

VLR - 3/18/80 NRHP - 7/8/82

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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received MAR 31 1980
date entered

**National Register of Historic Places
Inventory—Nomination Form**

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

1. Name

historic

and/or common Danville Tobacco Warehouse and Residential District

2. Location

Opp U.S. 58

street & number

city, town Danville

vicinity of

congressional district

Fifth (W.C. Daniel)

state

Virginia

code 51

county

in City

code 590

3. Classification

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

4. Owner of Property

name Multiple public and private

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. Danville Courthouse (Annex)

street & number

212 Lynn Street

city, town

Danville

state

VA 24541

6. Representation in Existing Surveys

title Architectural Inventory of Danville, VA has this property been determined eligible? yes no

date 1971

federal

state

county local

depository for survey records

Department of Preservation and Tourism

city, town

Danville

state

VA

7. Description

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

Describe the present and original (if known) physical appearance

The Historic American Engineering Record (HAER) conducted a comprehensive and interdisciplinary survey of Danville's Tobacco Warehouse and manufacturing area and an adjacent residential area in the summer of 1978. The area was found to contain significant architectural, historic and archeological resources.

The interdisciplinary nature of the project made it possible to describe the study area as it has existed during the entire span of human occupation. It was found useful to delineate three successive periods of land use: a) Native American, b) Colonial/early 19th century, c) post Civil War/late 19th century. The research completed during the summer of 1978 provided a model which predicts the density and distribution of historical resources associated with all three populations (see maps).

Danville is located in the western uplands of the Piedmont physiographic province within an area characterized by broadly undulating and rolling topography. Numerous streams crosscut the hills creating valleys 100 feet or more below the hilltops. The hills and ridges are characterized by smooth slopes mantled with a deep layer of soil and weathered rock. Steeper and more broken slopes are found near streams.

The Dan River, which makes a broad curve through the center of the city, originates in the Blue Ridge Mountains and unites with the Staunton River below Danville to form the Roanoke River which flows south and east before emptying into North Carolina's Albermarle Sound. The major tributaries draining into the river's watershed in the Danville area are Sandy River, Sandy Creek and Fall Creek, Rutledge Creek, Pumpkin Creek and Jackson's Branch.

Floodplain deposits of varying widths border all major and minor stream courses. Rock types within the study area are pre-Cambrian deposits of granite and hornblend gneisses which have soils ranging from light to yellow and brown in color. Yellow and brown soils, overlying the darker (hornblende) gneisses, are sticky, clayey, and have moderate to poor drainage characteristics (Comprehensive Planning Study 1967:9-10).

ARCHEOLOGY

The following discussion of regional prehistory provides a context for Native American land use in the study area. The occupants of North America about 10,000 years ago are referred to as Paleo-Indians. The presence of this population in the Dan River Basin has not yet been established. Fluted projectile points, diagnostic of Paleo-Indian components, are found in Virginia but seldom in stratigraphic contexts (Coe 1964:120). However, the presence of these points at the Hardway Site on North Carolina's Yadkin River leads Coe (1964:120) to assume major pre-7,000 B.C. occupation in the Piedmont region.

Ninety-one Native American sites in the Dan River Basin are included in the file in the Virginia State Library Archeological Survey (supplied by the HCRS Regional Office in Atlanta). A significant number of these contain evidence of Archaic occupations. The Archaic Period is

(See Continuation Sheet #1)

8. Significance

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

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

The Danville Tobacco Warehouse and Residential District today represents the most recent phase in a succession of prehistoric and historic land uses reaching back to a period when man first occupied the Dan River Basin. The architecture and written history represent the visible resources of the district; the archeological record left by earlier residents represents the district's equally significant non-visible resources.

The distinct land use histories of three populations reflected in the archeological record of the area closest to the river encapsulates the history of Danville and its development as a commercial center. The three earlier populations, Native American, Colonial/early 19th century, and post Civil War/late 19th century, have occupied what is now the industrial section of the district. Although a linear distribution of prehistoric sites is predicted along the entire Dan River and its tributaries, the potential exists for a higher than average concentration of Native American fishing activity adjacent to shallow areas such as those in the Dan River between the falls and the Worsham Street Bridge. The earliest European inhabitants of the area met seasonally at Wynn's Falls, attracted by the same abundance of fish and molluscs (Hagan 1950:5, Westbrook 1950). Permanent European settlement is linked to the shallow waters which created the "Ford" at Wynn's Falls and to the potential provided by the rapids (MS. Vertical File, Danville Public Library, Pollack 1885:17). This same group built saw and grist mills and then altered the mill pond and races to complete a transportation canal. The post Civil War population's use of this area was primarily industrial but also residential. The area between the Bridge Street factories and the river contained tenements occupied by black tobacco workers. By this time the railroad had become the principal means of transportation; in addition the canal functioned as a power source.

