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

OMB No. 1024-0018

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 Dan River Inc. Riverside Division
other names/site number VDHR site no. 108-0013

2. Location

street & number Both sides of Dan River roughly bounded by Union Street Dam, Main Street Bridge, and Riverside and Memorial drives N/A not for publication
city or town Danville N/A vicinity
state Virginia code VA county Danville (Independent City) code 590 zip code 24541

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally _X_ statewide ___ locally. (___ See continuation sheet for additional comments.)

[signature] 3/28/2000
Signature of certifying official/Title Date
VIRGINIA DEPARTMENT OF HISTORIC RESOURCES
State or Federal agency and bureau

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

Signature of commenting or other official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

____ entered in the National Register.
___ See continuation sheet.
____ determined eligible for the National Register.
___ See continuation sheet.
____ determined not eligible for the National Register.
____ removed from the National Register.
____ other (explain):

5. Classification

Ownership of Property
(Check as many boxes as apply)

X private
X public-local
X public-State
___ public-Federal

Category of Property
(Check only one box)

___ building(s)
X district
___ site
___ structure
___ object

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

Contributing	Noncontributing	
18	0	buildings
0	0	sites
13	2	structures
0	0	objects
31	2	Total

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

N/A

Number of contributing resources previously listed in the National Register

3

6. Function or Use

Historic Functions
(Enter categories from instructions)

Category	*Subcategory*
INDUSTRY	manufacturing facility
INDUSTRY	waterworks
INDUSTRY	energy facility
INDUSTRY	industrial storage
TRANSPORTATION	road-related
TRANSPORTATION	pedestrian-related
TRANSPORTATION	water-related
TRANSPORTATION	rail-related
HEALTH CARE	clinic
COMMERCE	specialty store
COMMERCE	restaurant
EDUCATION	research facility
EDUCATION	school

Current Functions
(Enter categories from instructions)

Category	*Subcategory*
INDUSTRY	manufacturing facility
INDUSTRY	industrial storage
TRANSPORTATION	road-related
LANDSCAPE	parking lot
WORK IN PROGRESS	

7. Description

Architectural Classification
(Enter categories from instructions)

No style
Classical Revival

Materials
(Enter categories from instructions)

foundation	Stone
walls	Brick
roof	Asphalt
other	Concrete
	Wood
	Metal

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.)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B Property is associated with the lives of persons significant in our past.

X 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.)

Property is:

___ 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 fifty years.

Areas of Significance

(Enter categories from instructions)

INDUSTRY

ARCHITECTURE

Period of Significance

1882-1950

Significant Dates

1882

1920

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

(see continuation sheet)

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 # _____

Primary location of additional data:

X State Historic Preservation Office

___ Other State agency

___ Federal agency

___ Local government

___ University

___ Other

Name of repository:

10. Geographical Data

Acreage of Property approximately 100 acres

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	643640	4051150	3	17	644320	4050190
2	17	644340	4050490	4	17	644130	4050140

X See continuation sheet.

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

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

11. Form Prepared By

name/title J. Daniel Pezzoni
organization Landmark Preservation Associates date December 20, 1999
street & number 6 Houston St. telephone (540) 464-5315
city or town Lexington state VA zip code 24450

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.
Photographs
Representative **black and white photographs** of the property.
Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Lewis Dumont, President, Danville Historical Society, and others
street & number PO Box 6
city or town Danville state VA zip code 24543

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

NARRATIVE DESCRIPTION

Summary

The Dan River Inc. Riverside Division historic district encompasses approximately one hundred acres in the center of Danville, Virginia. The district includes buildings and structures associated with the Riverside Division, one of two historic textile mill complexes in Danville developed by Dan River Inc. and its predecessor, Riverside Cotton Mills, in the late nineteenth and early twentieth centuries (the other complex is the Schoolfield Division, located approximately 1.5 miles southwest of the Riverside Division). The resources occupy, and in some cases span between, the north and south banks of the Dan River, a major tributary of the Roanoke River and historically the source of power used by the mill complex. The resources occupy the level bottoms along the river, which lie at about 400 feet amsl, and which have been extended by fill in recent decades. The district is adjoined on its south side by the historic commercial and industrial heart of Danville, a Southside Virginia city established in the 1790s. The area known as North Danville, a historic community that was once a separate municipality but is now incorporated into Danville, adjoins the district on the north. The district is bounded on its north side by Riverside Drive and on its south by acreage adjoining Memorial Drive, both modern arterial thoroughfares. The National Register of Historic Places district described in this report roughly corresponds to a Virginia Landmarks Register district designated in 1982.

The district is characterized by multistory industrial buildings of mostly brick construction dating from the 1880s through the 1910s. As described more fully in the architectural analysis, these buildings are typical of textile mill construction of the era. They incorporate multiple windows for light and ventilation and "slow-burning" interior wooden structural systems, and they are for the most part devoid of stylistic features. About 1920 construction shifted to reinforced concrete, and two of the largest buildings--Mill No. 8 and the Dye House--were built of the material. At the same time the Classical Revival style was introduced for the more public features of the complex, such as gates, and for quasi-industrial buildings such as a research office building, a payroll office, and a company-run textile school.

The district includes two dams and a section of power canal that provided waterpower to the mills, as well as various transportation-related resources such as railroad beds, pedestrian bridges, two vehicular bridges, and a covered pedestrian/motorized vehicle bridge that connects mill buildings across the river. Areas of the district not occupied by buildings are developed either as parking lots or landscaped lawn area, or are in an overgrown condition. Also present are retaining walls of stone and concrete, above-ground steam lines, power lines, fences, and walkways. The Dan River as it flows eastward through the district is scenic in character, with tree-lined banks, beds of aquatic grasses, and numerous rocky islets.

Description (continued)

Note: The historical discussions that accompany the building descriptions in the inventory cite the Hargrove and Hammond report "Dan River Basin Cultural Resources Study" as well as other sources. Some small structures are treated as component parts of integrated systems, namely the gates and hose houses scattered around the complex, and are therefore assigned inventory numbers as groupings rather than individually. Inventory entries are cross-referenced as follows: (inv. no. #).

Inventory Summary

1. Mill No. 1 (Research Division). 1882-83; 1913; 1928. Contributing building.
2. Gates. First half 20th c. Contributing structures.
3. Payroll office. 1887; ca. 1928. Contributing building.
4. Main Street Bridge. 1927. Contributing structure.
5. Riverside & Dan River Cotton Mills, Inc., Textile School. 1890s; 1920s; ca. 1980. Contributing building.
6. Clinic. 1943. Contributing building.
7. Mill No. 8. 1920-21; 1948. Contributing building.
8. Dan River Covered Bridge. 1920. Contributing structure.
9. Power canal (Morotock Canal). 1816; 1882. Contributing structure.
10. Pedestrian bridge. Ca. 1920. Contributing structure.
11. Vehicular bridge. 1927. Contributing structure.
12. Union Street Bridge. Ca. 1880; 1911; 1934; 1994. Noncontributing structure.
13. Union Street Dam. 1882-83. Contributing structure.
14. Reservoir. Early 20th c. Contributing structure.
15. Building. Ca. 1950. Contributing building.
16. Pump house. Ca. 1950. Contributing building.
17. Fire control system and hose houses. Ca. 1887; early 20th c. Contributing structures.
18. Cloth finishing house. 1889; 1923. Contributing building.
19. Cloth storage house. 1899; 1912; 1915. Contributing building.
20. Railroad spur. 1874; 1889; early 20th c. Contributing structure.
21. Curved bridge. Ca. 1920. Contributing structure.
22. Long Mill. 1887-88; 1893; 1895-96; 1923. Contributing building.
23. Boiler house. 1913; 1921. Contributing building.
24. Coal bunkers. Ca. 1915. Contributing structure.
25. Coal silo. Ca. 1980. Noncontributing structure.
26. Dye House. 1920. Contributing building.

Description (continued)

27. Cotton House. 1917. Contributing building.
28. Machine Shop. 1911. Contributing building.
29. Lumber Shed. Ca. 1915. Contributing building.
30. Pipe Shed. 1905; 1942. Contributing building.
31. Dan Valley Mills. Ca. 1893; ca. 1910. Contributing building.
32. Dan Valley Mills wheel house. Ca. 1893. Contributing building.
33. Dam. 1894. Contributing structure.

