

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic and Architectural Resources of Kinston, North Carolina

B. Associated Historic Contexts

- I. Kinston's Pre-Civil War Boom, 1850-1860
- II. Kinston from the Civil War to the Beginning of the Tobacco Boom Era, 1861-1889
- III. Kinston's Era of Accelerating Prosperity, 1890-1941

C. Geographical Data

City limits of Kinston, North Carolina

Properties and Districts being nominated with this cover:

- The Hill-Grainger Historic District
- Mitchelltown Historic District
- Queen-Gordon Streets Historic District
- Trianon Historic District
- Kinston Baptist/White Rock Presbyterian Church
(former) Baptist Parsonage
- Canady, B. W., House
(former) Atlantic and North Carolina Railroad Freight Depot
(former) Kinston Fire Station/City Hall
- Blalock, Robert L., House
- The Peoples Bank Building
- Hotel Kinston

See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 38 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

William S. Pinn
Signature of certifying official

9-12-89
Date

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register

Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

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Introduction

The historic and architectural resources of Kinston, North Carolina, meet three of the National Register criteria of significance. First, the majority conform to criterion A, being associated with events that have made a significant contribution to the broad patterns of Kinston's history. Two of the individual properties and one district meet criterion B because of their association with the lives of persons significant in Kinston's past. The majority of the individual properties and all of the districts meet criterion C. The individual properties embody the distinctive characteristics of a type, period or method of construction or represent the work of a master. The districts represent significant and distinguishable entities whose components may lack individual distinction.

The city of Kinston, with its 1980 population of 25,234, is located in the lower corner of the northeast quadrant of Lenoir County, of which it is the county seat. Lenoir County is in the central part of the state's coastal plain region and exhibits the typical generally level terrain with scattered low hills, as well as the characteristic gray sandy soil. Kinston's southern border is formed by the meandering Neuse River which passes the city of New Bern some thirty miles to the southeast before eventually emptying into the Pamlico Sound [Powell - p. 1].

Settlement began in the Kinston area at the end of the third decade of the 18th century, at which time it was a part of Craven County. The first land grant near present-day Kinston was made in 1729 to Robert Atkins for a tract of two square miles on the Neuse River. As other settlers took up grants in this area and further west, the population grew large enough to warrant the creation of a new county, Johnston, which was carved out of Craven in 1746. The new county's seat was at Walnut Creek between present-day Kinston and Goldsboro [Powell - pp. 10-11].

As the region's population continued to grow, residents agitated for the division of the large Johnston County because of the great distances many of them had to travel to attend court sessions and other public meetings. The General Assembly voted in 1758 to split Dobbs County off from Johnston, with Walnut Creek to continue as the seat of the new county. Walnut Creek remained the official seat of Dobbs County for the next 20 years [Powell - pp. 16-19].

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At the end of 1762, the General Assembly passed an act establishing a town on land in Dobbs County owned by William Heritage, who agreed to set aside 100 acres for the town with 50 acres to be used as a town common. The land was located approximately 18 miles from Walnut Creek at Atkins Bank, a bluff above the Neuse River, where a tobacco inspection warehouse and a Church of England chapel already stood. The new town was named Kingston, in honor of King George III who had been on the English throne for two years. The principal streets in its layout were King and Queen, while the boundary streets were named East, North and South, with the Neuse River running along the western edge of the town. Other streets were named in honor of the town's commissioners [Powell - pp. 17-18].

Again in 1779, new counties were created out of old, as Dobbs County was divided to create Wayne County in the western half, with the east section remaining as Dobbs. With this division, Kingston was established as the county seat of Dobbs County [Powell - p. 19].

By this time, the Revolutionary War was underway, and the most renowned individual in the town's history was playing an important role in the history of the new state. Richard Caswell (1729-1789), who had served in the provincial General Assembly beginning in 1754, was elected temporary governor of the new state of North Carolina by the Provincial Congress in early 1777. He was elected to a regular term later that year and re-elected in 1778 and 1779. Caswell had previously been active in the five Provincial and two Continental Congresses which met in 1774 and 1775 as the colonies moved toward open rebellion against the Crown. During Caswell's war-time terms as governor, he continued to reside at his home near Kingston and the Council of State met in the village on several occasions. Caswell was later elected to three terms as governor of the new state of North Carolina, serving from 1784 through 1787 [Powell - pp. 20-30].

In 1784, after the colonies had won their independence from England, the "g" in Kingston was dropped and the town re-named Kinston. Seven years thereafter, in 1791, Dobbs County was abolished and two new counties created from it--Glasgow (later changed to Greene) in the north and Lenoir in the south, with Kinston as the seat of the latter. Kinston's new county was named for Revolutionary War hero and statewide political leader William Lenoir of western North Carolina [Powell - pp. 17, 34-35].

At the turn of the 19th century, Kinston and Lenoir County remained

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relatively sparsely settled, with the county population being 4,005, while the town numbered a total of only 108 residents, both free and slave. During the next five decades the population of both increased at a slow pace, as did that of much of the rest of the state. In fact, between 1830 and 1840 the county's population actually experienced a decline [Powell - pp. 5, 35-36; Lefler and Newsome - p. 715].

Outmigration contributed substantially to the sluggishness of the county and state's growth in the early 19th century. The Kinston Free Press noted in its 23 November 1957 issue three reasons for this outmigration from Lenoir County, which reached its height in the 1830s. First, all of the county's good tillable land was already owned by planters and small farmers. Secondly, much of the cultivated land was worn out and commercial fertilizers were then unavailable to replenish the soil's nutrients. Finally, the area was particularly prone to epidemics of malaria, typhoid and yellow fever ["High Points in History"]. These factors combined to make moving to the frontier--whether Florida to the south or the new western territories--a very attractive concept.

I. Kinston's Pre-Civil War Boom, 1850-1860

By 1850, Kinston's population had grown to 455 largely because of its status as a county seat and its situation on the Neuse River where it served as a trade center for the surrounding area whose economy was based on agriculture. As could be expected, the community boasted two hotels or boarding houses, and its population included several merchants, farmers, lawyers, physicians, carpenters, harness-makers, a mason, a bookkeeper, a watchmaker, a barkeeper, and a number of county officials [Powell - pp. 38-41].

The town had been incorporated in 1826, but the commissioners appointed by the General Assembly failed to qualify for office, a further symptom of the lethargy of the times. But when the town was re-incorporated in 1849, individuals were available who were ready to lead Kinston into a new era of prosperity [Powell - pp. 38-41]. The appointed Board of Aldermen consisted of John F. Wooten, a lawyer and native of Virginia; Pinckney Hardee, who was the first county equivalent of superintendent of schools; John H. Peebles, a merchant; James W. Cox, a farmer; and W. C. Loftin, a merchant who also operated one of the two hotels [Kohler - p. 81]. In the first election of town officials (January 1850), the following officers were chosen: Moses Patterson, mayor; Dr. John Woodley, town clerk; Richard W. King, town

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treasurer; and James B. Weeks, town sergeant. At this time, portions of the 50 acres which had originally been set off for a town common were divided into lots for sale [Powell - p. 38].

Commercial fertilizers had been introduced in Lenoir County about 1845, so that the county's farms were increasingly productive, with cotton being a major cash crop ["High Points in History"]. During the 1830s and 1840s, the Whig Party controlled the state's government and instituted a number of reforms and internal improvements aimed at bringing North Carolina out of the doldrums which had characterized the state since the Revolution. The most far-reaching of the improvements inaugurated during this period was the chartering of several railroad companies and the participation of the state government in financing and operating some of them. The state had long suffered from a poor transportation network which made it difficult for farmers to get their products to markets. Communication between the state's differing geographical regions was also a problem [Lefler and Newsome - pp. 359-363].

The first railroad chartered (1834) and constructed in the state was the Wilmington and Weldon, which ran from the southeastern port city to a small town in Halifax County where it connected with two railroads originating in Virginia. The Raleigh and Gaston Railroad (chartered in 1835) extended from the state's capital city to Gaston, again in Halifax County, near the Roanoke River (a rail link was later built between Gaston and Weldon). In 1849, the North Carolina Railroad Company was chartered to build a line between Goldsboro and Charlotte, with stops at Raleigh, Greensboro, Salisbury and other communities between [Lefler and Newsome - pp. 363-366].