The visible resources of the Danville Tobacco Warehouse and Residential District form the economic core of 19th century Danville. They represent the commercial development of the city and the rise of the working class in response to that development. The district maintains a visible link to the past through its well preserved architecture and in its tradition as the tobacco processing center of the city. Early industrial activity in Danville was dependent upon and centered on its transportation systems. This, coupled with the cultivation of bright leaf tobacco in the area, shaped Danville's development as the primary tobacco market center in Virginia. All elements of a 19th century/early 20th century tobacco manufacturing town are present in the district, from working places to working class homes. Associated with the residential area are three cemeteries: one is an example of mid-19th century municipal cemeteries designed in the Romantic tradition, one a cemetery set aside for blacks after the Emancipation Proclamation, and the third established for Civil War veterans.

9. Major Bibliographical References

See continuation sheet s 12-16.

10. Geographical Data

UTM NOT VERIFIED

Acreage of nominated property approx. 270
 Quadrangle name Danville

ACREAGE NOT VERIFIED

Quadrangle scale 1:24000

UMT References

A	17	644460	4050420
	Zone	Easting	Northing
C	17	645040	4050350
E	17	644440	4048720
G	17	643670	4049360

B	17	644740	4050160
	Zone	Easting	Northing
D	17	645080	4050340
F	17	643760	4048530
H	17	643800	4049950

continued

Verbal boundary description and justification

I	17	644100	4050240
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See continuation sheet #17.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Gary Grant Wendy Harris
Barbara Handy Jill Moser Donna Ware (Ken Pribanic)
 organization Historic Amer. Engineering Record date Summer 1978
 street & number 440 G St. NW Rm 313 telephone 202-343-4256
 city or town Washington, D.C. 20243 state

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature [Signature] Resubmitted 12/16/80
Tucker Hill, Executive Director
 title Virginia Historic Landmarks Commission date MAR 18 1980

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 I hereby certify that this property is included in the National Register
 date
 Keeper of the National Register
 Attest: date
 Chief of Registration

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traditionally assigned dates between 5,000 B. C. and approximately 1,000 B. C. (Miller 1962:109-133) and is regarded as a pre-ceramic period. Howard McCord, staff archeologist for the Virginia Department of Highways and Transportation, noted the frequent occurrence of Archaic stoneworking sites and hunting camps on the terraces bordering the basin. Shell and debris associated with communal harvesting of fish and molluscs are also attributed to Archaic populations.

The Woodland period, which follows the Archaic, is generally characterized by the presence of pottery. Traditionally archeologists have characterized Woodland cultures as more sedentary, as opposed to the more "nomadic" Archaic hunters and gatherers. Late Woodland sites are often sedentary horticultural villages, located in the bottomlands close to the river (Howard McCord, pers. Commun.). The termination of the late Woodland period is usually defined by contact with Europeans. Eighteenth century sources suggest that the late Woodland groups were experiencing considerable internal conflict prior to the arrival of Europeans in this area and the large villages, many of them fortified, were abandoned by the time most of the settlers arrived in the Dan and Roanoke River Basins (Miller 1962:7-20, 311).

Richard T. Marshall, a local archeologist, has found 32 Woodland sites in Pittsylvania County (pers. commun.). Maud Clement, author of The History of Pittsylvania County, Virginia, consulted 18th-century surveyors' records in the course of her research. These documents indicate that in 1747 and 1748 surveyors found abandoned "towns" on the Pigg River and other creeks and abandoned "forts" on Pigg River and Rutledge's Creek (Brubaker 1967:3).

