

ILR 6/6/7
NRHP 8/8/7

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 Southern Bagging Company

other names/site number Builders Supply Company; Spaghetti Warehouse
DHR Number 122-0993

2. Location

street & number 1900 Monticello Avenue not for publication
city or town Norfolk vicinity
state Virginia code VA county Norfolk (Ind. City) code 710 Zip 23517

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 locally. (See continuation sheet for additional comments.)

[Signature] 6/25/07
Signature of certifying official Date

Virginia Department of Historic Resources

State or Federal agency and bureau

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain): _____

Signature of Keeper

Date of Action

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

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/AName of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: INDUSTRY/PROCESSING/EXTRACTION Sub: manufacturing facility
COMMERCE specialty store

Current Functions (Enter categories from instructions)

Cat: COMMERCE Sub: restaurant

7. Description

Architectural Classification (Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS

Materials (Enter categories from instructions)

Foundation BRICK
Roof SYNTHETICS: rubber
Walls BRICK
Other _____

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

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

Period of Significance 1918-1923

Significant Dates ca 1918—erection of building
1923—relocation of Southern Bagging Company and opening of Building Supplies Company

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder N/A

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

9. Major Bibliographical References

Bibliography

(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 # _____

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**Southern Bagging Company
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Summary Architectural Description:

The Southern Bagging Company is a three-story brick building erected in 1918, which served as a manufacturing facility for bags for the shipping of cotton and agricultural products from the Norfolk harbor. The building is constructed of brick laid in 6-course American bond with a corbelled cornice and flat roof. The building is five bays wide by three piles deep. It is situated within an industrial area defined by early to mid 20th century manufacturing facilities located along the Norfolk Southern (formerly Norfolk and Western) spur line to the Norfolk Southern coal piers at Lamberts Point. The building is nominated locally for National Register of Historic Places listing under Criterion A for its association with the bagging manufacturing trades in Norfolk and Criterion C for its architectural style, form and character as an example of early 20th century manufacturing facility design and construction during the period 1918-1923.

Architectural Description:

The Southern Bagging Company is a three-story brick building located in an industrial area near the Norfolk and Western (currently Norfolk Southern) railroad line. It was one of a number of manufacturing facilities owned by the Margolius brothers, who were prominent manufacturers of bagging and cotton products, and large landowners in the area where the facility is located. The building occupies approximately ¼ of a block and is the tallest of the three remaining buildings on the block.

The block is bound by similar industrial buildings to the east, north and south. To the west is Monticello Avenue, which is main arterial road which connects downtown Norfolk with the suburban environs to the north. Monticello Avenue is lined with fast food restaurants, small commercial buildings, and some remaining large-scale industrial buildings, such as bakeries, bottling plants, storage buildings, and historic medium-scale automobile dealerships.

The manufacturing facility is constructed of 6-course American bond brick and is five bays on the south and north elevations by three bays on the east and west elevations. The north and south elevations are one-hundred-sixty feet wide and the east and west elevations are one hundred feet in width. The building is forty-one feet tall and has three visible stories on each elevation. The site is slightly raised above the sidewalk, making the poured concrete foundation visible from the exterior at the base of the brick walls.

The first elevation forms a plinth with a flat wall pierced by window and door openings. 3-course rowlock brick segmental arches surmount the window and door openings. Some openings remain intact, though numerous door openings have been converted to window openings and fixed-30-light windows have been

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inserted. Others have been bricked in completely, but the segmental arches remain intact. At the southwest corner of the building, a recessed entrance has been inserted in the wall with round arches, which gains access to the restaurant on the first story. There are concrete ramps leading to the main entrance, and additional ramps have been added on the south and east elevations leading to modern metal single and double leaf doors, respectively. Modern fabric awnings shelter the windows and doors.

Original to the building, a corrugated metal, pent roof is attached to the south elevation near the east corner supported by metal brackets.

A corbelled soldier and rowlock cornice surmount the first story walls. This cornice provides a base for the pilasters dividing the bays on the east, west and south elevations on the second and third stories. The pilasters arise from the first story cornice to a corbelled cornice, which incorporates rowlock, stretcher and soldier brick courses. The top two courses, soldier and rowlock brick, continue on the east, west and south elevations on the pilasters. Surmounting the cornice is a parapet wall with metal coping. The pilasters are accented with triangular concrete insets below the cornice and rectangular concrete insets above the cornice.

On the second and third stories, each bay contains two windows per story. The windows are surmounted by 3-course, rowlock segmental arches and have rowlock sills. The windows on the second story are original, metal, industrial windows with 30-lights and a centrally placed 8-light pivot window. Projecting from the shallow segmental arch above the window and below the rowlock brick segmental arch is a water sprinkler. The panes in the second story windows have been replaced with plain glass, while the third story windows retain the original beveled, wired glass panes. On the second story, there are two window openings on the north elevation near the west corner that have been filled with concrete block.

Projecting from the second story of the north elevation is a corrugated metal shed with a shed roof. There are 6-light industrial sash windows on the north and west elevations. The floor of the shed is comprised of the roof of the adjacent building to the immediate north.