The Democratic Party came to power in North Carolina in the 1850 election. Fortunately, they continued many of the reforms and improvements instituted by the Whigs, including the construction of railroads [Lefler and Newsome - pp. 374-379]. Among those beginning operations during the 1850s was the Atlantic and North Carolina Railroad which ran from Goldsboro to Beaufort via Kinston and New Bern [Lefler and Newsome - p. 380]. With the completion in 1858 of this important link with the outside world and its markets for the county's products, Kinston's future prosperity was assured. By 1860, the town's population had grown to 1,333, an increase of nearly 200 per cent. It was one of only 11 towns in the state with an 1860 population of more than 1,000 people [Powell - pp. 5, 41].

During this important ten-year period, many new mercantile

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establishments were opened, the town's first industries went into operation, several churches were organized, the county's first newspaper, The American Advocate, commenced publication, and many buildings were erected [Powell - p. 57]. Among the early industries were the shoe factory opened in 1858 by John C. and George Washington and the Dibble Brothers Carriage Works. The Dibble brothers, James and Franklin, had begun running a steamboat on the Neuse River about 1840 and built a wharf on the river at Kinston in 1850 ["Brief History of Kinston"]. Churches established during this period included those of a Missionary Baptist congregation, which moved to Kinston in 1857 and built a frame church and parsonage the following year, and local Methodists whose second frame church is said to have been used during the Civil War as a hospital [Heritage - p. 96; Dreyer, Kinston's Architecture - p. 118]. Both these churches and the former parsonage are among the handful of buildings which survives in Kinston from this period, although the churches are no longer used by the congregations for which they were built.

By the end of the decade, Kinston was a bustling community, whose location on a railroad line was rapidly opening up new horizons for the town's development. Drawings which depicted the December 1862 First Battle of Kinston appeared in Harper's Weekly in 1863. Two of them show clusters of buildings along the curving Neuse River, with the largest concentration on a bluff above a line of military fortifications. At least one of the buildings appears to be a church, identifiable by a tall steeple at one end [Heritage - p. 25].

II. Kinston from the Civil War to the Beginning of the Tobacco Boom Era, 1861-1889

The Civil War and the succeeding years of Reconstruction took their toll on Kinston; from 1860 to 1870 the town's population decreased by just over 17 per cent, from 1,333 to 1,103 [Powell - p. 5]. At the beginning of the War, the town's location on the Atlantic and North Carolina Railroad made it one of several sites in the state used for the stockpiling of supplies for the Confederacy. In addition, a local bakery made "hard tack" for Confederate soldiers, and the Washington shoe factory supplied shoes for the troops from Kinston before it was moved to Haw River and, later, to Raleigh. But Kinston's location also made it a target for Union forces, and several skirmishes and two major battles occurred in and around the town [Powell - pp. 43-50; Kinston Free Press, 1897 Industrial Edition, p. 1].

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At the close of the War, Union troops occupied Kinston for a time to maintain order as the local citizenry struggled to recover from losses suffered during the war [Powell - p. 51]. The problems were greatest in the county where burned-out fields, the loss of slave labor, and the lack of capital were major obstacles to replanting and rebuilding. Naturally, this had a significant impact on Kinston's trade and commerce, which were largely dependent on the county's agriculture prior to the War. But the town itself and the railroad were relatively intact, making a rapid recovery feasible. By the end of the decade of the 1860s, Kinston boasted three churches, two hotel/boardinghouses, seven lawyers, eight grist mills, nine physicians, one dentist, two shoe factories, one harness maker, 27 merchants, three carriage works, and the Kinston Female Academy [Branson's Directory, 1869].

Growth was solidly re-established in Kinston during the 1870s, as the population increased by more than 50 per cent, from 1,103 in 1870 to 1,726 in 1880. By 1872, Levi Branson's North Carolina Business Directory listed six schools, three churches, one hotel, one boarding house, one dentist, two turpentine distilleries and 48 merchants in addition to those listed in the 1869 directory. The new churches included Disciples of Christ, Episcopalians and Presbyterians.

During this post-Reconstruction expansion in Kinston, one-story frame shops rose along Queen and Heritage streets north of the original town center at the intersection of Queen and Caswell streets. Several mercantile establishments were inaugurated at this time which have continued in operation to the present. They include Lemuel Harvey's agricultural implements and fertilizer business and the Oettinger brothers' furniture store. Other important merchants operating in the 1870s were W. E. Mewborne, S. H. Abbott, W. F. Stanley, and A. R. Miller [Historic and Descriptive Review - pp. 98-108].

Although the railroad eventually became the major method of transportation for trade and commerce in Kinston and Lenoir County, the Neuse River remained important through the 1870s; in 1873 the Caswell Steamboat Company joined Dibble Brothers in moving goods to market. At the end of the decade, Kinston was an important center for the region's cotton culture, although bright leaf tobacco was introduced in Lenoir County on a small scale during the decade. Cultivation of the latter crop led to the establishment in 1878 of Kinston's first small tobacco factory, the A. Harvey and Company Tobacco Company, which produced smoking tobacco. Also in that year attorney J. W. Harper, who later served as superintendent of county schools, began publishing The Kinston Journal [Kohler - pp. 81, 121].

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Residential construction consisted during the late 1860s and through the 1870s of a gradual infilling of established areas with little construction beyond the original limits of the town. Gray's map of Kinston dating from 1882 shows the small number of buildings standing at that time east of East Street and south of South Street, although the northern area of the city was already beginning to be built up [Heritage - inside back cover]. The majority of buildings at the time, including those in the business district, would have been of frame construction, which contributed to their low survival rate. Among the more substantial buildings erected during the 1870s was the Lenoir County courthouse, replacing an earlier structure destroyed by fire in 1878. The new brick courthouse, which remained in service until 1940, exhibited the eclecticism typical of Victorian architectural styles with its Renaissance Revival classical detailing [Dreyer, Kinston's Architecture - p. 28].

Although the decade of the 1880s saw Kinston's population increase by a negligible amount, from 1,726 to 1,762, the period was one of substantial development on both the commercial and industrial fronts, as well as the beginning of expansion of residential construction outside the earlier established areas. In addition, the community continued its emphasis on providing quality education for its young people, as the Kinston Collegiate Institute, Kinston College, and Kinston High School were established during the late 1870s and early 1880s. In 1882 Josephus Daniels (later the editor and publisher of the Raleigh News and Observer) and his brother C. C. Daniels began publishing the Kinston Free Press, which remains Kinston's principal newspaper today [Powell - p. 59; Historic and Descriptive Review, pp. 98-108].

The Historical and Descriptive Review of the State of North Carolina, published in 1885, lists some of Kinston's businesses in operation at that time, including several established in the first half of the decade. Among the latter were Pridgen & Whitehurst, wholesale and retail druggists; Henry Archbell's candy factory; D. R. Jackson, grocer; John E. Parrott, pharmacist; S. H. Loftin, banker and general merchant; and Dawson & Mewbourne, cotton and guano. Also contributing to the local economy was the Kinston Machine Mills, which produced engines, saw and grist mills, and other machinery. These concerns were joined later in the decade by the Ellis Carriage Works, the Hotel Bailey, R. E. L. Rhodes, sheet metal worker, and James F. Parrott's wholesale and retail grocery business [Illustrated City of Kinston - pp. 3-16]. An important enterprise whose establishment dates from the middle of the decade was B. W. Canady's hardware company whose founder

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played a very active and significant role in the town's development during the 20 or so years of his life in the town. Numerous frame and brick commercial buildings were erected along Queen Street, which now became the main business thoroughfare in Kinston, replacing Heritage Street whose location one block closer to the Neuse River had made it the logical early business center.

In their history of Kinston and Lenoir County, Talmage C. Johnson and Charles R. Holloman noted that at the end of the decade of the 1880s,

. . . there occurred in Kinston some reaction to the rapid growth and expansion. It appeared that the town had been building too fast; there were many vacant houses and real estate prices were falling. Some new movement or development was called for to prevent a swing backward and to assure further progress . . . [Johnson and Holloman - p. 128].

Community leaders devised a scheme to establish a manufacturing plant in Kinston which would follow the lead of many other towns and cities across the state during this era. They would open a cotton mill ". . . cotton, into a finished product and thereby give employment to hundreds of laborers" [Johnson and Holloman - p. 128]. With the establishment of Orion Knitting Mills, which began operating in January 1891, Kinston became a full participant in the state's late 19th century industrial revolution [Dreyer, Kinston's Architecture - p. 25].