The Fry and Jefferson Survey of 1749 depicts the Dan River adjacent to present day Danville. The only Native American settlements that appear on the maps are labeled Upper Saura Town and Lower Saura Town, both to the west of Danville's present location. Two reports out of a series done by the University of North Carolina Research Laboratory covered excavations at Upper Sauratown in Stokes County, North Carolina, approximately 30 miles west of Danville on the Dan River (Keel 1973; R. A. Regensburg 1972). There was evidence of 500 years of occupation, the final one attributed to the Saura, a late Woodland group. The site appears to have been abandoned by the end of the first quarter of the 18th century. European trade goods were among the thousands of specimens recovered and their analysis might eventually shed some light on the as yet poorly understood Piedmont Contact Period.

Upper Sauratown (Sk^Vla) is a large site and by the end of the 1972 season 24 burials, 31 features and over 1,100 postholes had been recorded. There are other contact period

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sites in the immediate vicinity (Regensburg 1972) and the University of North Carolina Research Laboratory files should provide additional data that might indicate relationships with Upper Sauratown and the Native American late Woodland population in the Danville area.

Five sites are listed for Pittsylvania County by the University of North Carolina Research Laboratory. Four are on waterways and one of a "stone fish wier" located in the middle of the Bannister River. The two Danville sites are on the Dan River, one at Pumpkin Creek and the other at Jackson Branch, both outside the study area (HCRS - Atlanta, site files) .

The Pumpkin Creek site (44py21) , two miles southeast of Danville, was destroyed by the construction of a sewage treatment plant during the 1960 s but emergency salvage work saved some of the material. The site is described as 300 feet in diameter and 12 inches deep with pits extending further into the clay. Material collected from the surface included pottery, points, bone and shell. Local collectors, who had known of the site for years, recalled many burials and refuse pits. Most of the material from this site is in the possession of those collectors.

The Jackson Branch Site (44py23) is situated on a terrace (400 foot contour line) between the Jackson Branch and Dan River, south of Danville. It is on the western bank of the Dan across from Reedy Island. The site, which yielded pottery, points, etc. (as with site 44py21, no detailed provenience is provided in the site report) , was destroyed by construction. The depth of the site is given as "plow zone with pits going deeper" (HCRS Atlanta, site files) .

Richard P. Gravely, Jr., of Martinsville, Virginia, who prepared many of the site reports examined during this study and has worked for many years in the Dan River Basin, referred to the river as "one continuous site." He suggested a number of locations in Danville that would be prime occupation areas for Native American populations. Archaic sites have been found at the ends of ridges near springs. Falls, shoalwater and sandbanks are good areas for harvesting spawning fish, mussels, clams and snails. Both he and Howard McCord suggested that cultural remains associated with intensive fishing activity could be found near the sand flats between the Dan River and Route 58 as well as in the Main Street/ Worsham Bridge area (Gravely, pers. commun.) .

Johnny Westbrook, now deceased, a naturalist and amateur archeologist who worked in the Danville area during the 1940s and 1950s, suggested that quarrying as well as fishing attracted people to the area. He recorded a series of diabase quarries in North Danville and maintained that diabase tools were used both to quarry fine to fashion tools of softer stone. Sets of diabase stone tools in association with red clay banks and caches of

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diabase slabs (usually found in the form of rounded boulders) form the basis for his characterization of Danville as a center for clay mining and rock quarrying (Westbrook 1950) .

Several local collectors were consulted and cooperated in providing information about areas where material had been retrieved prior to the development boom that occurred in the late 1950s and 1960s. Specific locales or "hotspots" were mentioned and are depicted on Map 7. Bill Hathaway, an associate of Westbrook's, and who provided us with the bulk of this information, emphasized the sensitivity of the areas above the alluvial plains. He stated that the upland tobacco fields, now north Danville housing developments, never failed to turn up artifacts during spring plowing.

As mentioned above, the Native American populations had abandoned their settlements within the Dan and Roanoke River Basins by the time the Europeans arrived in what is now Danville. There is no record of Europeans in the area prior to 1728, when a party of surveyors, led by William Byrd, fixed the boundary line between North Carolina and Virginia. His journal refers to a campsite believed to be two or three miles from Danville. This is the earliest known written reference to the area (Hagan 1950:3) . After this date the number of European visits increased and the "ford" at Wynn's Falls (now Danville) provided an easy crossing over the Dan River. Early settlers, scattered over the area, met seasonally to fish at Wynn's Falls. Dr. George Dame (1890) , recalling stories he had heard from older residents, states:

"They remained together for several weeks, dwelling in tents. There were no houses at the place and they brought with them their own provisions and cooks. Barnett, who owned that land on the south side of the river at this place, opened a ferry and soon after had a line of Batteaux put on the river for trading purposes" (Hagan 1950:5) .