In 1991, neon lights were applied to the cornice on the north, west and south elevations. The modifications to the first story were also made at this time.

The interior of the building retains the original structural system, which is partially visible. In 1991, the first story was converted into a restaurant. The restaurant is divided into four distinct areas—the lobby at the southwest corner, bar on the northwest corner, dining and banquet room along the south wall to the east wall, and kitchen, along the north wall to the east wall.

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The lobby is an open space with tile applied to the concrete floor. Visible are the wood pier supports and brick walls. Immediately to the north is the bar, with similarly tiled floor and bar counter at the north wall. There are restrooms that have been added to the east of the bar. The main dining area has a carpeted floor. The wood structural system is visible in the dining area, along with the second story floor. The brick walls are exposed. There have been partition walls added to divide the spaces. The banquet room is located immediately to the east of the main dining area and is divided by a partition wall. To the north of the dining area is the kitchen. Partition walls divide the kitchen area from the dining area. There are some built in freezers and kitchen equipment. The flooring is tile. To the east of the kitchen are employee locker rooms, lavatories and a storeroom.

To the north of the kitchen is a narrow storage area where the original flooring and north brick wall is visible. The open storage area extends along the north wall from east to west. There are modern metal double leaf doors at the east and west ends gaining access to the exterior.

Two stairwells have been added to access the upper stories of the building. One stairwell is located in the restaurant lobby, and the other is off of the storage area at the north wall near the east end. The stairs are modern wood and enclosed in drywall. These stairwells continue to the third story.

The second story retains most of the original open space. There are partition walls at the west wall, which provide offices for the restaurant. The offices have carpeted floors and closet spaces for small storage. The south partition wall has been removed and the current owner is in the process of removing the remaining partition walls of these offices. To the east of the modern offices is an open space. The structural system is visible here. On the south wall there are additional partition walls that are self contained and connected via a partition hallway. Empty lavatory spaces are visible in this area. The partition walls extend from the southeast corner west, to the original stair.

The original stair was located on the south wall near the west corner. The opening between the second and third stories is visible, but the stair has been removed along with its enclosure, and access to the first story has been blocked. The current stair is located just east of the original stair along the south wall.

The main space is supported by 8", vertical, wood posts. On these posts rest 8" wood beams, which support the floor joists for the third story. The cross-bridging between the joists is visible on the flooring for the third story. In the early 20th century (date unknown) knee braces were added to all the posts throughout the building to support additional floor weight. Each visible exterior bay is subdivided on the interior. There are six bays oriented north to south and ten bays oriented east to west. The bays are marked with letters and numbers located on the beams.

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The brick walls are visible on the second story. The north brick wall has interior pilasters versus the exterior pilasters visible on the east, west and south exterior walls. The pilasters continue on the third story. The windows are operable and brick detailing, such as the segmental arches, are visible. The interior sills have been parged.

On the north wall is a sliding, metal fire door, which gains access to the small, corrugated metal shed on the roof of the adjacent building. The room has a concrete floor, exposed corrugated metal siding, and industrial sash windows. There is a sliding fire door on the interior of the building and interior of the shed.

The third story is more intact and contains only the drywall stairwells and air condition vent intrusions. The original stairwell is intact on this story, but only descends to mid-second story. Similar post and beam construction is visible. Along the east wall, in the central bays are modern timber supports augmenting the original supports that bear the roof. Some roof damage is visible in this area.

Visible from the interior, the membrane treated roof is a low-raking gable, moving water to the north and south elevations. There are exterior downspouts at the north corners of the east and west elevations, and on the south elevation. At the southwest corner is a wood ladder leading to the metal roof hatch. Visible on the roof are six air conditioning units and the metal coping of the parapet wall.

An original elevator was removed from the building, but portions of the mechanism are visible on the second story at the central bay of the east elevation. The opening between the second and third stories has been boarded.

The Southern Bagging Company retains integrity of its original structural system. Though converted to a restaurant on the first story, the upper stories retain integrity of their visual space.

Local Building Comparison

Of the buildings that contained the bagging businesses owned and operated by the Margolius family, only the Southern Bagging Company building remains. Other warehouse and manufacturing buildings formerly owned by the Margolius family remain, such as Norfolk Mattress and Bell Storage Company, both situated on 22nd Street near Monticello Avenue, north of the Southern Bagging Company building.

After a visual inspection of the three remaining warehouse and manufacturing buildings owned by the Margolius family, Southern Bagging Company retains the most integrity. While all three no longer serve as manufacturing facilities, they have retained their general form and appearance. The windows

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within the Norfolk Mattress Company building have been filled with concrete blocks and the entrances on the first story façade have been modified. The Bell Storage Company, which is the most similar to the Southern Bagging Company, has replacement windows and modified entrances. The interior remains relatively unchanged, though an office was added at the southwest corner. This building also has concrete stringcourses situated on the west elevation that partially wrap the south façade. These were added in the 1920s after the building suffered damage due to a collapse of the southwest corner. The corner was rebuilt and the west wall and south corner were reinforced. The Southern Bagging Company building retains the most integrity of these buildings. It retains its original industrial windows on the second and third stories, and general form and massing. As with the other buildings, modification to the first story entrances has been made including brick infill on the entrances and the addition of an entrance at the southwest corner. Unlike the other warehouses, this building retains its loading dock on the south elevation sheltered by an original pent roof.