Residential construction appears to have been on the upswing in the 1880s, although Johnson and Holloman suggest that overbuilding may have occurred. The majority of these houses seem to have been built within or near the town's original boundaries. In 1921 Joe Dawson, who had arrived in Kinston in 1883, wrote an article for the Industrial and Commercial edition of the Kinston Daily News in which he described the town's growth in that nearly 40-year period. According to Dawson, in 1883 ". . . the town had not crossed East street and at that time the northern boundary of Kinston was practically . . . the Atlantic and North Carolina railroad crossing at Queen street" ["Realty Changes in Kinston"]. He went on to state that,

Going east from the . . . depot, on what is now Blount street extended, that beautiful section which draws the admiration of all on account of its magnificent oak-

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lined sidewalks, had been recently transformed from a fertile corn field into a section soon to become a principal residential portion of Kinston. It will interest the public to know that the splendid oaks along Blount street, east from McLewean street crossing, daily place this generation under obligation to those [whose] foresight planted them in the early 80's ["Realty Changes in Kinston"].

This marked the earliest beginning of suburban development in Kinston.

Unfortunately, most of the buildings erected in Kinston during the 1870s and 1880s, like those of earlier periods, no longer exist. Expansion of the business district resulted in the loss of many houses which stood along the streets where the town's earliest development occurred. Fires took many other buildings. As early as 1939, the Real Property Survey of Kinston noted that only 9.1 percent of existing residential structures, fewer than 300, were built prior to 1895 [Real Property Survey - p. 11]. This means that an overwhelming majority of historically and architecturally significant buildings in Kinston date from the town's late 19th and early 20th century boom era.

III. Kinston's Era of Accelerating Prosperity, 1890-1941

In November 1957, a special edition of the Kinston Free Press was devoted to the history of the community. One article presented this summary of the position of Kinston as it entered the last decade of the 19th century,

Up until the 1890's, Kinston, milked dry of incentive by war, general decrepitude and the apathy that often goes hand in hand with it, had achieved no particular significance in the world. It was a stumbling little crossroads community with no principle and little interest. Its income was derived primarily from cotton, turpentine and lumber ["High Points in History"].

Developments of the 1870s and 1880s seem to contradict this thesis. In any event, Kinston entered upon a period of growth which has continued steadily to the present, but was especially intense in the last decade of the 19th century and the first two decades of the 20th century.

Although a variety of industries and commercial enterprises made

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important contributions to the boom which occurred in Kinston beginning about 1890, the most significant impetus was the introduction on a large scale of bright leaf tobacco cultivation in the coastal plain and the efforts of several men to develop Kinston as a major tobacco market.

By 1820 the tobacco industry had become an important part of the economy of the United States, but the development of bright leaf tobacco, "a milder and more fragrant leaf characterized by a bright golden color and a lower nicotine content," established North Carolina and Virginia as the leaders of that industry in the years prior to the Civil War. At that time, the principal North Carolina counties involved in tobacco cultivation and processing were those along the northern tier of the piedmont region, including present-day Vance, Granville, Durham, Person, Orange, Alamance, Caswell, Guilford, Rockingham, Forsyth and Stokes. These counties came to be known collectively as the Old Bright Belt [Tilley - pp. vii, 11].

After the Civil War, attempts were made to introduce bright leaf cultivation in other regions of the state. These efforts were relatively unsuccessful in the western mountain area. However, the coastal plain proved a much more fertile ground for tobacco, both literally and figuratively. As previously noted, there already existed a tobacco inspection warehouse when Kinston was founded in 1762, some tobacco was being grown in Lenoir County in the 1870s, and a small tobacco factory was opened locally in 1878. However, it was only in the 1880s and 1890s, as prices for cotton continued to sink ever lower, that farmers in the region finally began to look seriously for alternative money crops [Tilley - p. 141]. Several methods were followed for stimulating tobacco cultivation in the region. They included hiring growers from the Old Bright Belt to instruct coastal plain farmers, as well as actually encouraging Old Belt planters to move to the area and start farms. Other pressure came from owners of undeveloped farm lands, owners of warehouses, railroad officials, local bankers and other businessmen, and local newspapers. By the late 1880s tobacco cultivation was well-established across the region [Tilley - pp. 142-144].

In 1891 officials of the Carolina Real Estate Agency of Kinston published a promotional brochure in which they embraced the view that tobacco was soon to become the most important crop in the coastal plain. They were hoping to attract farmers with experience in cultivating, curing and handling tobacco to become tenants in Lenoir and the surrounding counties [Tilley - p. 146]. The year 1895 proved to be the watershed for tobacco in Lenoir County. It was in the early months of

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that year that Jesse Willis Grainger purchased \$500 worth of tobacco seed which he distributed to county farmers, promising that if they would cultivate and cure the tobacco he would provide a warehouse in Kinston where it could be sold [Tilley - p. 147]. He carried out his end of the bargain by constructing, with other merchants and leading farmers of the area, the Kinston-Carolina Warehouse in August of that year. Sales of tobacco in that first year exceeded 800,000 pounds ["Kinston Tobacco Market"].

The Kinston Free Press was bold in its positive assessment of the potential impact of the opening of Kinston as a tobacco market, both in the short term and the long run. One week after the first sale, an article entitled "A New Era for Kinston" made the following statement,

A new era for Kinston! That is what the opening of a tobacco market here last week meant. We believe it means greater prosperity for Kinston and the surrounding country. . . .

Our business men are united and enthusiastic for making Kinston a great tobacco town. They must stay so, and put forth every effort to induce the farmers in all the country surrounding Kinston to plant tobacco next year, and use all their influence to induce farmers from a distance to bring their tobacco to Kinston. With united effort on the part of our citizens Kinston will be the leading town of Eastern Carolina ["New Era"].

The efforts advocated by the Free Press seem to have been engaged in by the local citizens. It was reported that sales in the second year of production were between two and three million pounds, and projections for 1897 were that sales would reach four to six million pounds. Grainger's Kinston-Carolina warehouse was expanded in 1896, and hardware merchant B. W. Canady opened Kinston's second warehouse in the same year. In addition to these warehouses, Kinston had six large prizeries where the recently-sold tobacco was packed into hogsheads for shipment ["Kinston Tobacco Market"].

Throughout the decade of the 1890s, new businesses were constantly opening in Kinston, as more and more people were attracted to what was seen as a town with a tremendously prosperous future. At the beginning of the decade, a second railroad, the Wilmington and Weldon, completed a branch to Kinston, further enhancing the town's importance as a center of trade and commerce ["Brief History of Kinston"]. A number of men joined the already-existing business community and made contributions to

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the development of modern-day Kinston. Among them were merchant, hotel proprietor and east Kinston developer J. A. McDaniel; N. J. Rouse, an attorney who was involved in several local business enterprises; and druggist J. E. Hood [Johnson and Holloman - pp. 130-132]. Luther Tapp, a Roxboro native, was one of J. W. Grainger's partners in the Kinston-Carolina Warehouse; he later ran B. W. Canady's Atlantic Warehouse ["Tobacco is King"].

The growing importance of tobacco to Kinston is reflected in the opening of several concerns which conducted certain of the processes necessary for rendering the leaf as smoking or chewing tobacco. The A. Harvey and Company tobacco factory had apparently closed prior to 1890, so that during the early days of Kinston as a tobacco market, these processes were carried out in other towns. But in 1899 the American Tobacco Company established a re-drying plant in Kinston, following the earlier lead of H. J. Bass & Company. And in 1898 Hoge Irvine built a stemmery, while George and Henry Knott added the Eagle to the growing number of Kinston tobacco warehouses ["City's Tobacco Factories"; and "Tobacco is King"].

The list of commercial establishments and industries commencing operations during the 1890s is long. The Kinston Cotton Mills joined Orion Knitting Mills in the town's contributions to the state's growing textile industry. C. T. Randolph opened another entry in Kinston's substantial carriage manufacturing business. E. B. Marston opened a wholesale and retail drug supply store, the Quinn & Miller Furniture Company began operations, and D. V. Dixon & Son commenced selling hardware. The Bank of Kinston was founded in 1897, joining S. H. Loftin in offering banking services to the white community. Black residents had their own businesses and the Dime Bank of Chas. F. Dunn. Also starting about 1897, Hines Brothers Lumber Company provided materials for the booming construction industry which had to keep up with a population which grew by nearly 140 percent, from 1,762 in 1890 to 4,106 in 1900 [Illustrated City of Kinston - pp. 3-16].

