

Thomasville, North Carolina 2004 Comprehensive Architectural Survey

Final Report

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Introduction

The image of Thomasville remains closely tied to furniture manufacturing that started as a cottage industry a little more than a decade after the city's founding. But Thomasville's roots lie in the industrious activities of one man—John W. Thomas—who established the hamlet in the early 1850s in anticipation of the railroad's arrival. The furniture industry, in the form of chair-making, followed soon after, along with other industries.

Today Thomasville retains its almost iconic place in our national mindset as a center of furniture manufacturing, despite the fact that much of this regionally important enterprise had been exported to factories in other countries. Modern life in Thomasville remains permeated with the constant hum of the factories punctuated with the swift movement of passenger and freight trains that traverse the heart of downtown several times daily. Although contemporary living has come to town in the form of chain restaurants and large retail outlets that hug the main interstate exit, the sights and smells of Thomasville's history as a transportation and industrial hub abound in this Piedmont town.

The earliest growth in Thomasville took place along what became the railroad corridor. Since the mid-nineteenth century, development has spread in all directions from the town center. While early houses sprang up near the tracks, later residential areas extended north along Salem Street and south along Randolph Street, which together form the main north-south corridor, and in neighborhoods surrounding downtown. The earliest businesses and factories stood near the railroad right-of-way and occupied wood buildings, which were later replaced with more substantial brick structures. Residents built the first dwellings of note from wood also, but as time progressed, brick and stone became more common. At the dawn of the twentieth century, nationally popular styles and forms—the bungalow, period cottage, Colonial and Tudor Revival—took hold in Thomasville and gave the town a more cosmopolitan appearance.

Since its beginnings as a backcountry rail town, Thomasville has seen great change, especially in the store buildings, houses, and factories that line its streets. While important historic properties survive intact, several significant buildings have been lost to fire or demolition. Older Thomasville residents fondly recall the Mock Hotel, which was built in 1892 near the depot but burned in 1939. The Jewel Cotton Mill, one of Thomasville's most architecturally distinctive textile plants, was lost to fire in 1980. A locally backed effort to save the 1912 Southern Railway passenger depot, a Mediterranean-style building with a distinctive red-tile roof, could not stop its demolition in 1975. The circa 1892 Hinkle Roller Mill, a substantial frame feed and grain mill that stood downtown and remained in business for a century, was demolished in 1992. The late Federal and Greek Revival-style first Glenanna School building, erected in the 1830s, predated Thomasville but was demolished in 1999 due to expanding commercial development.

As the fight for the depot shows, Thomasville residents display a great appreciation for their history. In 1999, after losing the circa 1830s Glenanna School, the city formed a

historic preservation commission to oversee preservation activities. With great leadership and the active participation of its members, the commission has led the way in protecting Thomasville's historic resources. The commission has successfully recommended the designation of several prominent local landmarks including the Thomasville Woman's Club, the Salem Street Historic District, and the Big Chair.

The Thomasville Historic Preservation Commission's most recent effort has been the sponsorship of this architectural survey. In 2003, the commission, with the financial support of the City, applied for and was awarded a federal grant to document approximately four hundred buildings, sites, and structures in the city. The commission's continuing efforts to document and preserve Thomasville's historic places will ensure the legacy of this New South town.

Project Information

The Thomasville Comprehensive Architectural Survey was conducted in two phases.

- The planning phase included review of all existing survey materials and information, field reconnaissance to identify properties to be recorded, and preparation of a brief report on the findings of the foregoing and a time-product-payment schedule for the rest of the project.
- The survey and recording phase included field work, additional research, preparation of a final report on Thomasville's historic architecture, and presentation of properties nominated for placement on the National Register Study List.

The Request for Proposals (RFP) estimated that 400 to 450 properties would be documented on North Carolina Historic Structures Data Sheets during the survey and recording phase.

Consultant Benjamin Briggs of High Point initiated the project and completed the planning phase, assisted by Chris Armstrong of Carthage. Edwards-Pitman Environmental, Inc., (EPE) completed the survey and recording phase of the project, including preparation of this final report. EPE staff from all three North Carolina offices conducted survey and research: Jennifer Martin, Cynthia de Miranda, and Sarah Woodard of the Durham office; Heather Fearnbach of the Winston-Salem office; and Clay Griffith of the Asheville office. Cynthia de Miranda of Edwards-Pitman served as project director and Jennifer Martin was the project manager.

Previous surveys in Thomasville included the Davidson County Comprehensive Survey completed in 1981 by Paul Baker Touart, who published his findings in *Building the Backcountry: An Architectural History of Davidson County, North Carolina* (Charlotte: Davidson County Historical Association and Delmar Publishing, 1987). Touart surveyed over six hundred resources in the county, including about thirty-three in Thomasville. Since then, limited survey has continued in Thomasville, but a comprehensive survey of the city had not been undertaken.

