

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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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

Alberta Mill Complex
AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

NE corner Weaver and N. Greensboro streets

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Carrboro

VICINITY OF

2nd

STATE

CODE

COUNTY

CODE

North Carolina

37

Orange

135

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

See Owner of Property--page 1

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Orange County Courthouse

STREET & NUMBER

CITY, TOWN

STATE

Hillsborough

North Carolina

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

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Owner of Property

Alberta Mill

Mr. Edward Yaggy
506 East Rosemary Street
Chapel Hill, North Carolina

Warehouse

Johnson-Strowd-Ward
462 West Franklin Street
Chapel Hill, North Carolina

Depot

Southern Railway
Washington, D. C.

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Carrboro's Alberta Mill Complex includes three structures central to the town's urban fabric and historical identity--the Alberta or Carr Mill, a turn-of-the-century railroad depot, and a brick grist mill.

Central to the complex is the large Alberta Mill in the midst of a large green bounded by the town's major arteries--Weaver, Main, and Greensboro streets, and the railroad tracks on the east. The grassy green criss-crossed with walkways is planted with large shade trees, primarily oaks. Dotting this park-like setting are four six-sided, brick well houses with knuckle joints and pyramidal roofs. A granite marker erected to Thomas Lloyd, mill founder, stands on the green's northeast corner.

Executed in one-to-five brick bond, the structure's older portions include a main two-story, rectilinear mass (main mill), a two-story addition at its southeast corner, and a one-story office to the northeast. A simple two-story warehouse (still in use) was added to the east in the mid-twentieth century. All the earlier sections feature a low gable roof with exposed, heavy, wooden rafters. Long, narrow, segmental-arched windows with brick labels and heavy wooden sills (although by and large bricked-up) still accent the various facades in regular cadence.

This regular fenestration in conjunction with a string course emphasizes the main mill's linear horizontality. Two square towers flanking its Weaver Street facade serve as vertical accents. The eastern tower features one large segmental-arched window over a massive round-headed entrance with brick coping while the tower to the west incorporates four narrow segmental-arched windows (with their lower portions bricked over). Both towers, crowned with corbel caps, formerly featured low pyramidal roofs, now removed. A similar tower occurs at this main section's southwest corner.

Of the various additions only the southeast wing also features a similar tower with a low pyramidal roof and exposed rafters still intact. Also of note is the addition's knuckle jointing on its southeast corner. The office wing to the north boasts a distinctive entrance, domestic in character, with fan and sidelights and half-round door hood, as well as diminutive tower. The mid-twentieth century warehouse addition, however, is quite plain.

Large open spaces marked off by a series of heavy, chamfered, supporting beams characterize the interior of the main building. Particularly noteworthy are the large round-arched openings leading from space to space. Two simple double-return stairways are located in the towers.

To the east of the Alberta Mill across railroad tracks are two other structures which are an integral part of the industrial complex--a railroad station and a grist mill.

The Carrboro railroad station is a long, one-story frame structure dominated by a hip roof with shed extension supported by a series of heavy wooden braces. The southern portion of this combination depot serviced freight with heavy, sliding,

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paneled doors leading onto a raised frame platform. As was characteristic of Southern stations, the structure's northern portion is divided into two waiting rooms, one each for white and black passengers. A ticket office lies between these two rooms with a window opening into each. Large double-hung sash windows--with sixteen lights in the upper sash and plate glass in the lower--light the building.

To the south of the station is a simple brick two-story grist mill with gable roof. Executed in one-to-five bond, this structure features segmental-arched fenestration with heavy brick lintels. The eastern facade features a raised frame porch with engaged shed roof supported by simple wooden posts.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input 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 type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1898; 1913

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

For over fifty years, from 1882-1938, the Alberta Mill Complex in Carrboro functioned as a center for transportation, commerce, and industry for Orange and neighboring counties. Its history is directly related to the rebirth of the state university at Chapel Hill. Of greater importance is the role the complex played as the *raison d'être* of what came to be known as Carrboro. Men of local and state-wide significance, including Thomas Lloyd and Julian Carr, were connected with the history of this state.