Inventory

1. Mill No. 1 (Research Division). 1882-83; 1913; 1928. Contributing building.

Evolved building with multiple additions and alterations, virtually all dating to the period of significance. The original mill constitutes the core of the building: a four-story five-course American-bond brick building with a basement, gable parapet, and mostly segmental-arched and some flat-headed 12/12 windows. Attaching to the north side of the original section by way of a two-story bridging wing with metal-framed windows are two-story brick additions constructed in two or three phases and featuring 12/12 windows and a gable parapet with a round exhaust fan opening. Along Main and Bridge streets are the principal additions. The three-story 1913 addition along Bridge Street (with a fourth story added in 1920) is constructed of stretcher-bond brickwork with header-stretcher courses every seven courses. The section features four-course segmental-arched windows that are small on the first story but open up to 10/10 size with ten-light transoms on the upper stories. To the rear is a 1910s covered loading dock with decorative brackets similar to those of the Machine Shop (inv. no. 28).

Abutting the west end of the 1913 addition and extending along Main Street is the four-story Research Division, built in 1928. The Classical Revival addition features a first story faced with Indiana limestone and with 1/1 windows flanked by 1/1 sidelights (also on the upper stories), a primary mid-facade entrance in a splayed and paneled stone embrasure surmounted by an arched panel bearing a shield, a banner, and the inscription "R&DRCM INC," and a corner entrance with a pedimented wooden surround. The upper stories are constructed of stretcher-bond brickwork with stretcher-header courses every five courses, brick quoins, and brick pilasters.

Interiors are varied. The 1882-83 section features chamfered square wood posts with steel caps below wooden ceiling beams, painted brick walls, sliding metal fire doors, old and new partitions, and stairs with beaded matchboard railings and stout rectangular-section newels. A

Description (continued)

machine shop located on the top floor of the north wing has an exposed wooden roof truss. The 1920 fourth floor of the 1913 addition has I-beam supports and a system of pipes and atomizers used to humidify the space. The Research Division has modern wall paneling and dropped ceilings and original steel stair railings. Because the entire building was largely devoted to textiles research in the mid-twentieth century there are a number of older-model spinning frames, warpers, Drawtex machines, and other specialized equipment.

As its name suggests, Mill No. 1 was the original building of Riverside Cotton Mills. Construction of the four-story brick mill that now forms the core of the present interconnected building began in September 1882 and was directed by the company's supervising architect, Thomas B. Fitzgerald. The mill went into production on April 1, 1883, equipped with one hundred looms and 2,240 spindles purchased in New England. In 1886 the building housed a machine shop and quilling room in the basement, weaving rooms on the first and second floors, carding on the third floor, and spinning and dressing on the fourth floor. The mill originally stood among a cluster of buildings including a picker house, dye house, cotton warehouse, corn mill, and a three-story commercial block on the corner of Bridge and Main streets known as the Riverside Block (all now gone). The first major addition was made in 1913, followed in 1928 by the Research Division, which was built according to designs prepared by the Danville and Lynchburg architectural firm Heard & Chesterman (Hargrove and Hammond, p. 16-24; Sanborn maps).

2. Gates. First half 20th c. Contributing structures.

Classical Revival gates defined by pillars of stretcher-bond brick and white-painted concrete construction were built throughout the Riverside Division after 1900 (most likely after 1920) when the mill management's taste turned to classicism. Identical gates were built at the Schoolfield Division. Most gates in the Riverside Division are missing the light fixtures that once topped the pillars. Most connect to chain link fencing, sometimes with mid-twentieth-century "Robot" aluminum turnstiles manufactured by Robot Industries of Dearborn, Mi. The two gates at Mill No. 8 (inv. no. 7) have guard houses of concrete construction that appear to antedate 1950. Two on the north side of the river have post-1950 guard houses of plywood-sided frame construction. A ca. 1960 steel shelter with W-form roof stands beside the gate at the west end of Mill No. 8.

3. Payroll office. 1887; ca. 1928. Contributing building.

Description (continued)

Five-course American-bond brick building with one street-level story above two basement levels, flat-headed 9/9 windows, and "Dan River Mills, Inc., Danville, Va." painted on the north side. The 1887 building received a Classical Revival facade, probably about the same time the adjoining Research Division was built in 1928 (see inv. no. 1). The facade brickwork is finer than that of the rest of the building, and it is carved with numerous initials probably left by waiting millworkers. Other features of the facade include stuccoed octagonal panels to left and right of a pedimented entry with a paneled and glazed door, and a Doric frieze with triglyphs. The interior office has a beaded matchboard wainscot below plastered walls.

Built in 1887, this building was originally commercial in function, and as such it was related to the former Riverside Block of stores (see inv. no. 1). Commercial tenants included a grocery, a barbershop, and a restaurant, and the lowest level was used as a stable. The building later served as a payroll and personnel office and as a clinic for Dan River Inc., and it was last used about 1960. The payroll office coordinates architecturally with the Research Division, the Main Street Bridge (inv. no. 4), and the Textile School (inv. no. 5) (Hargrove and Hammond, p. 24-25).

4. Main Street Bridge. 1927. Contributing structure.

Concrete bridge with seven arched spans, two vehicle lanes and pedestrian walkways, and a railing with balusters, paneled wall sections, and light standards (all of concrete; the latter fitted with modern street light type fixtures). Steam pipes for heating mill buildings pass under the bridge. A covered bridge known as the "Free Bridge" spanned the Dan River at this location in the third quarter of the nineteenth century. It was replaced about 1890 by the "Iron Bridge," which burned in 1927 and was replaced by the present structure, built by the Concrete Steel Bridge Co. of Clarksburg, W. Va. (plaque; Sanborn maps; Hargrove and Hammond, p. 24).

5. Riverside & Dan River Cotton Mills, Inc., Textile School. 1890s; 1920s; ca. 1980. Contributing building.

Two-and-a-half-story building of five-course American-bond brick construction built for mixed commercial use. The building was acquired by Dan River Inc. for use as a textile school and given a Classical Revival facade, probably in the 1920s. The facade is faced with stretcher-bond brickwork with stretcher-header courses every five courses, and it features Indiana limestone and cast-stone (concrete) accents such as panels with abstract patterns and covered urns and swags, copings, quoins, window-opening keystones, and a parapet with balusters, urns, and scroll

Description (continued)

buttresses. A cut-away southeast corner is supported by scrolled wrought iron brackets. The first story of the facade was bricked up about 1980 but it retains limestone piers. Other features of the building include 6/6 and 2/2 windows, segmental-arched window openings on the sides and back, stepped side parapets, and beaded matchboard doors and a modern steel loading dock canopy to the rear.

Behind (to the west) of the building extend parking lots in the location of former mill buildings and a buried section of the power canal (see inv. no. 9). A waterwheel, foundations, and other remains are likely buried here. On the south side of the building in the bend of Main Street is a ca. 1980 park with plantings of trees and shrubs, brick walks, concrete benches, and a flag pole (the park is located outside the district; it apparently lies over a section of buried power canal).

A foundation belonging to a building demolished before 1877 occupied the site in 1886. The present building first appears on the 1899 Sanborn map with a carriage repository and a dry goods and grocery store as ground-floor tenants. The National Biscuit Co. occupied part of the building in 1910, and by 1920 the entire building was occupied by a hardware store. In the 1930s the building was used as the Riverside & Dan River Cotton Mills, Inc., Textile School, a use that explains the Classical Revival upgrade of the front facade to coordinate with surrounding mill-owned buildings (Sanborn maps).

6. Clinic. 1943. Contributing building.

One-story building of concrete construction with an asphalt-shingled hip roof and steel-framed windows. The east elevation has the form of a colonnade with concrete steps leading up to it; the spaces between the columns were walled in at an early date and fitted with 6/6 wood-framed windows. The interior has modern wood paneling and drop ceilings. A sign identifies the building as the "Riverside Medical Clinic," and some Dan River Inc. site plans refer to it as the "Mini Clinic." It also once served as a paymaster's office.