Methodology

REVIEW OF THE PLANNING REPORT

The planning report compiled by Benjamin Briggs describes the work completed under the first phase of this project. At the conclusion of the planning phase, Mr. Briggs recommended survey in the following areas.

Central Thomasville (Southern Railway at Salem and Randolph Streets)

Salem Street

Kinneywood

Church Street/Doak Park

Lexington Avenue

East Guilford Street/Cox Avenue

Erwin Heights

Wallcliff

Trinity Street

School Street

West Colonial Drive/Spring Street/Jones Circle

Amazon Mill Village

Skiles Heights Street/Fisher Ferry Street

Hinkle Street

The Planning Report also identified individual sites and resource types throughout the city that may qualify for survey: Memorial Park; Finch Field; National Highway; Holly Hill Memorial Park cemetery; Cedar Lodge Community; properties related to rail history; industrial buildings; early service stations; schools; and early farms or landscape features in Thomasville and its Extra-Territorial Jurisdiction.

SCOPE OF THE CURRENT PROJECT

Using the planning phase conclusions as a starting point, EPE surveyors recorded properties in the field with black-and-white photographs and on North Carolina Historic Structures Data Sheets. As anticipated by the Request For Proposals, most properties were recorded on the multiple structures version of the Data Sheets, commonly known as green forms. Generally, an entire block face can be recorded on a single green form. Data Sheets for individual properties—informally known as yellow forms—are used when only one property on a block is being recorded or when an individual property merits more in-depth survey. EPE generally surveyed properties that appeared to be fifty years old and older.

Once EPE completed the fieldwork, surveyors assembled files for each form completed in the field and assigned the survey numbers allocated to the project. The files created under this project are maintained in the file room of the Survey and Planning Branch of the State Historic Preservation Office in Raleigh. EPE completed the work in accordance with the *North Carolina Historic Preservation Office Survey Manual* (Raleigh: North Carolina Department of Cultural Resources, Division of Historical Resources, 2002).

EPE also conducted research into the history of Thomasville, focusing on the period leading to the city's founding in 1852 through 1954. This period coincides with the range of dates of surveyed properties. EPE looked at the published sources relating to Thomasville in the annotated bibliography from the Phase I Report. EPE also completed research at the History Room of the Davidson County Library in Thomasville; the Davidson County Courthouse in Lexington; the North Carolina Collection at the University of North Carolina at Chapel Hill; the North Carolina Room at the Main Library of the Durham County Library; and the State Library of North Carolina in Raleigh. In-field and telephone interviews with local residents also yielded information about individual buildings and neighborhoods. The resulting history provides context for the properties documented under this project.

PHASE II PROJECT PRODUCTS

- 136 new and 9 updated survey files documenting over 600 resources
- working and final survey maps labeled to SHPO standards
- labeled color slides
- public presentations for the City of Thomasville
- presentation of proposed Study List properties to the National Register Advisory Committee
- list of names and addresses of owners of Study List properties
- this report analyzing Thomasville's architectural history

History of Thomasville

FOUNDING AND EARLY YEARS

Thomasville is a railroad and industrial town at the eastern edge of northern Davidson County in west-central North Carolina. Davidson County lies near the western edge of the state's Piedmont region and features topography ranging from semi-mountainous in its southern reaches to rolling hills in its northern sections. Thomasville occupies some of the county's "smoothest upland areas," as described by United States Department of Agriculture surveyors examining the land in 1917. The surveyors characterized the county as a "plateau, dissected by numerous streams which have cut deep, narrow valleys."¹ Topography, as always, is important here. The comparatively level land in the Thomasville area—good for building rail lines—accounts for the town's existence, and the local streams draining into the Yadkin River—providing water power for industry—contributed to its early years of development.

County historians Margaret Jewell Sink and Mary Green Matthews, writing in the 1970s, concluded that Native Americans frequently passed through the area that is now Davidson County on trading or hunting trips but never settled there. Early European explorers documented the presence of Saura and Saponi Indians at the Trading Ford on the Yadkin River. By the 1740s, Native Americans had left central North Carolina and

¹ R. B. Hardison, *Soil Survey of Davidson County, North Carolina* (Washington, D.C.: Government Printing Office, 1917), 5.