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Summary Statement of Significance:

This building was erected for the Southern Bagging Company, which manufactured jute bags and ties for the shipping of cotton and other agricultural products from southern to northern markets via Norfolk, Virginia. Begun in 1905, the company was one of a number of similar manufacturing businesses owned by brothers, Benjamin and David Margolius. Members of the Margolius family of Norfolk operated a number of bagging facilities in Norfolk through the immediate post-World War II period. This building was erected in 1918 and served as the location of Southern Bagging Company until 1923, when it was relocated two blocks north. The growth and decline of the bagging industry occurred from the late 1890s through the 1950s, when factories were relocated from the north to the south closer to the available raw cotton. The building was subsequently used as a Building Supplies Corporation from 1924 to 1964 taking advantage of the building boom of the 1920s and World War II eras. This building is the only building associated with the bagging industry that remains, and of similar three- to four-story warehouse and industrial buildings, retains the most integrity. The building is nominated locally for National Register of Historic Places listing under Criterion A for its association with the bagging manufacturing trades in Norfolk and Criterion C for its architectural style, form and character as an example of early 20th century manufacturing facility design and construction during the period 1918-1923.

Statement of Significance:

Building Site History

Theodorick A. Williams owned the property in the late 19th century into the early 20th century on which the Southern Bagging Company lies. Williams' property extended north from Princess Anne Road to East 26th Street, and east from Omohundro Avenue to Elmwood Cemetery. The land was originally situated outside of the City of Norfolk, but became part of the City during the annexation of 1890. Williams subdivided his property in 1903 into blocks with intersecting streets, which continued the grid-patterned roadway system established in the City of Norfolk proper. He named his plan, Williams Plan, and registered it in the City of Norfolk.

Williams was born in Norfolk in 1840 and became a successful wholesale dealer prior to the Civil War. He left his business during the war and fought for the Confederacy under Robert E. Lee. After the war he returned to Norfolk and continued operating his business. In 1869 he was elected the director of the Citizens Bank of Norfolk, a position he held for 20 years. In 1889 he was elected the president of the Bank of Commerce. He was also a trustee of the Norfolk Academy, Director of the Seaman's Friend's Society and manager of the Boys Home. In 1900, he was listed as an attorney.

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In 1905, Williams defaulted on a debt and his property, which included the 250 acres of land associated with the Williams Plan, was forced into auction. The lots were sold for approximately \$375 each in batches of six, each which comprised $\frac{1}{4}$ of a block.

The lots were arranged first from west to east along the north side (20th Street), and then west to east along the south side (19th Street). The block bound by 19th, 20th, Monticello, and Armistead Avenues where the Southern Bagging Company building is located, was designated Block 27. This block was sold to four parties in 1905. Following the original sale, these lots were deeded to a number of individuals between 1905 and 1912, when J. H. Cofer finally consolidated them in 1912.

J. Herbert Cofer was the president of J. H. Cofer and Company Inc., a wholesale grain distributor. He was also the first vice president of the Bank of Norfolk Inc., the president of Raleigh Heights Residence Corporation, and the vice president of Fidelity Corporation of America.

In 1918, the Margolius brothers, Benjamin (his estate, as he had died in 1914) and David, purchased the entire block from Cofer. The Margolius' were large landholders in the area owning a number of properties, including most of the lots between Omohundro Avenue and Armistead Avenue along the Norfolk and Western Railroad tracks on 23rd Street. They also operated a number of businesses, including Norfolk Mattress Company, Atlantic Jute Mills Inc., and Southern Bagging Company.

Margolius Family and the Bagging Industry in Norfolk

The Margolius family first appeared in Norfolk in 1896 opening Margolius and Company, providers of bagging and ties. They were the only provider of this service until 1899 when C. W. Priddy and Company opened. Among the Margolius family, there were a number of family members that owned their own bagging companies in Norfolk. Isidor Margolius owned Imperial Bagging, and brothers Benjamin and David Margolius owned Atlantic Jute Mills and Southern Bagging Company. Isidor went on to later own Security Bagging in the 1930s. The decline in the need for bagging in the mid 20th century and the viability of the bagging industry led to the reduction in the number of bagging companies among the Margolius family members. The last Margolius family member to own a bagging company was LeRoy Margolius, son of Benjamin Margolius, in the immediate post World War II period.¹

Bags were primarily manufactured for the shipping of agricultural goods and most often for the shipping of cotton. They were usually made of jute fiber woven into large three to four feet wide bags. The coarsest bags were made for cotton and are often called cotton bagging. The jute could be woven in various strengths and weave tightness. Bagging manufacture remained relatively unchanged and

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bag manufacture is similar today as it was two hundred years ago.²

The number of companies providing bags for the bagging of cotton and other imported goods steadily grew in the first quarter of the 20th century. By 1920, there were seven companies that provided bags and ties for the exportation of southern agricultural products transported to Norfolk for shipment to northern markets. Of the seven companies, three were owned and operated by members of the Margolius family. The height of providers of bagging materials for products was twelve in the year 1925. Their facilities were primarily located along the railroad lines and spurs, and on the waterfront areas near downtown Norfolk in the subdivision named, Atlantic City, where their products could be shipped to the cotton warehouses situated along the Atlantic City waterfront. The number of bagging providers remained relatively stable during the period from 1925 until 1945, when there were about 10 providers. The period immediately after World War II saw a decline in bagging providers that mirrored the rise of providers in the 1910s, with a steady decline through the late 20th century.