7. Mill No. 8. 1920-21; 1948. Contributing building.

Large four-story building of reinforced concrete construction measuring 832 feet long and 140 feet wide. Stylistically the building is a simplified version of Gothic Revival, with segmental arches with off-set block motifs and peaked details cast into its concrete envelope. The Gothic character was more pronounced when the building had its original expanses of steel-framed

Description (continued)

windows; most of these were walled up in recent decades. A total of four five-story elevator towers rise on the long north and south elevations, and stairs rise in the corners. Running down the center of the parapeted flat roof is a clerestory-like "mezzanine" formerly used for yarn storage, and at the roof's east end is a large 1948 electric sign reading "Home of Dan River Fabrics." The interior is characterized by rows of 20-inch diameter concrete columns with inverted conical caps and by floors of reinforced concrete or combination concrete and maple. Canteens, offices, and rest rooms occupied partitioned-off spaces at the ends of the floors.

Mill No. 8 and its architectural companion across the river, the Dye House (inv. no. 26), marked the last phase of major construction at the Riverside Division. Lockwood, Greene & Company designed the building and construction was by the Aberthaw Construction Company, both firms based in Boston. The mill is said to have been built by Italian immigrant laborers who were housed at the construction site, and opening day was celebrated Thanksgiving 1921. Originally the first floor contained dyeworks and slashers, and the upper floors were used for weaving. Air washers for humidifying the interior to 80% humidity were installed by Carrier in 1920 or shortly thereafter, and refrigeration units were planned for the basement at the time the building was designed. The electric sign cost $22,602 (one of similar form graces the Schoolfield Division). The looms and other machinery were last updated in the 1980s; most were sold in recent years to South American manufacturers (Hargrove and Hammond, pp. 38-40; Sanborn maps; Parrish personal communication).

8. Dan River Covered Bridge. 1920. Contributing structure.

A 925-foot-long covered bridge of steel and concrete construction that spans the Dan River to connect Mill No. 8 (inv. no. 7) to the Long Mill (inv. no. 22). Described on some maps as a "manway," the bridge was used by pedestrians and motorized vehicles. The bridge stands on concrete piers and is illuminated with windows affording views of the river below. As built it accommodated a steam pipe leading from the Boiler House (inv. no. 23) to Mill No. 8 as well as electric power lines. The bridge piping was installed by the Parks-Cramer Company, which also installed sprinklers, humidifiers, and air cleaners in the Dye House and other buildings. The bridge cost $205,000 to build, and it is said to be the longest covered bridge in the state.

9. Power canal (Morotock Canal). 1816; 1882. Contributing structure.

The canal dates its origins to 1816 when William L. Lewis and Benjamin W. S. Cabell began construction of a dam and mill race to power their grist mill at Wynne's Falls. In 1821 the

Description (continued)

Roanoke Navigation Company arranged to incorporate the mill race into a canal with locks bypassing the falls, and by mid-decade the enlarged race/canal measured eighteen feet wide and three-quarters of a mile in length. Eventually damage from flooding and competition from railroads rendered the navigation works of which the Wynne's Falls canal was a part unprofitable, and beginning in the 1850s industrial use of the canal intensified. In the early 1880s the Danville Water Power Company was formed to widen the canal to between forty and sixty-five feet and to build the present Union Street Dam in order to enhance the canal's waterpower potential. The canal's banks were walled in 1895 in an effort to further increase available waterpower, and a new bulkhead and headgates were added in 1923. The canal was used to generate power for Dan River Inc. until 1972. Shortly thereafter most of the canal was filled, leaving the remaining fifty-foot-wide, 1,450-foot-long section alongside Mill No. 8 (inv. no. 7). The remaining section is spanned by two bridges (inv. no. 10 and 11) and is lined with ornamental trees and plantings including willows, oaks, and hollies (Hargrove and Hammond, pp. 4-10, 14).

10. Pedestrian bridge. Ca. 1920. Contributing structure.

Narrow bridge supported by concrete piers and steel trusses under the deck.

11. Vehicular bridge. 1927. Contributing structure.

Steel bridge with concrete deck and solid steel railings built by the Virginia Bridge and Iron Co. of Roanoke. The designation "N59D" appears on a date plaque.

12. Union Street Bridge. Ca. 1880; 1911; 1934; 1994. Noncontributing structure.

Concrete bridge with arched spans on concrete piers with a 1994 deck featuring two traffic lanes, a pedestrian walkway on the east side, steel railings, and steel lamp posts fabricated by the Sternberg company topped by reproduction globes. A covered bridge was erected in this location about 1883, according to a commemorative plaque, but according to Danville historian Gary R. Grant the date of construction may have been earlier, in the late 1870s. The covered bridge was replaced with a concrete bridge in 1911 and a steel beam bridge was built above in 1934. In 1994 a steel girder superstructure replaced the 1934 superstructure. The reutilization of the bridge, which apparently incorporates fabric from all periods since ca. 1880, was honored with a Preservation Award from the Preservation Alliance of Virginia in 1994.

Description (continued)

13. Union Street Dam. 1882-83. Contributing structure.

The masonry dam has the form of a flattened V pointing upstream. It is constructed of parallel, ten-foot-high, unmortared, masonry walls filled in with rubble on a granite foundation and capped by a double course of six-foot-long granite slabs. The slabs are sloped backwards to reduce the width of the dam's lip in order to allow debris, ice, and so forth to pass easily over.

A predecessor to the present dam was built by the Roanoke Navigation Company, presumably in the 1820s. This dam appears to have been a partial wing dam located upstream, and it was apparently constructed of heavy timber frame cribs filled with rubble. The present dam was built in 1882-83 by the Danville Water Power Company to divert water into its power canal (inv. no. 9). To increase the available waterpower the dam's spillway was raised eighteen inches in 1895 (Hargrove and Hammond, pp. 11-15).

14. Reservoir. Early 20th c. Contributing structure.

Cylindrical concrete reservoir located at the center of the Farrar Street cul-de-sac and elevated above the west end of the mill complex. This reservoir, or an earlier one on the same site, originally belonged to the town of North Danville. It was purchased by the mill in 1913, although it earlier appears to have supplied water for the mill's fire control system (inv. no. 17).

15. Building. Ca. 1950. Contributing building.

One-story building of five-course American-bond brick construction with darker headers, a flat parapet roof with a concrete coping, steel-framed windows, and wooden doors.

16. Pump house. Ca. 1950. Contributing building.

One-story building of five-course American-bond brick construction with darker headers, a flat parapet roof with a concrete coping, steel-framed windows, and wooden doors. The building appears to have been built in two phases.

17. Fire control system and hose houses. Ca. 1887; early 20th c. Contributing structures.

The system is evident as three distinct groups of small concrete hydrant and hose storage houses that typically feature standing-seam metal shed roofs and double garage-type batten doors. The

Description (continued)

largest group is associated with the mills on the north side of the river. Several of these contain hydrants manufactured by the Mueller Company of Chattanooga, Tn., bearing the dates 1944 and 1949. Some of the hose houses are free-standing structures; others are built into embankments. A smaller group of similar hose houses is associated with Mill No. 1 (inv. no. 1). A third group is associated with Mill No. 8 (inv. no. 7). The Mill No. 8 hose houses differ from the others in that they are raised on piers and have chevron-pattern beaded matchboard doors.

Installation of the system on the north side of the river presumably commenced with the construction of Mill No. 2 (a part of the Long Mill, inv. no. 22) in 1887-88, and as the complex spread eastward along the river bank the system was extended. The hydrants and pipes were supplied by the reservoir on the hill overlooking the mills (inv. no. 14). Most or all of the concrete housings were in place by 1915. The system was likely updated over time--for example, the ca. 1950 hydrants may be associated with the construction of the pumphouse (inv. no. 16)--but the location of the hydrants appears to have remained more or less constant. The hose houses associated with Mill No. 1 were probably built in the early twentieth century; those at Mill No. 8 were likely built in 1920. All the hose houses in various locations would be considered contributing elements of the system except for one, a ca. 1990 weatherboarded frame hose house located off the west end of Mill No. 8.