The emergence of this complex coincided with the reopening of the University of North Carolina at Chapel Hill. The university had closed after the Civil War and was not reopened until 1875. At that time, there were no rail routes to the university. Students, faculty, and visitors disembarked at University Station ten miles north of Chapel Hill. This location was chosen "according to the design of the Trustees who wanted their young men removed as far as possible from city temptations." In 1882 the North Carolina Railroad decided to build a spur line from University Station to the campus. Again, it was considered improper and distracting to allow the train a direct route into town. Consequently, a site for the new station was chosen one mile west of Chapel Hill. A sign at the station read "Chapel Hill" but it was more commonly known as West End (later called Carrboro). A box car served as the depot.

The train, called the Whooper, consisted of a locomotive and two passenger cars. It made two round trips daily between University Station and West End. At the West End station, horse-drawn drays or "jitneys" lined up to meet passengers and carry them to the university at fifty cents a ride. For social or ceremonial events, extra cars were added to the small passenger line. Until the 1930s the train to West End (or West Chapel Hill) was the only convenient way to reach the university.

For most of its nearly sixty-year run, the train was conducted by Captain Fred Smith, who came to Chapel Hill in 1888 and remained there until his death in 1939. In a community filled with colorful and legendary personalities, Captain Smith was a favorite:

Captain Smith, the conductor . . . was also flagman, brakeman, and crew. He was a little man of great importance, but kindly withal, cracking jokes and bounding about on his spindly legs. He let the small fry ride to and from University Station whenever they wanted . . .

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"Hi, there, young men!" he'd say. "Want to take a trip? Want to go to University Station?" He always said "University Station" as if he were offering you a trip to New York and a weekend at the Waldorf, all expenses paid.¹

The freight car that served as a station was replaced by a small frame depot around 1900. In 1913 an extension to this depot was constructed. The old depot was removed some years later and the extension served as passenger and freight depot. The 1913 building stands today at its original site.

By the 1890s small milling operations grew up around the depot at West End as freight trains began to use the spur line from University Station and farmers in southern Orange County brought grain, cotton, and wood to be processed. These businesses included a cotton gin, a sawmill, and a grain mill. The cotton gin and grain mill, powered by steam engines, were built in 1883. They were located directly north of the depot and were housed in a two-story frame structure. This building was destroyed by fire in 1916. A two-story brick building (now used as a furniture warehouse) replaced the frame mill and also served for some time as a grist mill.

The operator of the cotton gin and grist mill was Thomas F. Lloyd. Lloyd had served in the Confederate Army and returned to operate the family farm in Orange County. In the 1880s he was attracted by the commercial potential of the property around the small railroad facility at West End. Noted for "his remarkably keen mind and his natural-born gift for trading," Lloyd built a successful business. In 1898, at nearly sixty years of age and without any previous manufacturing experience, he entered the field of textiles. He issued \$75,000 worth of capital stock and commenced construction on the Alberta Cotton Mill which was ready for operation in the spring of 1899. It was a small mill--only 4,000 spindles powered by a 250-horsepower steam engine. The Alberta Mill occupied only the first floor of the large brick mill building that now stands west of the depot and warehouse. The second floor was rented to a knitting mill operated by William Lindsay. The total labor force at the Alberta Mill numbered seventy-five men, women, and children. Many of these workers were relatives of Thomas Lloyd or were the sons and daughters of local farmers who brought cotton to be ginned and spun into yarn at West End.

The mill apparently prospered during the first decade of the twentieth century. Lloyd expanded his plant first to 6,000 and then 10,000 spindles. His mill eventually occupied both floors of the brick building, and the labor force increased to about 125 workers. In 1909 the Alberta Mill was sold and became Mill #4 of the Durham Hosiery Company, owned and operated by General Julian S. Carr of Durham. General Carr, a prominent Durham industrialist and financier, had established a hosiery and yarn mill in East Durham in 1898. This became one of the largest hosiery operations in the world during the first quarter of the twentieth century. The company was managed by General Carr's son, Julian, Jr. The younger Carr was considered an innovator in labor-management relations. Among his most interesting experiments was called the "Industrial

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Democracy" lasting from 1917-1921. This was essentially a company union which featured employee representation and a profit-sharing system.