HISTORY

The use of the Dan River for trading purposes and the increased cultivation of tobacco in the Piedmont region led in 1793, to the establishment of a tobacco inspection warehouse on the south side of the river. In the same year the General Assembly of Virginia established the town of Danville.

A navigation system for the Dan, Roanoke and Staunton Rivers was developed with the organization of the Roanoke Navigation Co. By 1818, a canal was constructed around the Danville falls enabling trade goods, especially tobacco, to be transported by batteaux to Albermarle Sound. This system, coupled with the construction of the Richmond & Danville

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Railroad in 1856, provided a transportation network in Danville that increased its importance as a tobacco market.

The expansion of Danville's textile interests came in 1895 with the organization of Dan River Mills, located on a site two miles up the river from Riverside Mills. Subsequently, many enlargements and improvements were made to the facilities and capacity of the mills, including the development of Schoolfield, a mill town surrounding the Dan River operation.

In 1909 Riverside and Dan River merged to form the Riverside and Dan River Cotton Mills, Inc. With a total of nine operating mills, it was claimed to be the largest textile industry in the South.

The rise of the industrial activity in Danville from 1880 to 1910 correlates with the development of the neighborhood within the HAER study area. This land, once the estate of Nathaniel T. Green, was purchased by development companies such as the Riverview Land Co., W.J. Dance & Co. and several individuals. The structures built in the neighborhood were three-to-six room dwellings ranging in cost from \$300 to \$500. In 1899 Daniel A. Tompkins codified the construction of economical houses for mill villages in Cotton Mill, Commercial Features. Although houses in this part of the city were not built by factory management for workers, many resemble such standard design.

Between 1895 and 1905 some 30% of employed persons living within the district worked in the industrial area near the river. The numerous rail lines running through the city afforded jobs for many persons living nearby. Others were proprietors of neighborhood grocery stores or worked in the small businesses that flourished between this neighborhood and Main Street. Most persons holding one of many jobs available in the tobacco industry, and later textile manufacturing, were part of processing or production. Warehouse floor managers, factory foremen and others in positions of management more frequently lived further from the industrial area, toward Jefferson Street.

Early in this century black citizens residing in the area primarily lived north of Beauregard Street and within the industrial area and in some cases next door to the tobacco factories. A few early houses of black workers remain near the site of a school on Franklin Street. Most of the other dwellings were swept away by the expansion of business and the railroads in the industrial area.

Among those persons, black and white, engaged in skilled work were builders, carpenters, bricklayers, masons and plasterers. Many of these individuals were surely among those who built these frame dwellings adapting designs used throughout the country.

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Danville's position as a market center became even more important with the origin of auctioneering looseleaf tobacco, known as the "Danville System." This system was widely accepted in tobacco regions due to the growing ineffectiveness of the inspection method.

Danville's growth as a tobacco center ~~received~~ more impetus during the Civil War when large holdings of raw leaf tobacco and processed goods from Richmond were transferred to Danville for safekeeping.

In the midst of the Civil War another railroad line, the Piedmont Railroad, was constructed across the Dan River and south to Greensboro, North Carolina. Although it was constructed as a war measure, the Piedmont line connected with the Richmond & Danville Railroad to provide an important north/south trade route for the region.

The greatest amount of growth in Danville's tobacco industry came in the 1870s and the early 1880s with the emergence of plug and twist manufacture. Its success precipitated the investment of many tobacconists in the textile industry.

Improvements were made to the Roanoke Navigation Canal in 1882 to provide power for Mill No. 1 of the newly formed Riverside Cotton Mill Co. Six mills for the Riverside and Morotock Companies were constructed in the next five years on the north and south sides of the river.

The rapid expansion in the manufacture of textiles was accomplished by a shift of tobacco interests in Danville. The number of leaf dealers and rehandling plants for tobacco off the auction floor increased by almost 200% in the 1880s and early 1890s. The manufacture of tobacco declined in Danville during this period, losing this interest to Durham and Winston, North Carolina.

The emergence of the "trust," the American Tobacco Co. in 1890, certainly reflects the conditions and trends in our country at that time. The trust greatly affected the survival of the numerous independent leaf dealers in Danville by forcing some to close and absorbing others. American Tobacco Co. was joined by other large corporations in Danville such as Imperial Tobacco Co., R.J. Reynolds and L. & M. in the amalgamation of smaller tobacco concerns.