18. Cloth finishing house. 1889; 1923. Contributing building.

Four-story building of five-course American-bond brick construction with decorative corbeled gable parapets. Window and door openings are segmental arched and doors are two-leaf beaded matchboard with transoms. Six-over-six sash windows are numerous on the first and second stories, which originally served for cloth finishing, but occur only on the north sides of the third and fourth stories, which were used for storage. A 1923 covered platform extends from the east gable end at the second-story level to connect to the cloth storage house (inv. no. 19) and the curved bridge (inv. no. 21); its roof has clerestory-like elements with pressed-metal sheathing. On the building's north elevation are a brick elevator tower, a two-story frame addition, and a fourth-story-level enclosed aerial walkway that spans to the adjoining cloth storage house (inv. no. 19); the latter two elements have pressed-metal sheathings. Other exterior features include the words "Riverside Cotton Mills" painted in white at the top of the east gable end, round tie rod plates, a concrete loading dock under a corrugated metal canopy on the south elevation, and an elevated walkway (un-covered) on wooden supports with metal railings that crosses at the second-story level to the Long Mill (inv. no. 22).

Description (continued)

Inside, the lower levels feature single rows of chamfered square wood supports, a stair with beaded matchboard banisters, and painted brick walls. The first floor has partitions of beaded matchboard and cinder-block construction; the second floor has office cubicles at the east end with beaded matchboard partitions and interior windows. The fourth floor has unpainted brick walls and exposed roof trusses that span without the aid of supports.

19. Cloth storage house. 1899; 1912; 1915. Contributing building.

The east end of the building is three stories above a basement level; the majority of the building is four stories above a basement. The building features stretcher-bond brick construction with header-stretcher courses every seven courses, a gable roof with a decorative east-end corbeled parapet painted with the date "1899," and segmental-arched door and window openings, the latter with 10/15 sash and ten-light transoms. Extending along the south elevation is a two-tier porch with concrete supports on the lower level and steel pole supports, chamfered joists, and beaded ceiling boards on the upper level. Other exterior features include decorative eaves brackets, a roof-top elevator machinery housing, and a steel fire escape on the south elevation. A few windows have been bricked up.

This building is labeled "being built" on the July 1899 Sanborn map. It provided additional cloth storage for the adjoining cloth finishing house (inv. no. 18). A four-story addition was made to its west end in 1912 and a second addition was made to the west end of the first addition in 1915. The additions, which originally functioned as warehouses, replaced a detached one- or two-story brick warehouse constructed about 1889. The additions were probably built by Lockwood, Greene & Company. In 1920 the 1899 building was labeled "shipping" on the Sanborn map of that year, the 1912 addition was labeled "finishing & cloth storage," and the 1915 addition was labeled "cloth storage ho.," identifications that also appear on the 1939-44 map (Sanborn maps).

20. Railroad spur. 1874; 1889; early 20th c. Contributing structure.

The spur has two parts: a section of an abandoned line of the Southern Railway, and the several beds of the spur itself. The spur's most obvious feature is an early twentieth-century trestle of creosoted timbers that allowed trains to off-load coal into the coal bunkers (inv. no. 24). The main rail line was completed in 1874 for the Lynchburg & Danville Line of the Washington City, Virginia Midland & Great Southern Railroad, which connected to the Richmond & Danville Railroad a short distance to the east. The WCVM&GS was reorganized as the Virginia Midland

Description (continued)

Railroad in the mid-1880s and the line was absorbed into the Southern Railway system in the 1890s. The line included a seventy-five-feet-high curved trestle located just north of the cloth finishing and storage buildings (inv. no. 18 & 19) which was the scene of the famous Southern Railway mail train 97 wreck in 1903 (see historic context). After 1920 the 1874 bed became a secondary line of the Southern Railway into Danville, and it appears to have been discontinued in the 1930s when the aforementioned trestle was taken down. Afterwards the bed served as a continuation of the spur line, the original part of which was constructed to the cloth finishing house (inv. no 18) at the time of that building's construction in 1889 (Pezzoni, "Lynchburg & Danville Line;" Sanborn maps).

21. Curved bridge. Ca. 1920. Contributing structure.

Open-air covered bridge connecting the Long Mill (inv. no. 22) with the cloth finishing and storage houses (inv. no. 18 & 19). As a circulation path the bridge is a continuation of the Dan River Covered Bridge (inv. no. 8). The bridge has concrete foundation piers and deck, a steel roof structure on steel supports, and steel lattice reinforcing running under the roof. Although the bridge is not depicted on Sanborn maps until the 1939-44 map, it presumably dates to the same period as the Dan River Covered Bridge.

22. Long Mill. 1887-88; 1893; 1895-96; 1923. Contributing building.

Three- and four-story building of five-course American-bond brick construction with segmental-arched window openings (mostly bricked up) and round tie rod plates. The fourth story was added to the east end of the building; it has flat-headed windows, and in the process of its addition the pre-existing segmental-arched third-story windows were also given flat heads. On the north elevation rise elevator towers, three four stories in height and one three stories (but originally four stories), and formerly capped with mansard roofs but now flat-roofed. There are a number of historic and recent brick and metal-sided additions of various heights on the north and south elevations. The foundations are stone, and there are arched openings under the west end that formerly spanned a mill race.

The Long Mill comprises four principal units, designated mills no. 2, 3, 5, and 7. Construction commenced at the west end with Mill No. 2 in 1887-88 and moved eastward: Mill No. 3 in 1888, Mill No. 5 in 1893, and Mill No. 7 in 1895-96. All four buildings originally shared similar construction features, including mansarded elevator towers on their north elevations. The construction of Mill No. 2 marked a shift in focus from the south bank of the river, where Mill

Description (continued)

No. 1 had been built in 1882-83, to the north bank where Riverside Cotton Mills concentrated most of its construction activity through the remainder of the century. Riverside acquired the site because of problems with securing adequate water power on the south side of the river, and Mill No. 2 initially used water power supplied by Yarborough's Mill dam.

Mill No. 2, which cost $227,260 to build and equip, housed weaving activities on the first and second floors and dressing on the third floor. Mill No. 3 originally housed carding on the first floor, weaving on the second, and spinning on the third. Mill No. 5, similar in design but larger than the other mills, boosted the capacity of the complex to nearly 12,000 spindles and over 1,700 looms. Mill No. 5 originally housed weaving on its first and second floors and dressing on its third floor. Additions were made to mills no. 3 and 5 in 1923. Mill No. 7, which was set back from the plane of the other buildings, contained a steam engine to provide supplemental power, and it was used exclusively for weaving. Conversion to hydroelectric power began about 1910. The mansard roofs may have been removed from the elevator towers in the late 1940s.

23. Boiler house. 1913; 1921. Contributing building.

Three-story brick building with a roof-top clerestory, concrete floors, large steel-framed windows, and boilers still in place. At the west end of the building rises a cylindrical brick smokestack with the octagonal base of a mostly dismantled brick smokestack next to it. At the east end of the building rises a cylindrical concrete smokestack painted white with a black-painted top. A steel ladder in a cage rises to a steel platform that encircles the stack at about half its height.

24. Coal bunkers. Ca. 1915. Contributing structure.

A row of concrete bins positioned under the railroad trestle for ease of filling, probably added in the 1910s when the complex became increasingly reliant on steam power.

25. Coal silo. Ca. 1980. Noncontributing structure.

A large steel structure that supports a cylindrical coal silo constructed of fireproof tile. The silo is located so that it may be easily filled from the railroad spur (inv. no. 20) and unloaded into the boiler house (inv. no. 23).

26. Dye House. 1920. Contributing building.

Description (continued)

Four-story building of reinforced concrete construction with ten-inch-thick reinforced concrete curtain walls and large metal-framed windows. The white-painted building measures 140 feet by 200 feet in plan and has a built-up flat roof behind a parapet with bastion-like corner elements, the northeast corner housing an elevator and stair. The interior floors are supported on cylindrical concrete pillars with inverted conical caps.

The Dye House represented the last major improvement to the complex on the north side of the river. It was likely designed and built by Lockwood, Greene & Company, contractors for the similar concrete Mill No. 8 (inv. no. 7) located across the river. The building occupies the site of the nineteenth-century Yarborough Mill, and it originally projected part way into the river. Also referred to as the "raw stock dye house," the building cost $539,000 to construct. Dan River Inc. dyer and chemist H. M. Chase participated in the design of the building's functional layout.