In 1911 Tom Lloyd, at the age of 70, organized another cotton mill company in partnership with Isaac Pritchard and Lueco Lloyd. The Thomas F. Lloyd Manufacturing Company was located south of the Alberta Mill (or Mill #4) in what was still called West Chapel Hill. The small town that had grown up around the depot and mills was unincorporated until 1911 when it was named Venable in honor of the president of the University of North Carolina.

Tom Lloyd died shortly after the completion of this second cotton mill. A year later the Durham Hosiery Company bought this factory and renamed it Mill #7 of its growing chain which by then embraced Goldsboro and High Point as well as Durham and Venable. In 1913 it was agreed to rename Venable in honor of General Carr on the promise that the company would supply electricity to the small industrial town now known as Carrboro. The depot remained known as Chapel Hill but the social and economic life of the town clearly revolved around its cotton mills and the other industries located near the depot.

The most important of these enterprises was the cross-tie market that flourished across the tracks just west of the depot. The cross-ties were cut on neighboring farms where red and white oak were abundant. The farmers prepared the wood themselves by peeling off the bark to prevent seepage. The ties were hand-hewn on top and bottom and then hauled by wagon to the marketplace at the depot in Carrboro. There they were classified by an agent of the Southern Railway and sold. A first-class tie might be worth around fifty cents. This market provided an additional source of income for farmers from Orange, Alamance, Durham, and Chatham counties. The line of wagons stretching through the streets of Carrboro was a distinctive sight through the early 1930s when the complex as a whole began to decline. Until that time, however, Carrboro's cross-tie market was probably the largest in the Piedmont.

The Depression of the 1930s precipitated the decline of the Alberta Mill Complex. Mill #4 of Durham Hosiery (formerly Alberta Mill) closed in that year. Passenger traffic on the Whooper subsided as roads improved and automobile ownership increased. Captain Smith made his last run in 1936 at the age of 78. Rail traffic ceased completely in 1938 as did operations at Mill #7 across Main Street from the depot. The brick grist mill had earlier been converted to a warehouse.

During the Second World War, Mill #7 was used as a munitions factory by the National Munitions Company of Cleveland. Following the war, both Mill #4 and Mill #7 were purchased by Pacific Mills of Boston. They were operated as woolen mills until the mid-1950s. Later they were used for warehouse space. After 1960 Carrboro underwent a period of growth as the nearby university doubled in size and small local industries continued to develop. Mill #7 was removed to make way for a comprehensive health center. The only physical reminders of the once characteristic industrial activities of Carrboro are the depot, the brick warehouse, and the Alberta Cotton Mill.

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¹William Meade Prince, The Southern Part of Heaven, (New York: Rinehart & Company, Inc., 1950), 43-52.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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Chapel Hill Weekly, March 21, 1947.

Durham Morning Herald, July 24, 1949.

Employment Security Commission Quarterly, Winter-Spring, 1953.

Freeman, C. M. "Growth and Plan for a Community: A Study of Negro Life in Chapel Hill and Carrboro." Unpublished M.A. thesis, 1944.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 10

UTM REFERENCES

A	1,7	6,7,4,1,2,0	3,9,7,5,6,3,5	B	1,7	6,7,4,1,2,0	3,9,7,5,5,9,5
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,7	6,7,3,9,4,0	3,9,7,5,5,9,5	D	1,7	6,7,3,9,4,0	3,9,7,5,6,3,5
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME/TITLE Research by Brent Glass, survey consultant; architectural description
by Kathleen Pepi, preservation planner

ORGANIZATION

DATE

Division of Archives and History

6/23/75

STREET & NUMBER

TELEPHONE

109 East Jones Street

919/829-7862

CITY OR TOWN

STATE

Raleigh

North Carolina

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

FEDERAL REPRESENTATIVE SIGNATURE

Brent Glass

TITLE Deputy State Historic Preservation Officer

DATE 6/23/75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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Greensboro Daily News, July 28, 1974.

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Nunn, James, laborer. Tape recorded interview, February 12, 1974.

