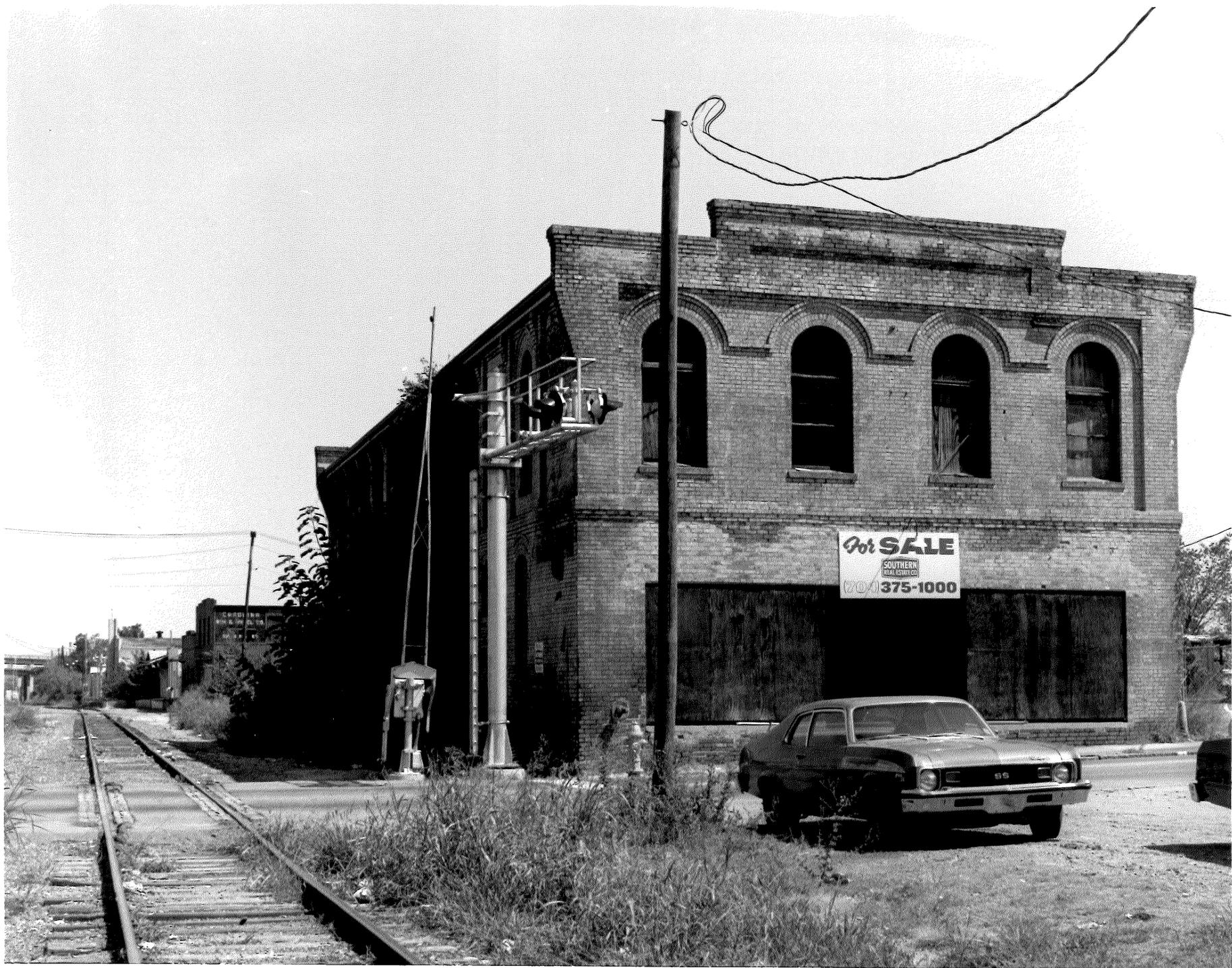
PG. 06

PG. 05

PG. 01

TAX LINE MAP BOOK 80 PAGE 02  
MECKLENBURG COUNTY, NORTH CAROLINA  
REVISED SCALE 1"=100'





For SALE  
SOUTHERN  
REAL ESTATE CO.  
375-1000