With this substantial increase in population came a pressing need for residential construction. By the 1890s, residential neighborhoods beyond Kinston's original, central core were being developed for both white and black and middle-income and working-class residents. The typical residents of the early middle-income suburban neighborhoods--to the east, north and northwest of the central core--were prosperous merchants, tobacconists, industrialists, bankers and professionals, those people who directed the city's growth in the late 19th and early 20th centuries. While many of the earliest houses in these

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neighborhoods were fairly modest frame dwellings, others were more sophisticated examples of popular architectural styles of the period, particularly the Italianate, Queen Anne and Classical Revival styles.

Territory to the south and northeast was home to the city's black population. Neighborhoods such as Lincoln City and the Tower Hill Road section are characterized by traditional frame houses, with a substantial representation of shotgun dwellings. Residents of Lincoln City in southeast Kinston worked at Hines Brothers Lumber Company, the Lenoir Oil and Ice Plants and in the tobacco market and plants. The first black residents of the Tower Hill Road area were workers in J. C. Washington's shoe factory [Dreyer, Kinston's Architecture - pp. 122 and 131]. In addition, there are a few areas of worker housing associated with Kinston's textile mills.

With the establishment of these neighborhoods beyond its original core, Kinston was taking part in the state and nation's movement of the middle class to a suburban living environment. As cities grew and filled the area within their original and early boundaries, those citizens with sufficient means escaped from the noise, dirt, pressures and confusion of urban life to an ideal of semi-rural living. According to Sydney Nathans in his study of late 19th and early 20th century North Carolina,

The promise of shady tree-lined streets, away from the tensions of the city and close to the country, had long since demonstrated a deep appeal to Americans. The suburban home represented a retreat from the world of commerce, and nearby nature was a reinforcement for domesticity. The promise of space and privacy, the security of a neighborhood made up of one's own kind . . . seemed more credible in the suburb than in the city, with its crowding and clamor of classes [Nathans - pp. 60-61].

The early Kinston suburbs were not the planned suburbs found in cities such as Charlotte, Greensboro, Winston-Salem and Durham, with their curvilinear street plans and dedicated park space. In some ways it is an extension of the urban growth of Kinston, similar to the Riverside Historic District in New Bern (listed in the National Register in 1988). But it does represent a move outward from the early limits of the town and to the attractive tree-lined streets and more homogeneous population of the suburb.

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At the close of the decade, the town boasted, in addition to the numerous industrial and commercial enterprises cited, a brick fire station and city hall, wide streets, an incandescent and arc electric lighting system, a telephone system, several large churches, a public library, several private schools and one public school, and burgeoning suburban neighborhoods ["Brief History of Kinston"]. The 1890s are the first period in Kinston's history from which a significant portion of the building stock survives.

The one major blight on the town's progress during the 1890s occurred in that important year 1895, when a disastrous fire destroyed two solid blocks of buildings at the heart of the central business district, including any houses still standing within the precincts of the commercial center. Joe Dawson compared the February conflagration in potential impact to that of the well-known great Chicago fire. However, Dawson also described many of the structures destroyed by the fire as, ". . . shabby wooden buildings with . . . over-reaching sheds" ["Realty Changes in Kinston"]. He went on to say that ". . . what many then thought was Kinston's finish proved to be only the beginning of the greater Kinston of which we are so proud today. The burnt district was rebuilt with brick buildings of modern construction and its rebuilding became contagious . . . ["Realty Changes in Kinston"]. The late 19th and early 20th century commercial buildings which arose after the fire are typical of the period, exhibiting elements of the late Italianate, Romanesque Revival Beaux Arts and Classical Revival styles.

The first two decades of the 20th century continued in the directions established in the last decade of the 19th century. During this 20-year period, the town's population more than doubled, increasing from 4,106 in 1900 to 6,995 in 1910 and 9,771 in 1920 [Powell - p. 5]. Again, growing numbers of industries and commercial enterprises combined with the availability of rail transport to produce a booming economy, even with the slight downturn in construction during the years of World War I.

The tobacco market continued to be the most important component of the boom; by 1906 claims were made for Kinston as "one of the leading tobacco markets of the state." Five warehouses were in operation at that time. In addition, four large stemmeries prepared the tobacco for shipment. However, other industries were thriving as well. The Orion Knitting Mills and Kinston Cotton Mills employed large numbers of workers, and the three carriage factories continued to add significantly to local industry. The Ellis Carriage Works was particularly strong in the field. A furniture factory operated briefly at the beginning of

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the century, and its plant was later used by a silk mill [Kinston Free Press, 1906 Industrial Issue]. Assisting in the transportation arena was the construction in 1900 by the Atlantic and North Carolina Railroad of a large brick freight depot just southwest of the intersection of McLewean and Blount streets [Sanborn maps]. With its location in a largely agricultural area of the state and its accessibility through the rail network, Kinston was a natural site for the development of a substantial wholesale grocery industry, and several such concerns were operating locally in the early 20th century.

On the commercial front, Kinston's second major bank, First National Bank, opened early in the century and erected in 1906 an unusual three-story Beaux Arts-style building at the northeast corner of Queen and Gordon streets. Two years later the National Bank of Kinston (formerly the Bank of Kinston) built an elegant and modern Neo-Classical Revival building on the southwest corner of the same intersection [Illustrated City of Kinston]. A third bank, the Farmers and Merchants, was located on the northwest corner of the intersection (its 1925 building still stands on the site). With the turn-of-the-century Italianate brick building erected for the Canady hardware store on the southeast corner, this intersection became the center of the commercial district.

Commercial areas for white and black residents of Kinston were clearly segregated during this period; the black business district was located along Queen Street south of King Street. Typical black-owned businesses included hotels, barber shops, grocery stores, cleaners, shoe shops, a bakery, a drug store, restaurants and the Palace Theater. Buildings were characteristically one or two stories of brick or concrete block construction with modest stylistic embellishments. Several banks were located in the area, including The Peoples Bank, which was formed in the first decade of the the century under the name Holloway, Borden, Hicks and Company [Dreyer draft - p. 30].

The white business district continued to be filled in with brick buildings from one to four stories in height through this period. A broad range of goods and services was available to the residents of the town and county [Illustrated City of Kinston - pp. 3-16]. In 1914, a handsome limestone and granite United States Post Office was constructed on the northeast corner of Queen and North streets and one block north of the banking intersection. An illustrated pamphlet boosting the growing community called Kinston the "Queen City" of Eastern North Carolina, . . . a modern city of ten thousand inhabitants, possessing every inducement to offer to the homeseeker and manufacturer"

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[Illustrated City of Kinston - p. 1].

Numerous substantial churches were built during this era to replace earlier buildings which were no longer large enough for the congregations using them or for newly formed congregations. The principal white Baptist, Episcopal, Methodist and Christian congregations built during the first two decades of the century, as did the First Church of Christ Scientist, the black First Baptist Church, the Unitarian-Universalist Church and Saint John's Free Will Baptist. The preferred architectural style for these edifices was the Gothic Revival, although the Romanesque Revival also appeared and Flemish influences were seen as well. Many of the buildings erected for these congregations survive as testimony of this early 20th century expansion [Dreyer, Kinston's Architecture - pp. 98, 118, 121, 127, 133, 135, 143]. At least two of the 19th century structures were recycled by the congregation as it moved to a larger facility. The Baptists sold their Greek Revival frame building to a black Presbyterian congregation which moved it to a new location in northeast Kinston where it continues to serve as the White Rock Presbyterian Church. A splinter group of the Methodist congregation remained with the building at Caswell and Independent streets for about twelve years, until they rejoined the main congregation and sold the building to a Jewish congregation in 1925.

A new element was added to Kinston's population around the turn of the century, when several Jewish families arrived. Some of these families were part of a new wave of Eastern European Jews who had begun immigrating to the United States in the 1880s, eventually moving into the South where they opened cash stores in many small towns [Evans - p. 70]. One of the first to make Kinston his home was Morris Pearson who had emigrated from Russia in 1882 to escape the persecution and poverty which were the lot of Russian Jews. Pearson opened a dry goods store in Kinston ca. 1900 [Heritage - p. 342]. A few years later Hyman Stadiem followed Pearson in establishing a retail soft goods store in Kinston; under the name H. Stadiem, this business is still in operation as a clothing store [Illustrated City of Kinston - pp. 6; and Heritage - pp. 90 and 381]. In the first decade of the 20th century, there were about 15 Jewish families living in Kinston, and the community's first rabbi came in 1904 and formed Tiphereth Israel Temple. Kinston's Jewish congregation met at several different locations, including the (former) Caswell Street Methodist Church, prior to constructing a temple in 1954 [Heritage - p. 116].