The rise and fall of bagging providers corresponded to the changes of the shipping of southern agricultural products from Norfolk to northern markets. As transportation became more streamlined, the need for an intermediary port to ship agricultural products became more costly. The cotton trade ultimately vanished when textile mills that had operated in the north were relocated to the south, closer to the location of the growth of raw cotton. This cut Norfolk out as the intermediary port and closed numerous manufacturing facilities in the north.³

Cotton Trade in Norfolk

The cotton industry in Norfolk initially originated from area farms that transported goods by water transportation routes to Norfolk for the shipping of raw cotton to the industrial northern markets. Since cotton was grown primarily in the central part of Virginia, Richmond, Petersburg and Danville were major shipping ports for raw cotton. The early boats of the late 18th and early 19th centuries had shallow drafts and could navigate the inland waterways on the James, Dan, Roanoke (Staunton), and Appomattox Rivers. Efforts were underway in the late 18th century to erect a canal to connect the waters of the Chesapeake Bay in Virginia with the Albemarle Sound in North Carolina. In 1787 the Dismal Swamp Canal Company was formed to facilitate a canal's construction. The British blockade of waterways during the War of 1812 reinforced the need for a waterway connecting the Albemarle Sound to the waters of the Chesapeake Bay. By June 1814, the first boats were able to travel the newly opened Dismal Swamp Canal. The earliest boats transported cotton from the Roanoke and Dan Rivers, and by 1828 the first boat with cotton traveled through the canal to Norfolk. The canal ushered in Norfolk as the second largest cotton exporter and the largest exporter of forest products by 1833.⁴

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The growth of the cotton industry and transportation of raw cotton to Norfolk steadily grew in the antebellum period. The waterways provided the most expedient route for the transportation of cotton prior to the use of the expanding railroad system. In 1851, the Seaboard Railroad transported the first cotton to the City of Portsmouth, situated across the Elizabeth River from the City of Norfolk. The foreign exportation of cotton, which was predominantly unknown in Norfolk prior to 1855, restored the City of Norfolk's foreign trade.⁵ The Civil War ceased the transportation of cotton and upon the end of the Civil War, the cotton trade increased along the Elizabeth River above its antebellum numbers, making cotton one of the largest exports.

Between the Norfolk and Western Railroad and Seaboard Railroad, raw cotton was exported in great numbers in the last half of the 19th century. In 1866-1867 The Seaboard and Roanoke Railroad, exported 52,000 bales of cotton. In 1869 137,339 bales of cotton were exported from the Norfolk and Portsmouth region. This grew exponentially annually and by 1874 Norfolk and Portsmouth were receiving more cotton than Charleston and Savannah only being surpassed by Galveston and New Orleans.⁶ The large numbers of cotton exports prompted the creation of the Cotton Exchange in 1874. The Exchange was organized in the offices of Reynolds Brothers on Water Street in Norfolk. The Exchange owned most of the waterfront within the Atlantic City subdivision. The wealth and the prosperity of the cotton trade were evident in the building the Exchange erected on Main Street in Downtown Norfolk. It had a marble front which was shipped from Baltimore to Norfolk by boat in its entirety.⁷

By 1888 the cotton in Norfolk and Portsmouth trade reflected both national and international trade. Half of raw cotton shipments were made to overseas markets. With the development of larger transport ships in the last half of the 19th century, ocean liners could not maneuver on the James or Appomattox Rivers to inland ports, such as Richmond and Petersburg. Norfolk became a hub of activity in the 1870s for the cotton trade. In 1874, Richmond exceeded Norfolk's exports of cotton by 48%. The following year, Norfolk took the lead over Richmond with 44% more than Richmond's numbers, which had declined by half a million dollars in profit.⁸

The number of cotton bales increased each year in the late 19th and through the first thirty years of the 20th century. By 1917, there was 76,000 tons of cotton exported annually from Norfolk. During the 1920s, Great Britain was receiving large amounts of cotton. In 1922, there were 174,320 bales shipped from Norfolk, and by 1927, there were 384,064 bales shipped.