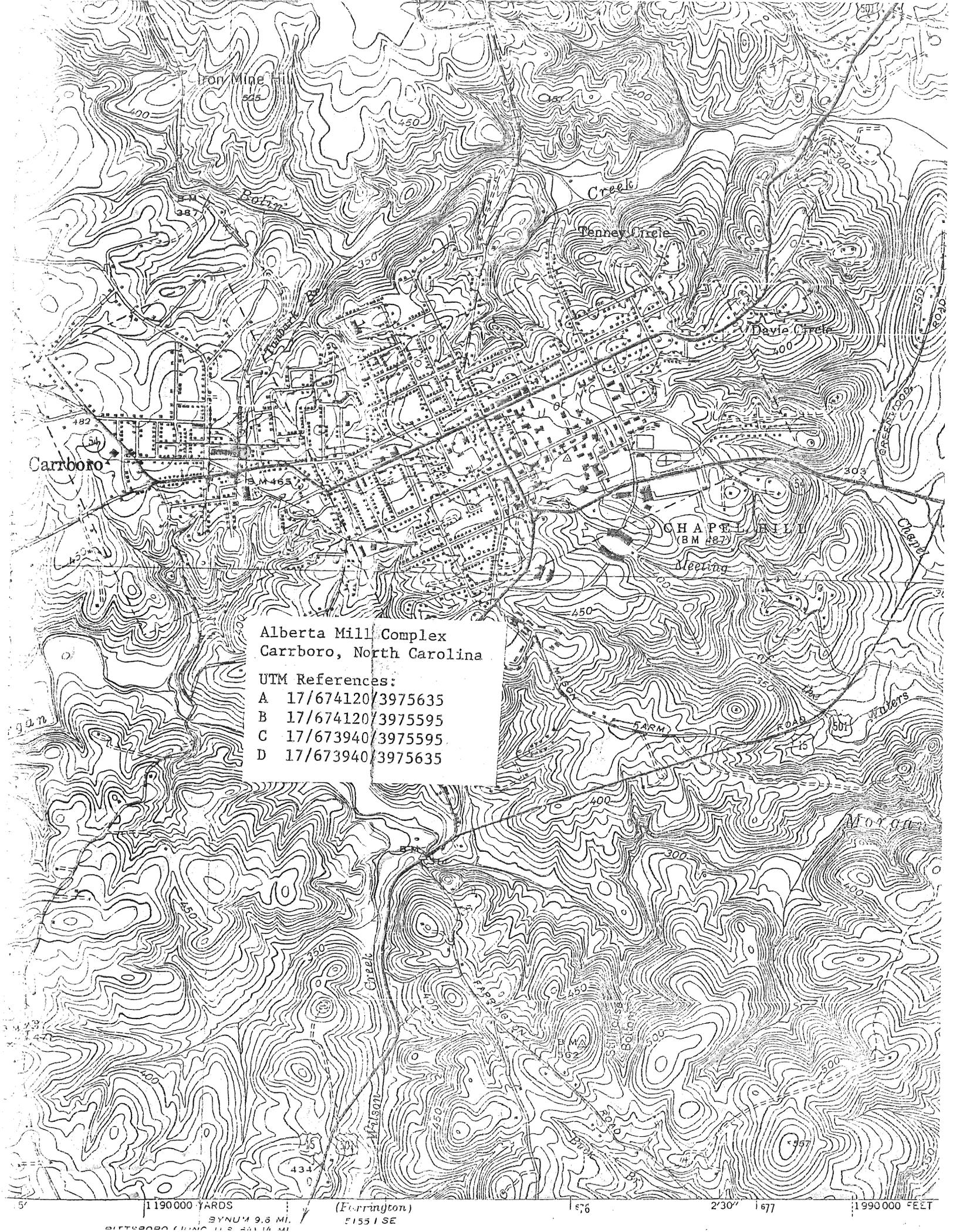
Russell, Phillips, professor. Tape recorded interview, February 12, 1974.

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_____. "Status of the Small Mill Village: A Concrete Study of Carrboro, North Carolina." Unpublished M.A. thesis, 1924.

Williams, Luther. "The Laborer of Carrboro." Unpublished M.A. thesis, 1914.



Alberta Mill Complex
Carrboro, North Carolina

UTM References:

- A 17/674120/3975635
- B 17/674120/3975595
- C 17/673940/3975595
- D 17/673940/3975635

1190000 YARDS

(Errington)

576

2'30" 1677

1990000 FEET

SYNUM 9.6 MI.

CARRBORO (UNC) U.S. 241 14 MI.

5155 1 SE