Education was also a priority in Kinston during these decades. The Rhodes Military Academy opened in 1902, but within seven years it had

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succumbed to the combined force of financial difficulties and the development of public schools. The public schools in operation by 1905 were a grammar and high school for white students and a grammar school for black students, with a combined enrollment of 1,191. In this period a handsome two-story with basement grammar school for white students was built in the Renaissance Revival style at the corner of Peyton Avenue and Independence Street. Named the Lewis School in honor of Dr. Richard Henry Lewis, Kinston's best-known late 19th century educator, this grand school building burned in 1941. The town built a white high school in 1914 [Heritage - p. 124].

Another local institution inaugurated during the first decade of the century was Robert Bruce McDaniel Memorial Hospital, later known as Parrott Memorial Hospital. In 1905, prominent real estate developer and hotel proprietor James A. McDaniel and his wife donated their one-story, Queen Anne style residence at the east end of Gordon Street, in his Trianon development, for use as a hospital. It was named in memory of their son who had died the previous year. The hospital opened in June 1906 with Drs. James M. and Thomas Parrott in charge. The Parrott brothers also operated a training school for nurses in connection with the hospital, which they purchased in 1914 and renamed for their mother, Elizabeth W. Parrott. Three years later they built a two-story brick addition in the prairie style on the one-story frame house [Kohler - p. 122]. The Parrott Memorial Hospital was Kinston's "first regular and fully staffed hospital" and its only hospital until 1925 when Memorial General Hospital admitted its first patient [Heritage - pp. 61-62]. The Parrott Hospital continued in operation until 1973 when the new Lenoir Memorial Hospital was under construction; the buildings of Parrott Hospital were demolished in the late 1970s, and the large rectangular lot on which they stood is now undeveloped open space in the Trianon district [Dreyer, Kinston's Architecture - pp. 55 and 128].

Residential construction in the first decade of the 20th century continued in the patterns set earlier, as the town moved ever outward from its original core, increasing the density of development in the established suburban neighborhoods. Following the established pattern, the majority of new houses were of frame construction. The Queen Anne style of large houses enjoyed popularity for much of the decade, although the Neo-Classical Revival style and the Colonial Revival styles came into increasing dominance as the decade drew to an end. A number of early houses were remodeled in these styles during this period.

During the second decade of the 20th century, Kinston's population grew by about forty percent, from 6,995 in 1910 to 9,771 in 1920.

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Several important commercial and industrial buildings were constructed during this decade, including a number whose designer and contractor was R. L. Blalock, one of the city's most prolific and proficient early 20th century builders, who had arrived in Kinston in 1906. Among the buildings for which Blalock was responsible were the 1914 Classical Revival H. C. Hines wholesale grocery and ice cream factory, the ca. 1915 Hunter Building (also in the Classical Revival style), the ca. 1914 Romanesque Revival building at 129 West Blount Street, and the ca. 1915, classically-influenced Kinston Garage Company building [Dreyer, Kinston's Architecture - pp. 51, 102, and 104]. As the automobile gained favor locally, service stations, garages and dealerships sprang up around the central business district. The continued dominance of tobacco as an economic base is reflected in the construction of Hughes, Thomas and Company's re-handling plant and the Farmers Tobacco Warehouse and the expansion of the Imperial Tobacco Company's facilities between 1914 and 1919 [Sanborn maps, 1908, 1914, 1918].

In housing, the dominance of the Neo-Classical and Colonial Revival styles which had been established in the previous decade continued to hold through the 'teens, although the Craftsman style, on both the Bungalow and many other house types, became another established local preference. Infill construction persisted in the existing residential neighborhoods, and a few new areas outside the earlier suburban sections saw the beginnings of development. More and more houses in the growing central business district fell to the pressures of commercial spread.

An important local institution still in existence whose formation dates from the second decade of the 20th century is the Caswell Center, established in 1911 as the North Carolina School for the Feeble Minded; its name was changed in 1915 to the Caswell Training School. Today named the Caswell Center, it continues to offer a variety of services to mentally retarded citizens of eastern North Carolina [Powell - pp. 96-97].

Although growth in Kinston slowed appreciably in the 1920s, with the population increasing only 16 percent, from 9,771 in 1920 to 11,363 in 1930, the decade did witness some advances accompanied by the construction of a number of important buildings, including several significant commercial buildings and many substantial residences. Tobacco remained the most important component of the local economy, and the Kinston Daily News reported in September 1921 that tobacco prices were rising. This made it possible for farmers to pay debts incurred the previous year, relieving local merchants of "the strain they have been working under." This was expected to bring "better times" to the

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county, which had suffered a decline in the years immediately following World War I ["Weed Prices on Further Climbs"; and "Commerce Chamber in Kinston"].

During the 1920s residential construction continued in the established neighborhoods, with the Colonial Revival style and the Bungalow form dominating. Other popular fashions included the Georgian Revival, Tudor Revival and Spanish Colonial and Mission Revival styles, with an increasing number of brick and brick-veneered houses invading the previously frame housing stock.

As in much of the country during the Depression, Kinston in the 1930s experienced a general decline in its economy, as local banks and businesses closed and industry virtually ground to a halt. This situation caused a downturn in construction, particularly in the first half of the decade. However, a number of substantial houses and at least one church were built during the middle and later years of the period, as the town began its economic recovery. Unfortunately, just as Kinston was becoming re-established as an industrial and commercial power, World War II cut off foreign markets for American tobacco. The city's economy was helped in the War years by the presence in neighboring areas of several military bases, whose personnel provided markets for the town's goods and services.

Since World War II, Kinston has emerged once again as a leader in the commercial and industrial life of eastern North Carolina. Its population has continued to grow, although at a somewhat slower rate in the last two decades. New industries and businesses have located here, and many new suburban neighborhoods have been opened for development. But Kinston recognizes the importance of respecting its heritage and the buildings which reflect its past and is actively supporting preservation efforts.

F. Associated Property Types

I. Name of Property Type Antebellum Buildings

II. Description

III. Significance

IV. Registration Requirements

See continuation sheet

See continuation sheet for additional property types

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F. Associated Property Types

I. Antebellum Buildings

Description:

The property type Antebellum Buildings contains only a small percentage of the historic and architectural resources of Kinston. Fewer than ten buildings were identified in the inventory as having construction dates before the Civil War. (Harmony Hall, listed in the National Register in 1971 as the Peebles House, is the only 18th century building known to survive in Kinston.) All of the identified antebellum buildings are of frame construction, which was the traditional building material in Kinston throughout the 19th century for the great majority of buildings and continued to dominate residential construction well into the 20th century. (In 1939, 92.3% of Kinston's 3,173 dwellings were frame.) The scarcity of surviving antebellum buildings in Kinston greatly increases their significance in the city's history. Four buildings whose construction was begun in the important pre-Civil War decade, 1850-1860, are included in this Multiple Property Submission. It is possible that other antebellum buildings may be identified at a later date and considered for nomination.

With the exception of Harmony Hall (ca. 1772), the principal surviving buildings in Kinston identified as having been erected prior to the last quarter of the 19th century date from the 1850s, Kinston's first boom period. Buildings cited in early histories of the area included a Church of England chapel and a tobacco inspection warehouse, which are said to have existed when the town was established in 1762, but all trace of these has been lost. The community experienced slow development in the first five decades of the 19th century, its population increasing from 108 in 1800 to 455 in 1850.

The decade prior to the Civil War saw a strong beginning of the town's maturation into a trade and commercial center for the surrounding agrarian coastal plain region. During this period a true business district began to evolve, the town's earliest industries were established, several new church congregations were organized, and residential construction began to take up an increasing area of the original town limits, as the population grew from 455 to 1,333 in 1860.

The rise in Kinston's population during the 1850s and the number of commercial and industrial concerns established suggest that a substantial group of buildings was erected between 1850 and 1860. It

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seems likely that the majority were of frame construction and of relatively simple design, reflecting the reliance of builders on traditional methods of construction and application of ornamentation, although examples of buildings in the Greek Revival style do remain. Fewer than 10 buildings surviving from this phase in the town's development have been identified.