The cotton trade continued to prosper through the first half of the 20th century. It began to wane at the outset of World War II and eventually disappear after the war. Spurned by changes in the manufacture

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of cotton products in an effort to reduce cost, northern facilities relocated to the south closer to the available raw cotton and to areas with cheaper wages. Norfolk became dependent on the shipments of coal with the eradication of the cotton market in the last quarter of the 20th century.⁹

Impact of the Railroad on the Cotton Industry and Industrial Building Erection in Norfolk

In 1882, the Norfolk and Western Railroad purchased 325 acres of lands along the Elizabeth River at Lamberts Point. Lamberts Point is located northwest of the City of Norfolk center. The intention of the purchase along with the purchase of lands for a spur line was to extend the capacity of the shipping of coal. The docks on the Elizabeth River near downtown Norfolk had become inadequate to handle the increased tonnage of coal and coke shipped via rail from the western parts of Virginia. In addition, a coal pier and deep sea terminal in Newport News had opened for the C&O Railway in the years preceding the acquisition of the Lamberts Point property. The C&O terminal in Newport News had put Norfolk and Western at a disadvantage and in an effort to compete Norfolk and Western Railroad looked to expand their operations.¹⁰

In 1884, a spur line was built by Norfolk and Western Railroad from its downtown Norfolk station to the new Lamberts Point docks that were under construction. The spur line extended the existing rail-line to the north and then curved westward toward the docks. At this time Pier 1 was under construction at the docks, which was planned to handle 3000 tons of coal per day. The construction of the spur to Lambert Point docks increased the area where industry could be located near an existing railroad line near the City of Norfolk. At this time Lamberts Point was outside of the City of Norfolk boundary, to be added in 1890 during an annexation. Secondary spurs or feeder lines were constructed near the Lamberts Point spur line and tied into the main Lamberts Point spur from industrial concerns that required the use of the railroad to transport goods. In addition to the main business that required and constructed the feeder line, additional businesses took advantage of the feeder line constructing industrial facilities along its length so they could access the main railroad line as well.¹¹

In the case of the Norfolk and Western spur to the Lamberts Point docks, an additional spur or feeder line was installed near the center of the line leading to the Lamberts Point Knitting Mills located on Colley Avenue and 44th Street. The Mills were constructed in 1895 for the fabrication of cotton goods. Norfolk was a major port for the exportation of domestic goods during the Reconstruction period. Its exports increased annually between the 1860s through the 1920s, among them cotton, which was shipped to Norfolk from the southern states where it was grown. Though Norfolk was exporting raw cotton, there were also businesses within Norfolk where cotton was woven into clothing and cloth. These knitting mills were erected in the late 19th century in Berkley and the near the downtown area.

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The goods produced by the knitting mills required transportation from the plant, which warranted the construction of a feeder line to tie into the main railroad system.¹²

After the erection of the feeder line to the Lamberts Point Knitting Mills, additional manufacturing businesses erected mills and industry along the feeder line to take advantage of the access to the railroad. Barrel manufacturing plants, wood yards, brick plants, and bagging plants began to appear along the main railroad spur and feeder lines.¹³ The railroad spur defined its immediate surroundings by providing access to the railroad, which was the primary mode of transportation in the late 19th and early 20th centuries. In addition to providing industry for the area, the railroad provided employment in the outlying suburban areas surrounding the city. With the development of manufacturing facilities along the railroad lines, a need for a local workforce arose. The workforce for the manufacturing facilities initially had been drawn from the urban core. Housing was needed for the local workforce near the surrounding industrial area and the suburbs that were erected nearby provided needed housing.

The construction of the railroad in Norfolk enabled the dispersal of warehouse buildings from the waterfront in the late 19th century to the inland areas north and east of the city center. Waterfront areas had become overly crowded in the late 19th century and the railroad allowed for the construction of buildings that could still take advantage of the waterfront through connections along railroad lines and spurs.¹⁴ This also allowed for the development of new businesses providing services to the growing cotton import and export business in Norfolk. Some of the first buildings erected near the railroads were industrial facilities who constructed feeder lines to their buildings for the shipment of their products. Industrial buildings of all types were erected along the lines to take advantage of the ease of transportation to the ports or to markets west, north and south.¹⁵

Industrial architecture found in Norfolk reflects the function of its respective business or manufacturing purpose. Early industrial buildings were primarily sited near the waterfront in the antebellum period. Low scale buildings of one and two stories were constructed of wood and brick, while medium scale buildings of three to four stories were constructed of brick. The buildings were constructed within existing blocks platted within the Norfolk urban areas along the Elizabeth River at and near the city center. As the city expanded east and north from the main commercial center, warehouses serving numerous functions were erected along the inland railroad lines.¹⁶

Brick construction became the masonry material of choice around 1860. Pressed brick manufactured by machine was thought to be a dense fire-resistant material that was more resistant to higher temperatures than traditional hand-molded brick. Brick was considered to be the most fire-resistant building material

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available until the widespread use of concrete. Buildings were constructed to meet the need for strength and elasticity in industrial buildings. Within the Southern Bagging Company building, the structural system is brick masonry while the interior supports are wood frame. These two materials allowed for the building to be fire resistant and structurally sound. The brick walls also allowed for the installation of metal multiple-light pivot windows. The large windows were installed to allow the cheapest form of interior lighting, which was natural light.¹⁷

Building design was based upon the need or function of the building. Buildings were engineered to be fire resistant and to be structural sound to store materials for the manufacture of a product. In addition, they were required in some cases to accommodate machinery and the size and location of structural members were planned to provide adequate space. Among the remaining medium-scale warehouse and industrial buildings within Norfolk that have similar characteristics and construction dates to the Southern Bagging Company, there are some common features, including brick construction, large windows, flat roofs, and the location near a railroad line. Among buildings that are low scale, there is more flexibility, and these buildings reflect various construction materials and roof forms. Even though the buildings that served the manufacturing function may reflect various forms, they reflect the design and engineering concepts of manufacturing facility construction of the early 20th century.