The consolidation of many southern rail lines in 1894, forming the Southern Railway System, was viewed by independent Danville industries as a railroad "monopoly." The large tobacco corporations and textile mills stood to profit from this monopoly whereas the smaller companies were definitely affected adversely.

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THE DISTRICT

Associated with the third population, post Civil War/ late 19th century, are 350 acres of industrial and residential structures rising from the south bank of the Dan River. The south bank of the river forms the northern boundary of the district; it is bounded on the west by the Main Street commercial area and on the east by the Southern Railway tracks. The southern boundary, Jefferson Street, is marked by the visual change between the working class residential area to the north and an earlier residential development to the south. Jefferson Street also represents the limits of residential development noted on local plat maps. The western edge of the district represents a visual distinction between the commercial development of the 1930s and 1940s along upper Newton, Wilson, and Loyal Streets and the type of commercial structure within the district.

The district is composed of approximately 585 structures related to the development of the tobacco industry in Danville. Approximately 37 of these are tobacco factories, prizeries, auction warehouses, and storage facilities constructed between 1870 and 1930. The majority exhibit characteristics typical of late 19th century industrial design - three, four, and five story brick structures with repeated window openings and stepped or decked gable fire walls. Architectural embellishment is confined to the cornices and openings.

Tobacco factories constructed in the 1870s and 1880s (see boundary map: # 5, 6, 7, 14, 23, 25, 27) tend to be more restrained in architectural detail; however, there are exceptions such as the Pemberton & Penn factory (#14). Larger complexes built around the turn of the century by tobacco conglomerates, such as American Tobacco's Harris Building (#4) and the Imperial Tobacco Company Building (#9), are richly embellished with patterned brick cornices, pilasters and courses.

There are five auctionwarehouses in the district representing the evolution of auction warehouse design from the late 19th century to the 1940s. Cabell Warehouse (#17), typical of warehouses constructed of brick in the late 19th century, has a wood column and truss support system. Other warehouses employ the same structural elements using steel members instead of wood. Both types have large interior spaces and roofs with skylights for light and ventilation.

The Patton Storage Units (#32) were constructed around 1940 by the Virginia Tobacco Company for hogshead storage. These metal-clad frame buildings are crudely constructed, employing simple functional metal canopies to protect the tobacco from rain and insects.

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The Southern Railway buildings located in the northeast corner of the district are noteworthy examples of turn-of-the-century railroad buildings. The group of buildings on Craghead Street include the Southern Railway Passenger Station (#12), built in 1899 by noted architect Frank P. Milburn; two freight depots (#10 and 11), cobblestone yards, a decorative cast-iron fence, and the Danville and Western passenger station (#13) built between 1910 and 1915. These railroad structures are among the most significant elements of the transportation system that has serviced Danville from 1818 until the present day.

Approximately 50 buildings in the district are commercial structures designed for small retail and wholesale operations. The majority of these structures line the south side of Craghead Street and both sides of Lynn Street (#s 20, 24, 26, 29, 30). Constructed in the first two decades of the 20th century, these two-and three-story brick buildings replaced earlier frame buildings used for similar purposes. The Crowell Motor Company (#26) is an outstanding example of a reinforced concrete building with terra cotta tile detail.

The district also contains four structures associated with city government and municipal services. The neo-classical Municipal Building (#21) has served as the center of the city's judiciary and executive branches since it opened in 1927. The Municipal Power Station, built in 1912, soon became inadequate for Danville's power needs and was converted to a substation in 1938. A 1920s neo-classical fire station (#50) stands on Bridge Street between the Dan River, Inc. Research Division and the power substation. The shell of an 1880s Purifying House, part of Danville's gas works, stands near the railroad complex off Craghead Street (#51).

One of two textile companies located in the district, The Riverside Cotton Mill #1, designed by T. B. Fitzgerald in 1882, stands behind the present Dan River, Inc. Research Division building on Bridge Street (#16). The facade of the Research Division was added to Mill #1 ca. 1927. Durham Hosiery Mills (#52), at the corner of Lynn and Newton Streets, was constructed in 1915.