27. Cotton House. 1917. Contributing building.

Four-story building of five-course American-bond brick construction with a full or partial concrete foundation, a gable roof, a molded wooden cornice supported by shaped beam ends, and segmental-arched door and window openings. Across the front (north) elevation extends a four-tier porch with steel I-beam supports and a raised concrete floor on the lowest tier and square wood posts on the upper tiers, beaded ceiling boards, an open stair, and a metal-sheathed chute with a hydraulic door at the bottom (presumably for sliding cotton bales to the lowest level). The many doorways opening onto the porch are hung with two-leaf paneled doors with textured-glass windows and strap hinges. Extending from the west end of the porch and wrapping around the west gable end of the building is a lower steel-framed porch with clerestory windows. A one-story porch and loading dock extends across the rear elevation. Brick and pressed-metal-sheathed elevator machinery housings rise above the roof. The interior is divided into four units by brick fire walls and has low ceilings supported by numerous square wood posts. One unit contains a small office defined by beaded matchboard partitions. This building for the storage of cotton was built in 1917 to replace an earlier building of the same function constructed about 1910.

28. Machine Shop. 1911. Contributing building.

The machine shop is the westernmost and largest component of a row of three buildings collectively known as the shops (including inv. no. 28, 29 & 30). It is a gabled two-story

Description (continued)

building of stretcher-bond brick construction with occasional header courses and with a stone foundation. The segmental-arched windows are hung with 15/15 sash with ten-light transoms on the first story and 10/15 sash with ten-light transoms on the second story, all with textured-glass panes and molded wood surrounds. The doorways have double-leaf wooden panel doors with windows, and in the eaves are decorative brackets. On the front (north) elevation is a brick and concrete loading dock under a corrugated-metal canopy, and next to it a steel stair or fire escape. On the rear elevation are a one-story brick wing on tall brick piers containing a forge and, on the basement level, an open-fronted cinder-block shed.

The interior floors feature double rows of round wood columns that support chamfered beams and beaded ceiling boards. The first floor has a concrete floor, the second a wooden floor. Walls are painted brick, a stair with beaded matchboard banisters and chamfered newels rises in a stair well at the east end, and at the west end is an elevator manufactured by the Westbrook Elevator Company of Danville. Historic and recent partitions of vertical board, plywood, and mesh construction have been inserted on the first floor to form office, storage, and electrical shop areas; a row of historic offices formed by beaded matchboard partitions extends along the north wall of the second floor.

The machine shop was built in 1911 and originally housed the machine shop proper on the first floor and a carpentry shop on the second floor. The forge, now in a rear wing, originally occupied the southeast corner of the first floor, adjoining a dynamo. The building may have been built by Lockwood, Greene & Company.

29. Lumber Shed. Ca. 1915. Contributing building.

One-story frame building with novelty siding under board-and-batten gabled parapets, a large metal garage door, and a concrete foundation. The garage-like interior has a concrete floor and heavy timber roof trusses incorporating steel web members. The building was built between 1910 and 1915 to serve as an automobile repair garage. By 1920 it had been converted to use as a lumber shed.

30. Pipe Shed. 1905; 1942. Contributing building.

Two-story building of five-course American-bond brick construction with a stone foundation and segmental-arched and flat-headed windows hung with awning windows. The exterior also features exposed roof beam ends, star-shaped tie rod plates, a segmental-arched front entry with a batten

Description (continued)

door, and a 1942 one-story east elevation washroom addition of six-course American-bond brick construction with a parapeted flat roof. The interior has painted brick walls, chamfered square wood posts, wood flooring, chain-link and wire mesh partitions, and ceiling-mounted wheels for former power-transmission belts. The building was originally constructed as a cotton storage or waste house.

31. Dan Valley Mills. Ca. 1893; ca. 1910. Contributing building.

Three-story building of six-course American-bond brick construction with basement and sub-basement levels, embayed sides, corbeled cornices, and decorative gable-end parapets. Door and window openings are segmental arched, except the basement-level windows which have flat granite lintels. Most window sash have been removed but some six-light casements with three-light transoms survive on the north elevation. Entrances have vertical beaded matchboard doors with two-light transoms and granite thresholds. The eastern third of the building was added between 1905 and 1910, making the original eastern exterior elevation into a partition dividing the interior floors. The interior features painted brick walls, 12x12 wood supports, a complex heavy-timber roof structure, open wooden stairs, metal fire doors in the interior brick wall, and a Westbrook elevator. Foundations located between the building and the Main Street Bridge (inv. no. 4) may be associated with concrete cotton bins formerly associated with the demolished Mill No. 6, located on the opposite corner.

Dan Valley Mills was the creation of J. I. Pritchett, who in 1893 purchased a portion of the Yarborough mill property on the north side of the Dan River (Riverside Cotton Mills purchased part of the mill property further west). Pritchett's company constructed a masonry dam across the river to provide waterpower, and by May 1894 it had constructed the original west section of this mill building, which with its wheel house (inv. no. 32) survive from a formerly more extensive mill complex. In 1910 the mill's capacity was 475 barrels, and in 1920 eleven double rollers operated on the first floor. The mill was waterpowered almost to the year of its closing in 1960. Dan River Inc. purchased the building in 1962 for use as storage. The building has deteriorated in recent years (Hargrove and Hammond, pp. 41-43; Sanborn maps).

32. Dan Valley Mills wheel house. Ca. 1893. Contributing building.

Two-story five-course American-bond brick building with corbeled gable parapets, metal roofing, segmental-arched door and window openings, an exterior metal stair, and exterior machinery on the north side. The building is said to retain its turbine (interior not accessible at time of survey

Description (continued)

owing to deterioration of building and overgrowth). The building appears on the 1894 Sanborn map, connected to the main mill building (inv. no. 31) by a covered bridge spanning a mill race that once passed between the two buildings.

33. Dam. 1894. Contributing structure.

Masonry dam extending diagonally across the river.

Integrity Statement

The Dan River Inc. Riverside Division possesses good architectural integrity. The basic appearance of the district has changed little since about 1920, the last period of major construction, and there are few modern (post-1950) intrusions. Individual buildings appear much as they did at the close of the period of significance in 1950, and most possess historic exterior and interior features and finishes including decorative brickwork, porches and loading docks, windows and doors, elevators, stairs, heavy timber supports, partitions, and flooring. The complex was well maintained until fairly recently, due to the fact that it remained in active use, and consequently deterioration is relatively slight. On the debit side, Mill NO. 8 (inv. no. 7) and the Long Mill (inv. no. 22) have had most of their windows bricked up, and the Dan Valley Mills (inv. no. 31) has lost most of its historic window sash, a factor that has contributed to some deterioration of that particular building. Also, the district has lost one important building since its 1982 listing in the Virginia Landmarks Register: Mill No. 6, formerly located at the southeast corner of the Riverside Drive and Main Street intersection, which was demolished in the mid-1990s.

The immediate and general surroundings of the district contribute to its historic character. Railroad tracks and a trestle (inv. no. 20), coal bunkers (inv. no. 24), and retaining walls survive on the north bank of the river; on the south bank a portion of the power canal (inv. no. 9) survives uncovered; and spanning the river itself are waterpower dams, vehicular bridges, and a covered bridge. Alterations to the immediate surroundings include the laying out of parking areas (although some of these may date to before 1950) and the extension of the north river bank with fill in the latter decades of the twentieth century, somewhat weakening the once close relationship of mill buildings and water. The Riverside Division lies near two designated historic districts, the Downtown Danville Historic District and the Danville Tobacco Warehouse and Residential District (in fact it overlaps the latter at inv. no. 1 & 2), and it adjoins a potential historic district, the North Danville Historic District. The character of the Dan River Inc.

Description (continued)

Riverside Division Historic District is therefore enhanced by views in all directions of historic commercial, industrial, and residential areas.

NARRATIVE STATEMENT OF SIGNIFICANCE

Summary

The Dan River Inc. Riverside Division complex of textile mills has dominated Danville's riverfront since the late nineteenth century. Chartered as Riverside Cotton Mills in 1882, the company quickly grew to become its host city's principal industry and, by the mid-twentieth century, the leading textile manufacturer in the state. The complex is dominated by multistory brick mill buildings erected during the late nineteenth and early twentieth centuries, many designed and built by the company's first president and supervising architect, Thomas B. Fitzgerald. By 1920 large-scale construction had shifted to the use of reinforced concrete, as represented by a mill and dye house designed by the Boston engineering firm Lockwood, Greene & Company. Linking the complex across the Dan River are a 925-foot-long covered bridge, two vehicular bridges, and two waterpower dams. The Riverside Division earned a place in popular culture as the scene of a spectacular train wreck in 1903 that inspired the first million-selling country music recording, *The Wreck of the Old 97*, in the 1920s. The Dan River Inc. Riverside Division forms an integral part of the historical and architectural fabric of Danville, factors that led to its listing in the Virginia Landmarks Register in 1982.