Significance:

The approximately six buildings identified as dating from the mid and late 1850s which survive in the city of Kinston represent that community's first boom period, as the arrival of the Atlantic and North Carolina Railroad and a prosperous farming economy brought about a burst of development and nearly a tripling of the population in a single decade. At the end of the period, Kinston was one of only seven towns in North Carolina with a population exceeding 1,000 residents. In addition to the existing small industries directly related to agriculture--e. g., grist mills and cotton gins--Kinston now had two new manufacturing plants, a shoe factory and a carriage works. Numerous commercial establishments opened, many residences were erected, and several churches were organized. Most of the small number of remaining antebellum buildings in Kinston were built as residences, although two are churches (Baptist and Methodist) built in the latter part of the decade, as the railroad made its first appearance. The lack of substantial numbers of buildings to document this eventful early boom era in Kinston's history enhances the significance of those that do survive.

Buildings in this era of Kinston's history were usually of frame construction and generally followed traditional building patterns established early in the 19th century, although both Greek Revival and Gothic Revival influences can be seen in them. A certain degree of sophistication is seen in the execution of at least one of the Greek Revival-style buildings, reflecting some familiarity with architectural pattern books and construction in other towns during the period.

Registration Requirements:

Kinston's surviving antebellum buildings are significant both because of their scarcity and because of their evocation of the city's growth and development during its first boom era. To meet registration requirements, antebellum buildings in Kinston should retain sufficient physical characteristics to identify them as having been erected in traditional ways or popular architectural styles prior to the Civil War

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and to evoke Kinston's life prior to the Civil War. They should be good examples of the style or styles, where present, that they represent. It is likely that most will have been constructed during this first major period of development, 1850-1860, although it is possible that there are survivors predating the 1850s. Any buildings which fall into Criteria Considerations (Exceptions) categories will meet the appropriate National Register requirements for nomination consideration.

II. Late 19th/Early 20th Century Commercial and Industrial Buildings

The property type Late 19th/Early 20th Century Commercial and Industrial Buildings is the second largest group of significant historical and architectural resources in Kinston, containing several hundred buildings. The commercial buildings are concentrated along Queen Street in the eight blocks between Peyton Avenue and Shine Street and on the cross streets between, extending from the Neuse River and Heritage Street on the west to McLewean Street on the east, a width of two to three blocks. They include financial institutions, department and specialty stores and shops, hotels, office buildings and buildings housing wholesale grocery, hardware and drug companies. A scattering of small commercial buildings from this period are in contemporary residential neighborhoods. Industrial buildings, including those associated with textiles, tobacco, transportation, power production, lumber mills and oil and ice plants are dispersed around the community.

Prior to 1895, the principal building material for commercial buildings in Kinston was wood. In February of that year, a major fire destroyed several blocks at the heart of the central business district. The first replacement buildings were of solid masonry--brick--construction, and this became the standard building material for commercial structures, with occasional examples of stone buildings adding diversity. By the 1920s, steel frame or concrete block buildings with brick and/or stone sheathing were being constructed, as well. A few of the small commercial buildings scattered in residential neighborhoods are of frame construction.

Kinston's commercial buildings of the late 19th and early 20th centuries exhibited typical stylistic features, reflecting the popularity of the Italianate, Romanesque Revival, and Beaux Arts styles in the 1890s. By 1910, the Classical Revival style was becoming dominant, a popularity which continued through the 1920s and 1930s. A few other styles were employed: exotic Moorish elements were grafted onto an otherwise Art Deco-inspired building, the Tudor Revival

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influenced a few structures, and the Art Moderne fashion appeared in the remodeling of earlier buildings during the 1930s. The city traditionally has had separate commercial areas for black and white residents. Buildings in the black business district are typically more modest in both scale and architectural sophistication, although many of the same styles are employed in both.

Many commercial buildings in Kinston's extensive central business district were built during the late 19th and early 20th centuries. However, a significant number of them, as many as 50-75 per cent in some blocks, have been altered, particularly through the introduction of screens of metal or other materials over the upper floor facades. In addition, the shopfronts of numerous buildings in the area have been remodeled.

Kinston's surviving late 19th and early 20th century industrial buildings are characteristic of the type--large utilitarian masonry buildings with moderate allusions to popular architectural styles of the period, including the Italianate, Romanesque Revival and Classical Revival styles. Three textile mills began operations in the 1890s and first years of the 20th century--Orion Knitting Mills, Kinston Cotton Mills and Caswell Cotton Mills. The first two were located in east Kinston, while the third was located along the north side of the Neuse River west of the central business district. Later owners of each have made alterations and additions to these complexes, so that much of the original fabric of the mills has been absorbed within a larger whole.

Because of its importance as a major tobacco market for eastern North Carolina in the early 20th century, Kinston once had a substantial number of tobacco-related buildings scattered around the northern, eastern and western edges of its central business district. They included warehouses, stemmries, prizeries, other processing plants, and offices connected with the various large tobacco companies operating locally. In the 1920s and 1930s, there were more than ten such buildings, most of which were of brick construction. Several early tobacco-related buildings were razed in the 1980s, and very few survivors remain in relatively intact condition. Today, tobacco's importance in the Kinston and Lenoir County economies is manifested primarily in large frame and metal-clad mid-20th century warehouses located around the edges of the city. Because of the scarcity of early tobacco-related buildings and their importance as representatives of one of the most significant aspects of Kinston's growth and development in the late 19th and early 20th centuries, most relatively intact tobacco-related buildings surviving from this period in Kinston would likely be

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eligible for the National Register.

Between five and ten buildings, most of brick masonry construction with allusions to the Romanesque Revival style or simple vernacular industrial design, represent other industries which have contributed to Kinston's economy, including power plants, carriage factories, railroad stations, lumber mills, and ice and oil plants.

Significance:

The surviving late 19th and early 20th century commercial and industrial buildings are significant in the history of Kinston for their association with the city's principal boom era. During this period, extending primarily from 1890 to 1941, Kinston's population increased from 1,762 (1890) to 15,492 (1940), and the city expanded its role as a trade and commercial center for the surrounding agricultural region, became a manufacturing center in the 1890s with its textile mills, lumber mills, and carriage works, and developed as one of the leading tobacco markets of the state, beginning in 1895. The availability of good transportation--primarily rail--was an important factor in these various advances in Kinston. The importance of good banking facilities for white and black residents and businesses is reflected in the existence of several early 20th century bank buildings.

The buildings in this property type are also representative of many of the popular architectural styles for late 19th and early 20th century commercial and industrial buildings. They include late Italianate, Renaissance Revival, Classical and Neo-Classical Revival, Beaux Arts, Gothic Revival, Moorish, Art Deco and Art Moderne styles. Many of the decorative details could be purchased from local building supply companies or mail-order concerns. Local contractors would have had few problems producing the requested buildings. Several buildings in particular are of high architectural merit.

Registration Requirements:

The majority of significant late 19th and early 20th century commercial and industrial buildings in Kinston are located within the city's larger central business district, although a few are scattered outside this area. As a group, they embody the economic forces which contributed to the important boom period in Kinston's history, when the city became a major tobacco market and trade center for eastern North Carolina. Buildings within this property type which are eligible for the National Register generally will date from the last quarter of the 19th

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century or the first four decades of the 20th century. Most will be of masonry or reinforced concrete and steel construction and sheathed with brick or stone. They should retain sufficient physical features to identify them as having been built during the period of their construction. They also should retain sufficient physical features to identify the general functions for which they were constructed.

III. Late 19th and Early 20th Century Public and Institutional Buildings

Description:

The property type Late 19th and Early 20th Century Public and Institutional Buildings contains a mix of publicly and privately owned buildings, with fewer than 50 structures representing governmental--local, state and Federal--functions, education, and religion. One governmental building, the 1939 Lenoir County Courthouse, was listed in the National Register in 1978 as part of the state's county courthouse thematic nomination. The churches and schools are scattered through the city, while the governmental buildings are generally concentrated in the immediate environs of Kinston's central business district.

Although numerous school and church buildings were erected in Kinston during the second half of the 19th century, the majority of such buildings which survive are second or third generation replacements for earlier buildings outgrown, outmoded, deteriorated or destroyed by fire. They generally date from about 1890 to the present. Those which are historically and/or architecturally significant were built between 1890 and 1941, during Kinston's major boom period. Most are relatively large buildings of masonry or reinforced concrete and steel construction with brick, stone or concrete block sheathing, although at least one frame church building survives from the mid 1890s. They represent the architectural styles popular for ecclesiastical and educational facilities in the late 19th and early 20th century. The dominant styles employed for schools in the period were the Romanesque, Classical and Neo-Classical Revival styles, while many churches exhibit the typical late Gothic Revival style. A small number of churches employed other styles, such as the Colonial Revival, Romanesque Revival and Flemish modes.