The residential area included in the district is comprised of approximately 450 small, single-story dwellings built between 1880 and the 1930s. Almost without exception, they are four-and five-room frame structures with tin roofs and typical of the housing constructed throughout the city during this period. The majority of the homes are Carpenter Gothic with single or double, front and side gables and have front porches with Eastlake and Colonial Revival details (#36, 37, 38, 40, 43, 44). "Shot-gun" houses constructed during the same period have similar architectural details (#33, 34). A few two-story Queen Anne and Carpenter Gothic houses are scattered throughout the area (#41, 35). Their location, especially on the desirable corner lots, influenced the development which followed.

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From the First World War to the 1930s, many undeveloped lots were filled with simple one and two-story bungalows or bungaloids (#39). These structures share height, setback and materials with those constructed earlier, but differ in their horizontal line and detail -- massive porch posts, rafter ends exposed under the eaves and flattened rectangular gable end windows. Temple Avenue, developed in the 1920s, contains several two-story frame dwellings with gambrel roofs (#53).

Approximately 50 structures in the district are "non-contributing" buildings. The boundary map indicates structures designated as "non-contributing," "contributing," and "recent building, not visually intrusive." Structures which did not meet the National Register 50 year criteria were designated either "non-contributing" or "recent building, not visually intrusive." The latter category identifies structures constructed after 1928 that share visual harmony with the area and/or common use. "Non-contributing" structures either lost integrity through non-sympathetic alterations or do not share similar building material or use.

The Patton Storage Units (#32) and the Virginia-Carolina Warehouse (#54) are considered "contributing" because as modern tobacco process structures, they are linked to the significance of the district by their functional nature. The location of the Patton Storage Units in the district offers the opportunity to view the evolving tobacco storage structure. The most recent warehouses in the district, such as the Virginia-Carolina, are significant because they represent the last auction warehouses constructed in the district before this activity moved to the outskirts of town. The Virginia-Carolina also holds the distinction of being the only active warehouse remaining in the district.

METHODOLOGY

There are three components of the work completed this summer: documentary research, mapping and an inventory. During the documentary research, federal, state, county, city and private archival collections were examined, they are listed below. The information gathered was used to prepare the narrative history and eight maps which outline the development of Danville and the study area. Finally, HAER inventory cards were prepared for approximately 585 standing structures in the study area; approximately 50 have been included in the nomination.

The land use maps were developed as a tool to assess the density and distribution of archeological resources within the study area and to provide a context in which to view the existing structures, most of which date from the second half of the 19th century. Although

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Danville Tobacco Warehouse and Residential District, Danville, Virginia

CONTINUATION SHEET #9

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Danville has been occupied for thousands of years, it was useful to break this sequence into manageable units. It was assumed that the culture of each successive population (a Native American, b Colonial/early 19th C. and c post Civil War/ late 19th C) is reflected in distinct land use patterns. Documentary research yielded descriptive information and early maps. This information was used to create new maps providing graphic representation of land use within the study area for each population (maps 5,7,9) . These maps have been superimposed, creating a group of zones, each with a different land use history.

Within the study area there exists a high probability for the presence of archeological resources of different ages, yet to be verified. The characterization of each zone has been derived from documentary research and interviews. These must be verified or disproven through the analysis of cultural materials retrieved in the course of a field testing program to be undertaken in the summer of 1979.

HAER inventory cards were prepared for approximately 585 structures, all of which stand within the boundaries of the Danville Tobacco and Residential District. Each structure was photographed and owners' names were obtained from the January 1, 1978, tax record. The data provided for each structure included: date of construction, building materials, dimensions, history of ownership and use. This level of documentation is possible through the use of primary sources such as insurance maps, city directories, deed and land books and plat maps.

The archives in which these and other sources were consulted are:

A Federal

Library of Congress

United States Archives

HCRS - Atlanta Office: site files for Dan River Valley Survey (compiled in part from
the Virginia State Archeological Survey Files)

B State

Virginia Historic Landmarks Commission

Virginia State Library

North Carolina State Department of Archives and History

The Southern Historical Collection at the University of North Carolina, Chapel Hill

C County

County Clerk's Office

United States Soil Conservation Service

D City

City Clerk's Office

Water, gas and electric department

City Engineer's Office

Danville Public Library

Danville Community College Library

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Danville Tobacco Warehouse and Residential District, Danville, Virginia

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E Private

Tobacco and Textile Museum Library
Danville Tobacco Association
Dibrell Bros., Inc.
Dan River Mills Engineering Department
Virginia Tobacco Co.