Applicable Criteria

The Dan River Inc. Riverside Division is eligible under Criterion A in the area of industry for its association with the history of textile manufacturing in Danville and Virginia. The complex represents a significant component of the overall operations of Dan River Inc., which figured as the principal industry in Danville during the first half of the twentieth century and as Virginia's leading textile manufacturer by the mid-twentieth century. The district is also eligible under Criterion C in the area of architecture for the quality and distinctiveness of its construction, which includes accomplished brick and stone construction, early reinforced concrete construction, and what is presumed to be the longest covered bridge in the state, and for the major contributing role the complex plays in defining the architectural character of Danville's urban core.

The district overlaps the Danville Tobacco Warehouse and Residential District, listed in the National Register of Historic Places in 1982, at the corner of Main and Bridge streets. The districts share three resources: Mill No. 1 (Research Division), a payroll office, and gates. The Riverside Division district includes two state-owned vehicular bridges, the contributing 1927 Main Street Bridge and the noncontributing ca. 1880 and later Union Street Bridge. The Union Street Bridge is included because it is interposed between contributing mill resources; the Main Street Bridge is included because it historically linked the two halves of the mill complex (the siting of the payroll office at the south end of the bridge is an expression of this association) and

Statement of Significance (continued)

because it is architecturally related to adjoining mill buildings. Additionally, both bridges are included in the Virginia Landmarks Register district, which was intended as the model for an eventual National Register listing.

The period of significance extends from 1882, the year Dan River Inc.'s forerunner Riverside Cotton Mills was chartered and the begin date for construction of the mill complex, until 1950, a period during which Dan River Inc. rose to prominence. Two resources--the power canal and the Union Street Bridge--incorporate or apparently incorporate fabric that dates to before the period of significance. Even though the Riverside Division does not represent the entirety of the Dan River Inc. textile mills at Danville, it does include the company's first generation of mill buildings as well as later buildings associated with the evolution of a manufacturer of statewide prominence, and so the Dan River Inc. Riverside Division is eligible at the state level of significance under the criteria cited above. Information in support of designation appears throughout the historic context.

Acknowledgments

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Statement of Significance (continued)

Historic Context

The first stirrings of textile manufacturing in Danville date to 1809, sixteen years after the city's founding, when the state legislature granted a charter to a manufacturing company. The venture failed, but a cotton mill projected by several of the town's leading businessmen in 1828 apparently fared better. Although Danville's location at Wynne's Falls on the Dan River made it ideal for water-powered industry, for much of the nineteenth century tobacco trading and manufacturing instead dominated the town's economy.[1]

Danville's prominence as a tobacco market was enhanced by the construction of the Roanoke Navigation Company works, which in the 1820s linked the area to the North Carolina coast by way of the Dan and Roanoke rivers. Successful for a span of several decades, the navigation works eventually succumbed to flood damage and railroad competition, but before its demise it bequeathed to the town a canal and locks that paralleled the river on its south bank at the foot of Main Street and Danville's central business district. The canal and the head of water it created were ideal for waterpowered industry, and in the early 1880s twelve canal-side lots with waterpower rights were sold to local businessmen. One lot purchaser established the Morotock Cotton Mills; another concern, headed by Danville contractor and brick manufacturer Thomas B. Fitzgerald, established Riverside Cotton Mills, the precursor of Dan River Inc.[2]

Danville numbered among a vanguard of Southern communities that saw textile manufacturing as a salvation from the economic dislocations of the Civil War and Reconstruction periods. Hargrove and Hammond considered the founding of Riverside Cotton Mills a "textbook example" of the trend. They wrote:

> "Several factors combined to bring the textile industry to Danville. Among these factors was the availability of waterpower, investment capital from the tobacco boom, 'cotton factory fever,' and an eagerness to advance the social and political effects of industrialization."

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[1] Siegel, *Roots of Southern Distinctiveness*, 30, 39-40, 171 (note); Smith, *Mill on the Dam*,

[2] Hargrove and Hammond, "Dan River Basin Cultural Resources Study," 51-55; Pollock, *Illustrated Sketch Book of Danville, Virginia*, 130, 163, 182.

Statement of Significance (continued)

The direct impetus came from Robert A. Schoolfield, one of Riverside's founders, who had visited the textile center of Columbus, Georgia on a fact-finding mission during the winter of 1881, and who convinced his cohorts to devote their resources to cotton cloth manufacturing. Consequently, in September 1882 Riverside Cotton Mills began construction of what became known as Mill No. 1, a four-story brick building that went into production on April 1, 1883 and originally housed one hundred workers. President Fitzgerald oversaw the mill's construction in his capacity as the company's supervising architect. Mill No. 1 was originally equipped with one hundred looms and 2,240 spindles, but by 1885 its capacity had increased to 260 looms and 6,000 spindles.[3]

Riverside Cotton Mills experienced rapid growth during the 1880s and 1890s. In fact, expansion soon outstripped the capacity of the canal to provide waterpower, and the company looked to the north bank of the river for additional building sites. In 1887 the company began construction of Mill No. 2, the first phase of the Long Mill complex on the north river bank which by 1894 boasted 1,721 looms and 11,856 spindles. In the meantime the company absorbed the Morotock Cotton Mills, which was designated Mill No. 4 by the new owner, and which opened up additional waterpower sites on the south bank of the river. In January 1889 the company claimed that its mills were "among the largest and best equipped in the South." The rise of Riverside Cotton Mills and its successor Dan River Inc. combined with continued prosperity in Danville's tobacco sector to stimulate population growth. The city's population rose from 10,000 in 1890 to 16,000 in 1900, 19,000 in 1910, and 33,000 in 1940.[4]

Waterpower concerns prompted the company to establish a second mill complex upstream on the Dan River in the opening years of the twentieth century. During the first decade of the century most construction activity focused on this new facility, and production at the Schoolfield Division (as the facility became known) surpassed that at the Riverside Division (the older complex) in 1909. Attention returned to the Riverside Division in the 1910s with the erection of two large reinforced concrete buildings, Mill No. 8 on the south side of the river and the Dye House on the north side, both completed in the early 1920s. The eleven-year period 1910 to 1921

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[3] Hargrove and Hammond, "Dan River Basin Cultural Resources Study," 22, 52-54; Smith, *Mill on the Dam*, 421.

[4] Hargrove and Hammond, "Dan River Basin Cultural Resources Study," 26-28, 34; Smith, *Mill on the Dam,* 17; and Pezzoni, "Downtown Danville Historic District."

Statement of Significance (continued)

witnessed expenditures on buildings and machinery at the Riverside Division totalling over $11 million.[5]

Riverside Cotton Mills and its successor Dan River Inc. relied on the railroad to supply raw materials and to carry finished products to market. With the construction of the Long Mill on the north river bank the company gained direct access to the Virginia Midland Railroad (absorbed into the Southern Railway system in 1894), which ran between the river and the present Riverside Drive. The railroad approached the river from the north, crossing the ravine of Still House Creek on a seventy-five-feet-high curved trestle located just north of the mill's cloth finishing and storage buildings. Here, on September 27, 1903, Southern Railway's mail train 97 hit the curve at a high rate of speed, jumped the tracks, and plunged into the ravine. The accident claimed ten lives, and it inspired the ballad *The Wreck of the Old 97*, first recorded by Fries, Virginia millworker Henry Whitter in 1924 and recorded again on the Victor label the same year by Texan performer Vernon Dalhart. According to Hargrove and Hammond, the Victor recording "became an immediate success, selling one million copies within a short time and becoming country music's first hit record."[6]

Although the song catapulted Dalhart to stardom and helped establish country music as a commercial phenomenon, the authorship of the ballad is disputed. Several years after the Victor recording was released a Southern Railway telegraph operator named David Graves George claimed he wrote the words. George, who worked at the Franklin (Gretna) Station north of Danville, was on the first train from the north to arrive at the scene, and he claimed to have been so moved by the sight that he composed lyrics and set them to a popular tune of the period. George sought damages from Victor but was unable to prove he was the author. Today a state highway marker on Riverside Drive commemorates the famous wreck.[7]

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[5] Smith, *Mill on the Dam*, 72, 114.