The style of buildings incorporated the Classical building language of the turn of the 20th century. The simplified form of the building dictated minimal articulation usually confined to the entrance and roofline. The building also exhibits characteristics of tall building construction through its use of pilasters to reinforce its height compared to the lower-scale surrounding buildings of the period. Ideas of building construction for tall buildings followed general ideas of dividing the building into three main parts; the base, shaft and top. The base was designed with the appearance that it was supporting the upper stories and usually reflected more load bearing elements such as thicker walls. The shaft comprised the upper stories that were often articulated with vertical elements emphasizing the building height. The top of the building was most often articulated with a cornice, which during this period took on many forms, from simplified Classical Doric elements, to more ornate Art Nouveau interpretations. Buildings read much like a Classical column with its three major elements.

Architectural sources for this type of building design and form are rooted in the skyscraper design of the late 20th century promulgated by Chicago architect, Louis Sullivan. His designs of the 1890s, such as the Wainwright Building in St. Louis, Missouri and the Guaranty Building in Buffalo, New York used this concept to emphasize height, or the vertical versus the horizontal, as many of his contemporaries were more prone to design horizontal buildings. While he is not attributed as the first architect to design a skyscraper, he is the first architect to interpret the skyscraper as a tall building with a vertical emphasis.¹⁸

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The Southern Bagging Company building uses many of Sullivan's ideas for tall buildings. In the period when the building was constructed, most surrounding buildings were one or two stories. Many of the other three to four story warehouses and industrial buildings nearby were designed as brick boxes with articulated brick corbelled cornices. Like the early tall buildings, they appear more massive than tall. The Southern Bagging Company building departs from those traditional building forms, and uses the language of tall buildings through its articulated base, pilasters dividing bays, and cornice marking the roofline. These elements also imply that the building must have been designed by an architect or at least by a builder or person who was aware of architectural trends of the turn of the 20th century.

Based upon a review of 20th century maps showing the development of the City of Norfolk, there are a great number of multiple-story warehouse and industrial buildings situated along the waterfront and railroad lines. Today, there are only eleven three- to four-story warehouse and industrial buildings remaining. Of the eleven three and four story warehouse and industry buildings within the City of Norfolk only three exhibit this form of architectural characteristic with a distinct base, vertical articulation with the use of pilasters, and a cornice. Two presently have been modified, including conversion of their original use, replacement or boarded windows, and the addition of exterior elements, such as wall reinforcement or balconies. The Southern Bagging Company building is the only one that retains its original windows and appears much like it did at its original construction.

Building History

The Southern Bagging Company was allegedly constructed in 1907. According to Bill Reynolds, who worked for LeRoy Margolius, this building and another, Bell Storage Company, just north were constructed by the Margolius brother, Benjamin and David, at the same time. Both were based upon the same architectural drawing that dated to 1907.¹⁹ Contradicting this information is the purchase date of the site by Cofer in 1912. Cofer consolidated the lots and there is no mention of a building, and the Margolius brothers did not purchase the site until 1918. Southern Bagging Company is reflected in the 1919 Norfolk City Directory at "19th corner of Monticello," which is most likely this building.²⁰ In 1923 Southern Bagging Company relocated to East 22nd Street and Monticello Avenue and operated alongside Atlantic Jute Mills (the building is now demolished), also owned by the Margolius family. The building at 1900 Monticello Avenue was rented to Building Supplies Company, which operated in the building until 1964.

In 1914 Benjamin Margolius died and willed his ½ business interest that he shared with his brother, David, to his wife, Maude, and his son, LeRoy. His estate was finally settled in 1924. In the interim between his death and the final settlement of his estate, the Southern Bagging Company site was purchased and the building was erected. The final distribution of his estate most likely prompted the relocation of Southern

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Bagging Company from its location at 19th Street and Monticello Avenue to 22nd Street and Monticello Avenue. Maude Margolius deeded her portion to her son LeRoy in 1930 after she remarried. By 1934, David Margolius had also died and willed his ½ interest to his son, David, Jr. Eventually, LeRoy Margolius who operated numerous businesses including Atlantic Jute Mills and numerous manufacturing industries, owned all interests of his father and uncle.

According to Bill Reynolds, the Margolius brothers operated Atlantic Jute Mills in a building on Granby and 23rd Street until World War II, when jute was imported from South America at a cheaper price. He also indicated that the Margolius brothers manufactured a variety of goods in their buildings. The Southern Bagging Company was used primarily for the storage of supplies. Goods could be loaded and unloaded onto railroad cars that traveled on a feeder line along Armistead Avenue that tied into the Lamberts Point railroad spur. Building Supplies Corporation, which occupied the building from the mid 1920s to mid 1960s, was a Margolius operated business, though managed by other operators.