CRITERIA ASSESSMENT

- A. The structures within the district trace the evolution of the industry in Danville from one dominated by local firms in the 1870s and 1880s to early 20th century industrial expansion, caused by the entry of the tobacco conglomerates -- Imperial Tobacco Co. and American Tobacco Co. The area is also associated with the emergence and identification of a working class whose quality of life is intrinsic to understanding the socioeconomic fabric of industrialization.
- B. Many of the factories and prizeries standing in the district today are associated with major tobacco companies. The Imperial Tobacco Co. of Great Britain, the American Tobacco Co., R.J. Reynolds, and P. Lorillard are all recognized leaders in the tobacco industry. Dibrell Bros., and independent tobacco brokerage firm, has been based in Danville since 1873.
- C. The area represents the best of the typical industrial architecture constructed in Danville in the second half of the 19th century. Symmetrical factory buildings with load bearing brick walls, constrained ornamentation and successive window openings for light and ventilation are typical elements of 19th century industry which embodied the common sense practise: form follows function.

The architectural design of tobacco warehouses may be unique to the industry. These buildings employ a system of wood columns and trusses with a brick bearing wall structure to support expansive roofs. Skylights mounted in the roof provide a source of illumination for the auction floor below. This system continues to be used today in tobacco warehouses although steel and concrete block have replaced wood and brick.

The residential area reflects modest domestic building styles of the same period as the industrial buildings. Five and six room single story structures trace the transition of architectural taste from Carpenter Gothic to early 20th century bungaloid. Many of these buildings resemble architectural designs for working class houses contained in Cotton Mill, Commercial Features, published in 1899 by mill engineer Daniel A. Tompkins. The similarities indicate widespread use of this mode of housing in areas

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Danville Tobacco Warehouse and Residential District, Danville, Virginia

CONTINUATION SHEET #11

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outside Danville.

Included within the district and just west of the Southern Railway tracks are three cemeteries. The Greenhill Cemetery, established in 1863, is an excellent example of a municipal cemetery in the Romantic tradition of the mid-19th century. It contains handsome tombstones of the city's leading citizens as well as various mausoleums, obelisks and tablets. The Freedman's Cemetery was set aside for the burial of the black citizens of Danville after the Emancipation Proclamation. The Danville National Cemetery was established in 1873. It, like the other two cemeteries, was formed from the estate of Nathaniel T. Green.

Below is an inventory of the Danville Tobacco Warehouse and Residential District.

(see Continuation Sheet #18)

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Danville Tobacco Warehouse and Residential District, Danville, Virginia

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Danville Tobacco Warehouse and Residential District, Danville, Virginia

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Danville Tobacco Warehouse and Residential District, Danville, Virginia

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DANVILLE TOBACCO WAREHOUSE AND RESIDENTIAL DISTRICT, Danville, Virginia