[6] "Wreck of Old 97," 43-46; Grant et al, "Danville Tobacco Warehouse and Residential District;" and Hargrove and Hammond, "Dan River Basin Cultural Resources Study," 28-29. According to one account, eleven lives were lost in the accident (Ricketts, "Danville, Virginia Railroads, 1910").

[7] "Wreck of Old 97," 43-46; Malone, "Country Music," 1002-1003.

Statement of Significance (continued)

Production at Dan River Inc.'s Riverside and Schoolfield divisions rose above 100 million linear yards of cloth in 1915 and remained over that mark through the 1920s. The depression that followed the Crash of 1929 reduced demand and production fell below 100 million yards in 1930 and 1931 but in 1932 the industry began a slow recovery that culminated with record production (for the period of significance) of just under 200 million yards in 1942. Employment surpassed 12,000 during the Second World War, and in 1948 the company's net sales exceeded $100 million for the first time. Of 972 weaving mills enumerated in a nationwide 1942 survey, Dan River Inc. numbered among only eleven mills with over 3,000 looms. In 1954 the company boasted 9,000 looms, 440,000 spindles, and a work force of 11,000, all located at Danville. Only one other enterprise in the state typically employed more workers during the 1940s and 1950s: the Newport News shipyards, with 15,000 in 1952.[8]

Textiles were Virginia's leading industry in the mid-twentieth century, and Dan River Inc. dominated the field. Company historian Robert Sidney Smith ascribes Dan River's success to its commitment to direct sale of its products, rather than relying on selling houses or other intermediaries, a strategy that was adopted early on when the company established a New York sales office before 1900. Dan River's closest Virginia rival in the mid-twentieth century was Burlington, a North Carolina textile manufacturer that opened a plant in Altavista in 1933 and by 1952 employed 4,000 workers in plants scattered throughout the Commonwealth. Over time Burlington increased its number of plants in Virginia, so that by the early 1980s its 7,400 employees in dispersed plants outnumbered the 4,000 employees working at Dan River's two Danville divisions.[9]

Dan River Inc. remains Danville's leading employer, but in recent years it has shifted operations to the Schoolfield Division and reduced activity at the Riverside Division. In 1981 the Riverside Division was the subject of a cultural resource evaluation undertaken by Thomas Hargrove and Michael Hammond of Archaeological Research Consultants, Inc., for the U. S. Army Corps of Engineers, Wilmington District. The evaluation led to the Riverside Division's listing in the Virginia Landmarks Register in 1982, although National Register designation was not pursued at the time. In summarizing the district's significance Hargrove and Hammond stated:

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[8] Smith, *Mill on the Dan*, 539, 556-557; Gottmann, *Virginia at Mid-Century*, 420-421.

[9] Smith, *Mill on the Dan*, 539-540, 556-557; Gottmann, *Virginia at Mid-Century*, 421; and Haigh and Lindsey, *Leading Virginia Industries*, 127.

Statement of Significance (continued)

"Riverside's structures not only show a progression of industrial architecture from the late nineteenth century to the early twentieth century, they also demonstrate American industry's shifting energy sources: from waterpower, with its dams, canals, and mill races, to fossil-fueled steampower, with its boiler rooms and coal bunkers, to electrical power purchased from a central-station utility." The Riverside Division buildings on the north side of the river were idled in 1996, and in June 1999 Dan River Inc. transferred the complex to the Danville Historical Society. The Society has arranged with the Riverside Mills Redevelopment Group, LLC, to rehabilitate the complex, and condominiums, shops, restaurants, and offices are among the new uses envisioned. The buildings on the south side of the river remain in use by Dan River Inc.[10]

Architectural Analysis

The buildings of the Riverside Division generally share two basic characteristics: "slow burning construction" in brick or concrete, and a relative lack of stylistic features. The earliest buildings, those dating to the 1880s and 1890s, were built by Riverside Cotton Mills president Thomas B. Fitzgerald, who was also a leading Danville brick manufacturer and contractor. According to Hargrove and Hammond:

> "Fitzgerald's architectural style for these buildings was a vernacular version of the standard 'slow burning construction' used in most late nineteenth century mills. Features of the general 'slow burning' style include thick brick walls, heavy timber framing, heavy plank floors, and avoidance of enclosed spaces as attics or covered joists."

Fitzgerald's construction techniques accounted for the fire hazards posed by steam engines, primitive lighting systems, and combustible cotton materials, lint, and machinery lubricants. Other common architectural characteristics of nineteenth-century mill buildings noted by Hargrove and Hammond that are present in the Riverside Division include "deep, massive foundations, heights of three to four stories, narrow floorplans, widths calculated in multiples of 25, and siting parallel to the river providing waterpower."[11]

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[10] Hargrove and Hammond, "Dan River Basin Cultural Resources Study,: ii and 59; *Register and Bee*, June 23, 1999.

[11] Hargrove and Hammond, "Dan River Basin Cultural Resources Study," 58.

Statement of Significance (continued)

The requirements of function, fire prevention, and cost dictated the basic character of the Riverside Division buildings, but stylistic or aesthetic features are not entirely lacking. Hargrove and Hammond identified "personal touches" of Fitzgerald's such as decorative gable parapets ("decked gables") and recessed wall surfaces with corbeling. These signatures are actually expressions of treatments that are typical of late-nineteenth-century utilitarian brick construction. Specific structural features are common to several buildings. For example, the 1911 Machine Shop and the additions to the cloth storage house, which date to the 1910s, share nearly identical decorative eaves brackets and window sash designs. This suggests use of the same building specifications, presumably modified and adapted to the specific programmatic requirements of the individual buildings.

Stylistic features were introduced in a limited fashion during the early years of development. As originally constructed the component buildings of the Long Mill, built between 1887 and 1896, boasted elevator towers capped with mansard roofs, a reference to the Second Empire style popular during the second half of the nineteenth century. (The mansards were removed in the mid-twentieth century.) In the twentieth century the emphasis shifted to the Classical Revival style. Gates defined by pairs of classically-inspired brick and concrete pillars were constructed throughout the complex to unify the various buildings within the Riverside Division, and to relate Riverside to the Schoolfield Division where similar gates were built during the same period. The buildings at the foot of the Main Street Bridge, including Mill No. 1, the payroll office, and the textile school, received classical fronts in the 1920s. This created a harmonious architectural grouping, and it related the buildings architecturally to the 1927 Main Street Bridge, which is distinguished by its arched spans and concrete baluster railings.

Another development of the early twentieth century was a shift from brick and heavy timber construction to reinforced concrete. Several factors led to this change, as Hargrove and Hammond explain: a scarcity of large timbers, increased weight and vibrations associated with new mill machinery, and the superior fire-resistant qualities of concrete. The Boston engineering firm Lockwood, Greene & Company introduced the use of reinforced concrete for mill construction in 1909, and shortly after World War I it was selected by Dan River Inc. to design Mill No. 8 and the Dye House. According to Robert Sidney Smith, Lockwood, Greene & Company was also responsible for the design and construction supervision of most other buildings erected in the Riverside Division after the turn of the twentieth century.[12]

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[12] Smith, *Mill on the Dan,* 121.

Statement of Significance (continued)

In addition to the architectural significance the Riverside Division complex possesses in and of itself, the buildings contribute dramatically to the character of Danville's historic urban core. Construction of the complex transformed the Danville waterfront from an essentially natural condition with scattered navigation works and flour and cotton mill buildings, to an intensively industrialized area marked by continuous multistory construction along stretches of river bank. The district lies in close proximity to the Downtown Danville Historic District, listed in the National Register in 1993, and it overlaps the Danville Tobacco Warehouse and Residential District, listed in 1982. The Riverside Division is an integral and important part of the architectural fabric of central Danville and a physical manifestation of the dominant role the textile industry played in Danville's economy during the twentieth century.