Additional low 1-story brick buildings were constructed on the other lots adjacent to Southern Bagging Company in the 1920s. Southern Bagging Company was the most prominent and only 3-story building on the block. It has a blank wall on the north elevation and was designed to abut another building. This also implies along with its tall building architectural character that it was architect designed.

By the mid-1960s the businesses had changed in the Southern Bagging Company and the space was occupied by numerous businesses including Price's Inc. and Colonial Finance Corporation. They occupied the building until the mid-1980s. By the 1980s the buildings were mostly vacant except for Price's, which still occupied the space to the north.

In 1985, an elderly LeRoy Margolius sold his first building, located at Monticello Avenue and 22nd Street.

In 1991, the Southern Bagging Company building was sold to the Spaghetti Warehouse Restaurant who converted into a restaurant. The sale in 1991 also divided the entire block that the Margolius brothers purchased in 1918 into two parcels. The south parcel comprised the Southern Bagging Company building and a one-story brick building to the west. The one-story brick buildings situated north of the Southern Bagging Company building and another one-story building situated to their west were sold as a separate parcel. As a part of the conversion of the Southern Bagging Company building into the Spaghetti Warehouse Restaurant, the one story building situated to the west was demolished and its site used as a parking lot. The focus of the Spaghetti Warehouse Restaurant, which began as a chain restaurant in 1972, was to acquire vacant warehouse buildings and convert them for use as a restaurant. In an effort to create an industrial ambiance, the elements of the warehouse and industrial buildings were retained, in effect preserving many elements of the warehouse and industrial buildings. In 2001, the restaurant closed and the building was sold to Richard Levin. Mr. Levin rented the building to a Mexican restaurant who

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operated in this building until 2006.

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Verbal Boundary Description:

This parcel is denoted as Parcel A Block 27 Williamston in the Norfolk City Tax Assessors Office.

Boundary Justification:

The boundaries reflect the original parcel of the building at its construction and its current parcel delineation by the City of Norfolk. The boundaries include the areas that support the significance of the building and its association supported within Section 8 of this submittal.

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Section Photographs Page 20

Photograph List:

1. Southern Bagging Company
 2. Norfolk (independent city), Virginia
 3. Kimble A. David, photographer
 4. October 2006
 5. Virginia Department of Historic Resources (negative number 23191), Richmond, Virginia
 6. Southwest oblique
 7. Photograph Number 1
-
1. Southern Bagging Company
 2. Norfolk (independent city), Virginia
 3. Kimble A. David, photographer
 4. October 2006
 5. Virginia Department of Historic Resources (negative number 23191), Richmond, Virginia
 6. Northeast oblique
 7. Photograph Number 2
-
1. Southern Bagging Company
 2. Norfolk (independent city), Virginia
 3. Kimble A. David, photographer
 4. October 2006
 5. Virginia Department of Historic Resources (negative number 23191), Richmond, Virginia
 6. View southeast on first story
 7. Photograph Number 3
-
2. Norfolk (independent city), Virginia
 3. Kimble A. David, photographer
 4. October 2006
 5. Virginia Department of Historic Resources (negative number 23191), Richmond, Virginia
 6. View northeast on second story
 7. Photograph Number 4
-
1. Southern Bagging Company
 2. Norfolk (independent city), Virginia
 3. Kimble A. David, photographer
 4. October 2006
 5. Virginia Department of Historic Resources (negative number 23191), Richmond, Virginia
 6. View southeast on third story
 7. Photograph Number 5

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Endnotes:

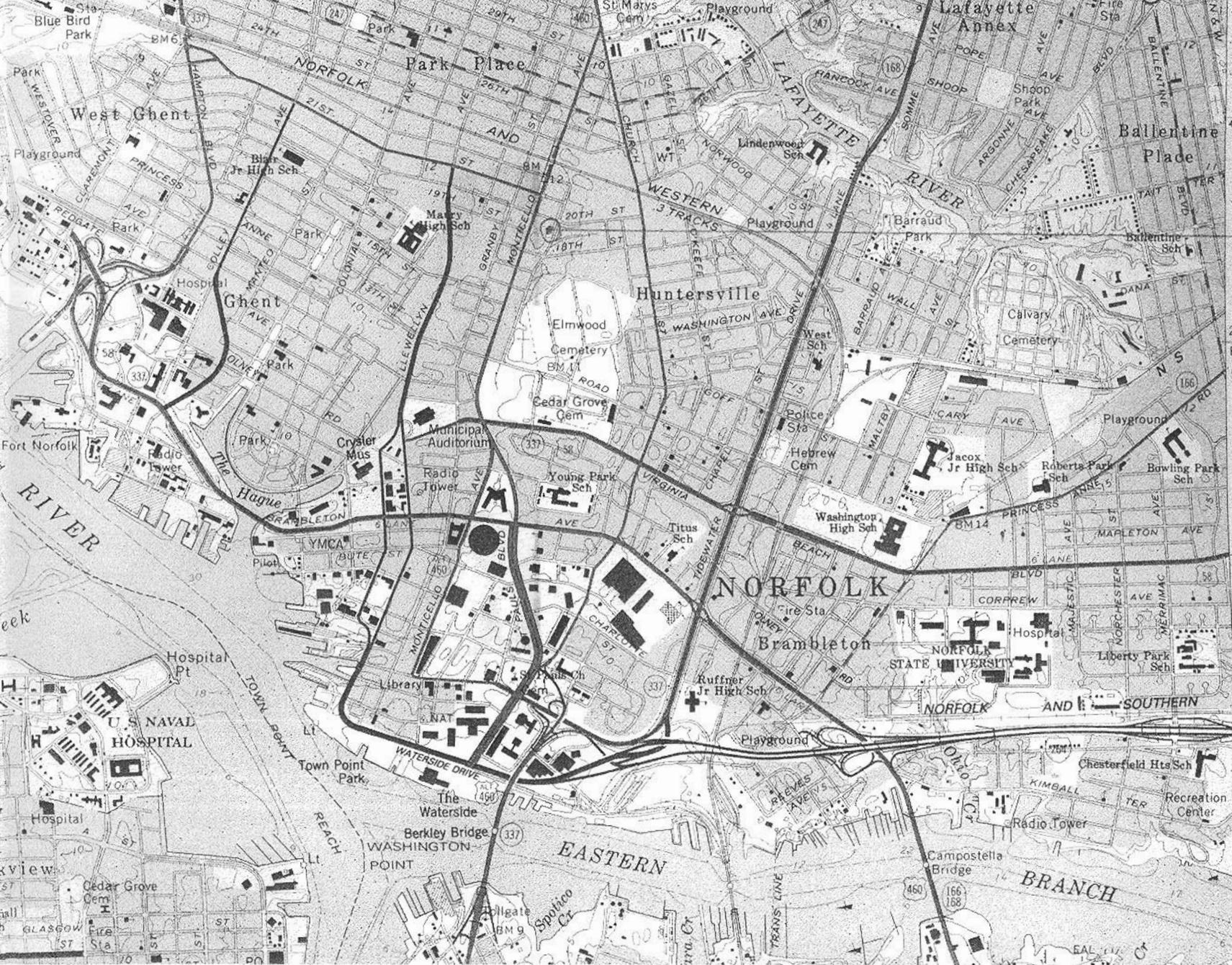
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- ¹ Norfolk City Directories, 1899-1960.
 - ² "Bagging," Encyclopedia Britannica, Volume V03, 201, (www.encyclopedia.jrank.org/AUD_BAI/BAGGING.html.)
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 - ⁶ Wertenbaker, "Norfolk: Historic Southern Port," 301-303.
 - ⁷ Wertenbaker, "Norfolk: Historic Southern Port," 303.
 - ⁸ Wertenbaker, "Norfolk: Historic Southern Port," 303-304.
 - ⁹ Wertenbaker, Thomas J., "Conscripted City: Norfolk in World War II," (Norfolk, VA: The Virginian-Pilot and Ledger-Star, 1991), 2-3.
 - ¹⁰ Prince, Richard W., "Norfolk & Western Railway—Pocahontas coal carrier: precision transportation," (Millard, Nebraska: R. E. Prince, 1980), 261.
 - ¹¹ Smeins, Linda E., "Building an American Identity: Pattern Book Homes and Communities 1870-1900," (Walnut Creek, CA: Altamira Press, 1999), 65.
 - ¹² Wertenbaker, Thomas J., "Norfolk: Historic Southern Port," 304.
 - ¹³ Bowman, Sam, "Map of Norfolk," (Norfolk, VA: 1900) and Sanborn Fire Insurance Company, "Map of Portsmouth," (Philadelphia: 1923, updated 1958).
 - ¹⁴ Bradley, Betsy Hunter, "The Works: The Industrial Architecture of the United States," (New York: Oxford University Press, 1999), 57.
 - ¹⁵ Sanborn Fire Insurance Company, "Sanborn Fire Insurance Company Maps," 1910, 1921, 1923, updated 1958.
 - ¹⁶ Sanborn Fire Insurance Company.
 - ¹⁷ Bradley, 136-138.
 - ¹⁸ Andrews, Wayne, "Architecture, Ambition, and Americans: A social history of American architecture," (New York: The Free Press, 1978), 209-210.
 - ¹⁹ Interview with Bill Reynolds, owner of a Margolius building at 22nd Street and Monticello Avenue, 11 April 2002.
 - ²⁰ Norfolk City directories 1912-1923.

OF VIRGINIA
AL RESOURCES

NORFOLK SOUTH QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

5757' NW
(LITTLE CREEK)

17°30' 385 6 MI. TO U.S. 60 386 2 650 000 FEET 387 HAMPTON U.S. 2581 17 MI. 2.3 MI. TO INTERSTATE 64 76°15' 36°52'30"



SOUTHERN BAGGING
COMPANY
1900 MONTICELLO AVE
NORFOLK, VA 23517
DWR NO. 122-0793
200 000
FEET
NORFOLK SOUTH
QUADRANGLE
UTM
18/385548/4080519

2.4 MI. TO U.S. 13
VIRGINIA BEACH U.S. 60 16 MI.