A series of courthouses preceded the one erected in the late 1930s on the northeast corner of Queen and King streets, since about 1830 the traditional courthouse site in Kinston. The earliest courthouses,

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situated first in the center of Queen and King streets and later on the present site, were of frame construction. The first brick courthouse was erected on the site of the current courthouse about 1830 and destroyed by fire in 1878; a handsome brick Renaissance Revival structure replaced it, but was demolished in the late 1930s. At the northwest corner of the courthouse lot, the city built a combination fire station and city hall in 1895, the year in which much of the central business district was burned to the ground. The brick building resembles vernacular brick commercial buildings typical of the period. Two municipal buildings have followed the 1895 building, one in the late 1930s on West King Street, and the current building constructed on East King Street in 1962.

Post offices, which sometimes also have offices of other agencies, have traditionally been the principal buildings erected by the Federal government in cities such as Kinston. The first post office was established in Kinston in 1794, but for many years, it shared space in standard commercial buildings. The first structure built as a post office rose in the first decade of the 20th century on the north side in the 100 block of East Gordon Street, where it still stands. By 1915, a much larger limestone-sheathed Neo-Classical Revival post office and Federal building had been erected on the northeast corner of Queen and North streets.

In 1911, the North Carolina School for the Feeble-Minded (known today as the Caswell Center) was established in Kinston, although the first buildings were not ready for occupancy until 1914. This was the first state school for the mentally retarded in North Carolina. Construction at the school has continued to the present. A number of buildings erected during the first three decades of the school's existence survive, including several Classical Revival residential cottages.

Significance:

Late 19th and early 20th century public and institutional buildings in Kinston reflect the city's growth and development from about 1890 to 1941, as its population increased from 1,762 in 1890 to 15,388 in 1940. During this period many church congregations outgrew their first or second buildings and erected new, larger and more architecturally sophisticated buildings, and new congregations organized and constructed churches. The local, state and Federal governments erected buildings and complexes of buildings to serve the needs of the community, including a

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new post office, new schools and a new town hall. In the case of the Caswell Center, the specialized need of a much larger constituency was served, i. e. the necessity in the state for a home for the mentally retarded.

The public and institutional buildings in the property type are generally good to excellent examples, often architect-designed, of the popular architectural styles of the period, including the Gothic Revival, Romanesque Revival, Neo-Classical Revival and Colonial Revival styles. Several of these buildings are or are likely to be eligible individually for the National Register while others are contributing elements in eligible historic districts.

Registration Requirements:

Members of the property type will have been erected during the last quarter of the 19th century (mostly after 1890) or the first four decades of the 20th century. They will retain sufficient physical features to identify them as having been built during this period. They should retain sufficient physical features to identify the function for which they were built and evoke the driving forces behind their construction. They should be good examples of the architectural style or styles they represent. Any buildings which fall into Criteria Considerations (Exceptions) categories should meet the appropriate National Register requirements for nomination consideration.

IV. Late 19th/Early 20th Century Residential Buildings and Neighborhoods**Description:**

The overwhelming majority of historically and architecturally significant residential buildings in Kinston were built in the last quarter of the 19th century or the first four decades of the 20th century. In 1939, there were 3,173 dwelling units in the city, only 9.1% percent of which (less than 300) were built prior to 1895. This means that in 1939, there were more than 2,800 buildings which would have been members of this property type. Some of these buildings have been lost, largely to redevelopment, whether commercial, industrial, governmental, or replacement housing. However, it seems likely that as many as 1,500 buildings may survive in the property type. They represent both traditional building forms and the mainstream architectural styles during that 65-year period, and reflect a growing

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prosperity, sophistication and awareness of architectural trends among Kinston residents, particularly those in middle and upper-middle income brackets. The property type includes isolated individual residences surviving from the period and relatively intact collections, of varying numbers, of residences in Kinston's early suburban neighborhoods.

Buildings in this property type are predominantly of frame construction with gable or hip roofs and plain weatherboard siding; they typically are one, one-and-one-half or two stories in height. Wood shingle appears on some houses as the principal siding material or as a decorative element, and there is a small number of early masonry buildings. Architecturally these houses are in the local vernacular, late Italianate, Queen Anne, Colonial Revival, transitional Queen Anne/Colonial Revival, Neo-Classical Revival, and Craftsman styles, with a good collection of Bungalows. In the second decade of the 20th century, brick veneer and stucco began to appear, with the former being favored for substantial Colonial, Classical and Tudor Revival houses, while stucco was used primarily for houses in the Spanish Mission Revival and Craftsman styles and as accents on Tudor Revival houses with mock half-timbering. In addition to these interpretations of particular styles, there are several houses which reflect more than one period of construction, either through typical evolutionary processes or more studied remodelings of earlier houses. The amount of original fabric remaining varies from house to house.

By 1890, the land within Kinston's original boundaries was almost fully developed. Several individuals who owned land to the north, east and northwest of those boundaries, recognizing that the town was on the threshold of a period of substantial expansion, subdivided their properties and began selling lots for residential development, creating Kinston's first suburbs. Many of Kinston's prominent citizens built homes in these neighborhoods in the late 19th and early 20th centuries. Their development reflects the town's rising prosperity and the growth of a substantial middle class.

The street layout in these neighborhoods generally followed a grid pattern, and building lots were typically deep and narrow. Houses built during the 1890s through the first two decades of the 20th century were usually set fairly close to the front of their lots, creating shallow front yards, although there are several significant exceptions of houses associated with large parcels of land. Deeper setbacks became more typical in the 1920s. Along the streets, developers planted trees which have matured to provide shaded vistas. Houses occasionally were moved into or within these areas; they generally are of the same period

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of construction and similar architectural styles to other houses in the neighborhood.

The majority of these neighborhoods were aimed at a white, middle- to upper-income clientele; they include the Hill-Grainger, Mitchelltown, Trianon and Harvey School neighborhoods. In addition, two or three black residential neighborhoods and the same number of working-class neighborhoods associated with particular industries were developed at the same time. Located, for the most part, to the south and northeast of the central core of the city, they are dominated by traditional frame dwellings, including many shotgun houses set close to the street on small lots. In some areas, narrow streets remain unpaved. The black Lincoln City area to the south contains many blocks of one- and two-story frame houses typical of worker housing in the late 19th and early 20th century. Black churches and community groceries dot the area. The Tower Hill Road neighborhood, also largely inhabited by black residents, is less uniform in character, as it retains large late Victorian residences which back up to alleyways lined with shotgun dwellings. It also has several churches. Areas of worker housing grew up around Kinston's textile mills, including the Orion Knitting Mills and Kinston Cotton Mills in east Kinston and the Caswell Cotton Mill near Mitchelltown, although they are not the planned mill villages more typical of the Piedmont. Several of these early residential neighborhoods deserve more intensive recording and study.

In addition to these traditional types of residential neighborhoods, Kinston also has one relatively early low-rise, brick, multi-family development. The Simon Bright Homes, a group of two-story housing units, was built just prior to World War II, with Oscar Schackleford serving as the contractor. Each unit has a charming stone plaque depicting children engaged in various playtime activities.

Significance:

Late 19th and early 20th century residential buildings and neighborhoods are significant in the history of Kinston as evidence of the community's growth and development during that period, the emergence of suburban neighborhoods, and the increasing sophistication and prosperity of Kinston's residents. Between 1890 and 1900, Kinston's population increased by nearly 140 percent, from 1,762 to 4,106. By 1940 there were 15,492 residents in the city.

Although the population increase during the two and one-half decades prior to the commencement of this boom was relatively small, the

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1870s and 1880s were an important period of development and consolidation. During that time, many individuals who were to play important roles in the succeeding decades moved to Kinston. They built some of the more substantial houses surviving from this period, which symbolize the roles played by these New South entrepreneurs in the development of Kinston.