Architect/Builder (continued)

Aberthaw Construction Company
Carrier (air conditioning contractor)
Chase, H. M. (dyeworks designer)
Concrete Steel Bridge Co.
Fitzgerald, Thomas Benton
Heard & Chesterman
Lockwood, Greene & Company
Mueller Company (hydrants)
Parks-Cramer Company (piping contractor)
Virginia Bridge and Iron Co.
Westbrook Elevator Company

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5. E643600 N4050370
6. E643280 N4050680
7. E643410 N4050990

Verbal Boundary Description

The boundaries of the nominated parcel are depicted on the 1:200-scale map that accompanies the nomination. Generally speaking, the district is bounded by property lines and by significant built features such as Riverside Drive, the power canal, the Union Street Dam, and the Main Street Bridge. Slender extensions that follow property lines connect to the mill reservoir at the northwest corner of the district and to gates associated with the former Mill No. 6 at the northeast corner. The map is drawn primarily from the Shanks & Wilmarth and Dewberry & Davis site plans cited in the bibliography.

Boundary Justification

The boundaries of the nominated parcel are drawn so as to include nearly all of the resources historically associated with the Riverside Division and to exclude adjoining historic and modern areas that are not directly associated with the district's development. Industrial buildings and structures comprise the majority of the resources included within the boundaries. Also included are two vehicular bridges that through proximity, interposition, and historical and architectural association warrant inclusion. An important consideration in defining boundaries was the desire to include resources that appear to be included in the Virginia Landmarks Register district designated in 1982. The National Register district does not include Mill No. 6, which was included in the Virginia Landmarks Register district but has since been torn down.

PHOTOGRAPHS

1. 1. Subject: Dan River Inc. Riverside Division (same for all photos)
   2. Location: Danville, Va. (same for all photos)
   3. Photographer: J. Daniel Pezzoni (same for all photos)
   4. Photo date: October 1999 (photos 1-11, 14); December 1999 (photos 12, 13, 15, 16)
   5. Original negative (VDHR # 17789; differs from view to view) archived at the Virginia Department of Historic Resources, Richmond
   6. Description of view: Riverside Division buildings on north bank of Dan River. View looking east from Union Street Bridge.
   7. Photograph number appears at beginning of entry (same for all photos)

2. 5. VDHR # 17789.
   6. Riverside Division buildings on north bank of Dan River. Corner of Mill No. 8 (inv. no. 7) at far left. View looking north from Masonic Building, 105 South Union Street.

3. 5. VDHR # 17788.
   6. The Long Mill. View looking north from roof of Dye House.

4. 5. VDHR # 17788.
   6. Cotton House (left) and Shops (middle). View looking southeast from roof of Dye House.

5. 5. VDHR # 17788.
   6. Gate with shops and Cotton House beyond. View looking northwest.

6. 5. VDHR # 17789.
   6. Gate, Pump House, and end of the Long Mill (on left). View looking northwest.

7. 5. VDHR # 17788.
   6. Cloth Finishing House (left), Cloth Storage House (middle) and Curved Bridge (right). View looking northwest.

8. 5. VDHR # 17788.
   6. Machine Shop first floor.

9. 5. VDHR # 17789.
   6. Mill No. 1 (Research Division) with payroll office and Main Street Bridge in left

Photographs (continued)

distance. View looking northeast.

10. 5. VDHR # 17789.
    6. East end of Mill No. 8 with clinic in front. View looking west.

11. 5. VDHR # 17788.
    6. Mill No. 8 with Dan River Covered Bridge. View looking south from roof of Dye House.

12. 5. VDHR # 17789.
    6. Mill No. 8 interior.

13. 5. VDHR # 17789.
    6. Power canal (Morotock Canal) with Mill No. 8 on left and a hose house on the left-hand canal bank in middle distance. View looking east from the vehicular bridge.

14. 5. VDHR # 17788.
    6. Dan River Covered Bridge interior.

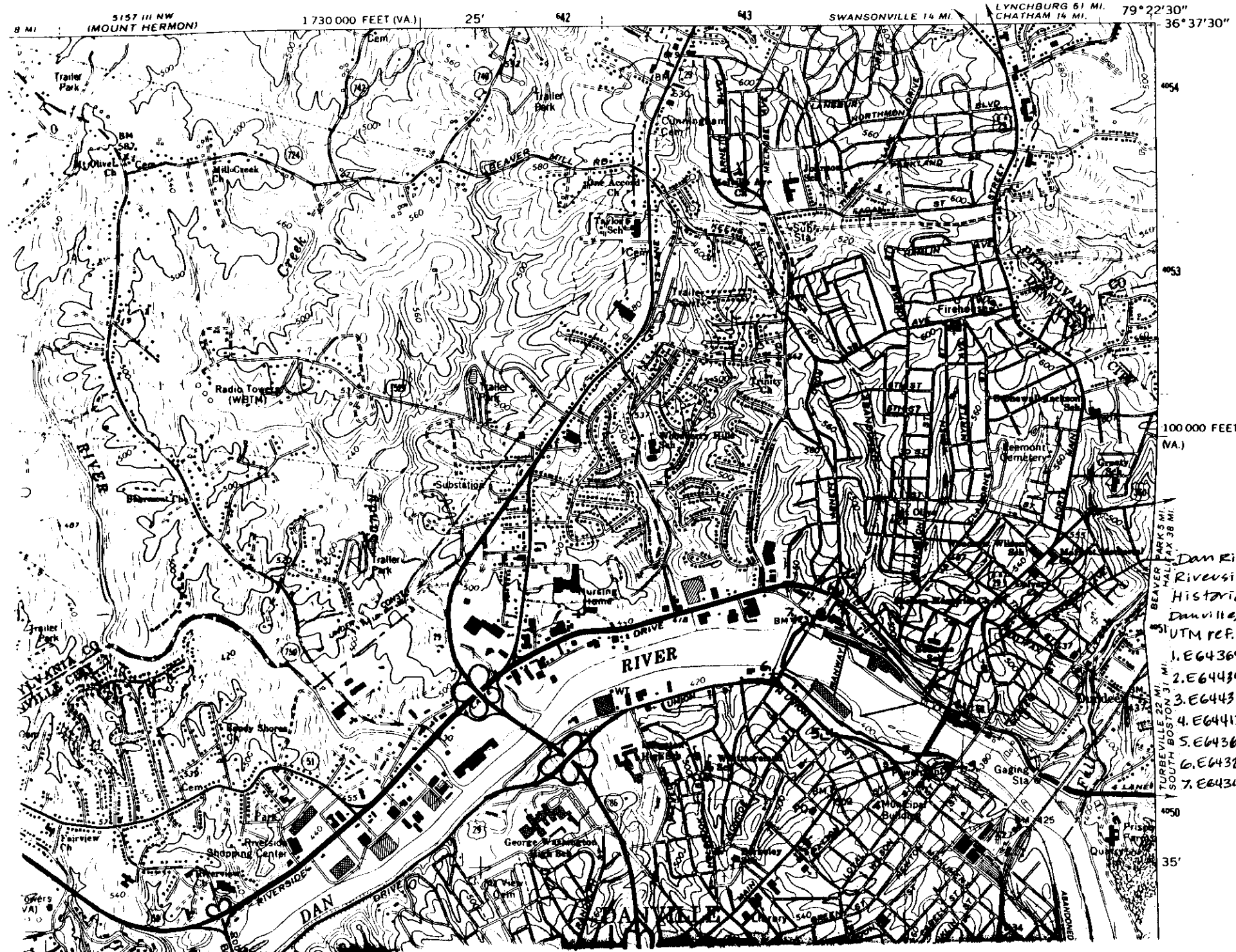
15. 5. VDHR # 17789.
    6. Union Street Bridge with Union Street Dam behind. View looking northwest.

16. 5. VDHR # 17789.
    6. East end of district showing Dan River Mills in left distance; a dam crossing the river in the middle distance; the Main Street Bridge (foremost and lower of the two bridges in the distance; and the Riverside & Dan River Cotton Mills, Inc., Textile School in right distance. View looking northeast from the roof of Mill No. 8.

COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES

DANVILLE QUADRANGLE
VIRGINIA–NORTH CAROLINA
7.5 MINUTE SERIES (TOPOGRAPHIC)

5157 III NE (BLAIRS)



Dan River Inc.
Riverside Division
Historic District
Danville, Va.
UTM refs (zone 17):
1. E643640 N4051150
2. E644340 N4050490
3. E644320 N4050190
4. E644130 N4050140
5. E643600 N4050370
6. E643280 N4050680
7. E643410 N4050990