CONTINUATION SHEET 17

ITEM NUMBER 10 PAGE 1

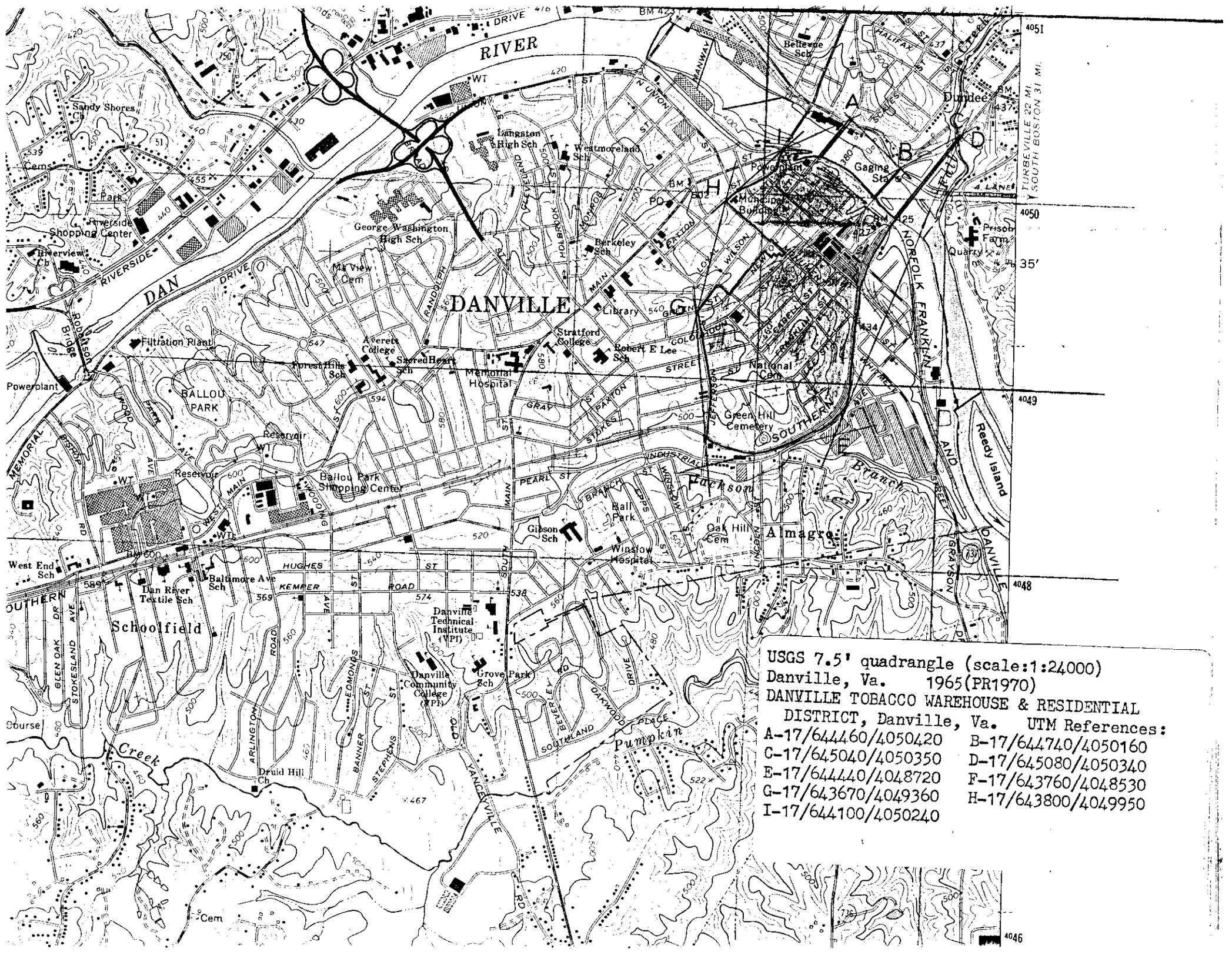
GEOGRAPHICAL DATA

10. VERBAL BOUNDARY DESCRIPTION

Bounded on the north by a line extending east from the south bank of the Dan River directly below the east side of Main Street Bridge and continuing east along said bank to Worsham Street Bridge, extending north to north bank, then east, then south, thereby encompassing bridge and returning to south bank; thence continuing east to Colquhoun Street Railroad Bridge, extending north to north bank of Dan, then east, then south, thereby encompassing said bridge and returning to south bank; thence continuing east to Southern Railroad Bridge, extending north to north bank of Dan, then east, then south, thereby encompassing said bridge and returning to south bank;

Bounded on the east and south by a line extending from latter point south and southwest along easternmost Southern Railroad track to intersection with Jefferson Street; and

Bounded on the west by a line extending from latter point north along east side of Jefferson to intersection with Wilson Street; thence about 600' northeast along southeast side of Wilson to Dame Street; thence southeast along south side of Dame to southeast side of Newton Street; thence northeast along said side of Newton to northeast property line of 525 Newton; thence about 150' southeast, then about 75' northeast, then about 75' southeast behind 584 Monument, then about 80' northeast, then about 75' southeast to rear property line of 510 Colquhoun, then northeast to north side of Monument; thence continuing northwest along said side to east side of Patton Street; thence continuing northeast along said side of Patton to Main Street Bridge and riverbank, the point of origin.



USGS 7.5' quadrangle (scale:1:24000)
Danville, Va. 1965(PR1970)
DANVILLE TOBACCO WAREHOUSE & RESIDENTIAL
DISTRICT, Danville, Va. UTM References:
A-17/644460/4050420 B-17/644740/4050160
C-17/645040/4050350 D-17/645080/4050340
E-17/644440/4048720 F-17/643760/4048530
G-17/643670/4049360 H-17/643800/4049950
I-17/644100/4050240