Kinston's first suburban neighborhoods were opened for development in the 1890s to accommodate the growing population as the area within the town's original limits was almost completely developed. The houses built in these areas to the east, north and northwest of the commercial district represent the mainstream architectural styles popular for residential construction in the late 19th and early 20th centuries--Queen Anne, Colonial Revival, Neo-Classical Revival, Craftsman, Tudor Revival and Spanish Colonial and Mission Revival, plus the Bungalow form. Concurrently, more traditional houses of frame construction, with some allusions to the mainstream styles in decorative elements and porches, were built in the city's developing working-class and black residential neighborhoods.

Registration Requirements:

Kinston's surviving late 19th and early 20th century residential buildings and neighborhoods are significant because they reflect the city's growth and development during that period. Individually, numerous examples represent the role of particular persons in Kinston's development and are outstanding architecturally. As groups they represent the early spread of residential development to areas outside of the original core of the city for both black and white residents and the differing building forms and styles employed during the period. Most eligible members of the property type will be nominated in historic districts which evoke these aspects of Kinston's history. To meet registration requirements individually or as contributing elements in historic districts, they will have been built in the last quarter of the 19th century or the first four decades of the 20th century and should retain sufficient physical characteristics to identify them as having been built as residences during this period. They also should retain sufficient physical characteristics to exemplify their respective style or house type.

In addition, late 19th/early 20th century residential neighborhoods eligible for the National Register as historic districts should retain their original layouts, a high proportion of intact buildings erected during the period of significance, important early landscape features,

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and the particular elements identifying them as residential neighborhoods of that period. These latter elements include spatial arrangements (lot size, setback and density), scale, materials, proportions, and the special unifying features which help to define them. Houses moved into or within the districts will generally have been constructed within the district's period of significance and be of a type or architectural style existing in the district.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

H. Major Bibliographical References

See continuation sheet

Primary location of additional documentation:

- State historic preservation office
- Other State agency
- Federal agency

- Local government
- University
- Other

Specify repository: Survey and Planning Branch, N. C. Division of Archives and History,
Raleigh, N. C.

I. Form Prepared By

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G. Summary of Identification and Evaluation Methods

The multiple property listing of historic and architectural resources in the city of Kinston, North Carolina, is based upon a 1981 architectural resources inventory of the city carried out under the auspices of the city of Kinston and the Division of Archives and History, North Carolina Department of Cultural Resources. The survey was conducted by Martha Dreyer, Historic Preservation Technologist, who is a graduate of the Historic Preservation Program at Durham Technical Institute, Durham, North Carolina. Hugh J. McCauley, AIA, of Philadelphia, Pennsylvania, contracted with the city of Kinston for the project, and Ms. Dreyer worked under a sub-contract with Mr. McCauley. The inventory identified and recorded a wide variety of resources representing Kinston's history, principally from 1850 to 1930. Two properties in Kinston, Harmony Hall, built ca. 1772 and altered in the early 19th century, and the Lenoir County Courthouse, ca. 1939, had already been listed in the National Register.

At the conclusion of the project, Ms. Dreyer produced a manuscript overview of the development of Kinston and its historic and architectural resources; Ms. Dreyer and the city compiled this unpublished manuscript with entries and photographs for about 150 buildings and groups of buildings and appendices containing maps, statistical information, and material on local builders. All of this material was put together in book form as Kinston's Architecture 1762-1930: An Inventory and History. Ms. Dreyer did not present a formal list of properties identified as potentially eligible for nomination to the National Register at the end of the project, which has since become standard procedure for inventory projects under the supervision of the State Historic Preservation Office (the Division of Archives and History). The repository for all of the inventory materials is the Survey and Planning Branch of the Division of Archives and History in Raleigh, North Carolina.

In the introductory material to Kinston's Architecture 1762-1930: An Inventory and History, Ms. Dreyer outlined the following as the survey methodology used from February through June 1981:

1. Preliminary research was conducted to gain a general understanding of the town and its history.
2. Several windshield surveys were undertaken to determine the area to be studied and its boundaries.
3. Community contacts were made.
4. A site-by-site inventory (of more than 2000 structures)

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was conducted consisting of completing a survey form provided by the Division of Archives and History, locating the structure on the 1930 Sanborn Insurance Maps of Kinston, and photographing the building from several angles (color slides were taken of significant structures).

5. Further information such as a written description, historical data and ownership was added to each form.

6. Research was undertaken and a report was written on the social and economic forces which helped to shape Kinston's built environment.

7. Significant structures were selected and mapped for the inventory listing.

8. The final report, consisting of the historical research and entry listings was completed [Dreyer, Kinston's Architecture, p. 2].

Ms. Dreyer was assisted in the historical research for the project by Kenneth E. Hill, Planning Assistant with the city of Kinston. Because of the severe time limitations under which the inventory was conducted, certain areas of the city were not the subject of intensive recording and research, particularly late 19th and early 20th century working class and black residential neighborhoods.

In 1985, the city of Kinston received funding to conduct a project which would involve the preparation of nominations to the National Register of eligible individual buildings and historic districts, using the multiple resource nomination format. Because of her familiarity with Kinston's historic and architectural resources, Martha Dreyer was hired as the principal investigator for this second project. The selection of the properties and districts for nomination was made by Ms. Dreyer based on the survey she had conducted in 1981 and approved by the city Planning and Research Department and the Division of Archives and History.

Individual properties chosen for nomination included two churches and two houses dating from Kinston's first boom era, 1850-1860, and four historic districts and six individual buildings dating from the last quarter of the 19th century and the first four decades of the 20th century. The latter period, ca. 1875 to 1941, covers the city's recovery from the effects of the Civil War and Reconstruction and the major spurt of development and prosperity which began in 1890 and continued for much of the 20th century. The historic districts included the largest concentration of relatively intact commercial buildings in Kinston's central business district and three residential areas.

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Ms. Dreyer worked on the project for three years and completed drafts of nominations for the ten individual properties and two of the districts; she also prepared an inventory list for a third district, conducted research on a fourth, and prepared drafts for the overall essays for the multiple resource cover form. Much of the deed research for the individual properties and districts was conducted by H. Powell Dew of the Kinston Planning and Research Department. Early in 1988, Ms. Dreyer was forced to stop work on the project because of ill health.

In May 1988, the city of Kinston hired Black & Black, Preservation Consultants, to bring the project to completion. David R. Black, architectural conservator and historian, has a B.A. in art and architectural history from Columbia College and an M.S. in historic preservation from the graduate school of Architecture, Planning and Preservation at Columbia University. He worked for the North Carolina State Historic Preservation Office for eight years. Allison H. Black, architectural historian, has a B.A. in English from Duke University and completed coursework in the master's program in history and historic preservation at Middle Tennessee State University. She worked for the North Carolina State Historic Preservation Office for two and one-half years. Ms. Black was the principal investigator on the Kinston nominations project.

Of the ten individual properties slated for nomination, one was eliminated because of alterations made to the building, a substitution was made for a second, and a third is being re-evaluated, so that the final number of individual buildings being nominated with the cover form is eight. The four historic districts remained in the submission, although the boundaries of two districts were tightened. Research material collected by Ms. Dreyer and her draft nominations were used by Ms. Black in completing the nominations. Additional research was carried out as required.

Black & Black determined that the National Register's new Multiple Property Submission format would be used for the project. Ms. Black grouped the properties under three historic contexts based on identifiable phases in the city's history, particularly periods of significant growth and development, which were reinforced by the existence and location of surviving building stock. These contexts are: (1) the pre-Civil War boom era of the 1850s; (2) the Civil War, Reconstruction, and recovery era extending from 1861 through 1889; and (3) the industrial and mercantile boom era which extended from 1890 to 1941. Published histories, information from contemporary newspapers,

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documentary photographs and early maps (Sanborn and Gray's, in particular) were the most useful sources in determining these contexts.

Property types were determined by association with the historic contexts and the existence of resources and were organized chronologically and/or by function. Registration requirements for the listing of individual properties and districts were derived from a knowledge of the existence of properties surviving from the historic periods covered in each context, the condition of those properties, and the relationships among properties within potential historic districts. The nominated properties and districts included with this multiple property nomination cover form represent a significant portion of the potentially eligible properties and districts in Kinston. They were chosen for nomination because of their representation of certain important aspects of the city's history as indicated in the 1981 inventory. Areas which received less intensive survey and research may contain properties and districts eligible for nomination which may be submitted at a later date. The current submission was limited in its scope because of this project's budgetary and time constraints, as well as the restrictions imposed by the initial inventory. The Multiple Property Documentation Form has been drafted to cover all property types and contexts which might contain properties and districts potentially eligible for nomination.

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