European-American settlement began, with a significant wave entering the area in the 1750s. German-Americans and Scots-Irish came to North Carolina's backcountry, many traveling from Pennsylvania down through Virginia on the Great Wagon Road. They cleared the land and began farming, surviving on subsistence crops and constant work. By the end of the eighteenth century and the beginning of the nineteenth, a few landowners in what is now Davidson County could be considered planters with considerable acreage and more than a few slaves, but they were clearly the exception. The more common small and even medium-sized farms provided necessities but little more.²

Life in the North Carolina backcountry could be a lonely, isolated existence before the nineteenth century. Local and regional travel was difficult; where roads did exist, their condition was poor enough to discourage travel even for trading purposes. The backcountry population was dispersed, the environment rural, and individuals were largely self-sufficient. Still, the population continued to grow and to change the landscape. Throughout the early decades of the nineteenth century, regional roads were built, linking scattered cities and giving rise to travelers' inns for overnight stops. In 1822, thanks to population growth, the part of Rowan County northeast of the Yadkin River became Davidson County and the existing hamlet of Lexington became its seat.³

As the nineteenth century progressed, so did the state's industries, particularly agriculture. Subsistence farmers began selling extra wheat, tobacco, and cotton, or trading it for goods at stores in town.⁴ These were slow steps toward growth, however, when compared to what was on the horizon for the Piedmont.

In 1828, around two hundred farmers met in Chatham County to discuss construction of a railroad through central North Carolina that could deliver their produce to market. Short experimental railroads followed at scattered locations and in 1834, thanks to heroic efforts by the citizens of Wilmington who raised the funds through subscriptions, the Wilmington & Raleigh Railroad was chartered. More charters followed, but the one that mattered to Davidson County was the 1849 charter for the North Carolina Railroad Company, which would run a line from Goldsboro to Charlotte, arcing north through the center of the state.⁵

One of many advocates for the North Carolina Railroad was John W. Thomas, who had made his permanent home at Fair Grove in eastern Davidson County by the 1830s. Thomas eventually entered politics and had won a seat in the State Senate by 1849 when the North Carolina Railroad charter was granted. He anticipated that the rail line would pass through his Davidson County property at Fair Grove and became the county's

² M[argaret] Jewell Sink and Mary Green Matthews, *Pathfinders Past and Present: A History of Davidson County North Carolina* (High Point: Hall Printing Company, 1972), 6; William S. Powell, *North Carolina Through Four Centuries* (Chapel Hill: The University of North Carolina Press, 1989), 23, 104-111; Paul Baker Touart, *Building the Backcountry: An Architectural History of Davidson County, North Carolina* (Charlotte: Davidson County Historical Association, 1987), 2.

³ Touart, 4, 9.

⁴ Touart, 11.

⁵ Powell, 286-290.

designated agent for selling railroad stock. Thomas sold enthusiastically and bought with similar gusto, securing future fortunes for himself and other buyers. At one point, stock subscriptions from Davidson County more than doubled those from any other county. Thomas himself was one of the top twenty-five stockholders in 1859 and one of the top ten in 1870.⁶

When the railroad's chief engineer finally settled on the much-discussed route between Greensboro and Lexington, Thomas discovered that his own property was not near the selected line. He solved this problem simply, by acquiring a tract of four hundred acres in the path of the chosen route. Along with the land, he secured his role as the eponymous citizen of a railroad town about to be born. [Some accounts note that the city's name is a combination of the surnames of John Warwick Thomas and that of local physician and early Davidson County commissioner Dr. Henry E. Rounsaville; other sources do not mention Rounsaville.]⁷

Thomas took the role seriously, deeding the right-of-way through his land for the railroad, reserving a "Commons" (ultimately the cleared strips of land along either side of the tracks yet to be laid) for the still-nonexistent town, and establishing a saw mill to enable construction and a grist mill and general store to stock necessary provisions. The store building became Thomasville's first landmark, no doubt thanks in part to its full-width front porch that encouraged socializing. The building stood at the corner of North Main and Salem streets until it burned in 1898 and was replaced with a two-story brick building (extant, but radically altered with changes to elevations and the addition of a third story; see DV 707). [North and South Main Streets ran along each side of the railroad tracks through the center of town. They were eventually renamed West and East Main Streets, with West Main Street extending west along both sides of the tracks from Salem and Randolph Streets, which run north and south from the tracks, respectively. Similarly, East Main Street extended east of that intersection, also on both sides of the tracks.]⁸

With the beginning of construction on the railroad in 1851, others began speculative projects based on anticipated traffic. Thomas's eldest son, Lewis L. Thomas, built a hotel near the rail right-of-way. William Foster began building houses while his wife ran a boarding house for men who had left home for the tree-clearing and construction work in the area. Once congregations formed, John Thomas gave land for Methodists and Baptists to build churches, requiring that the buildings double as schools. A post office was established in 1852 and the burgeoning settlement took the name Thomasville. On November 3, 1855, the first steam engine arrived in Thomasville and five thousand people turned out to watch at a picnic organized by John Thomas. The town still lacked a depot, so Lewis Thomas offered up a room in his hotel to meet the need.⁹

⁶ Allen W. Trelease, *The North Carolina Railroad, 1849-1871, and the Modernization of North Carolina* (Chapel Hill: University of North Carolina Press, 1991), 22, 348.

⁷ Trelease, 28; Mary Green Matthews and M[argaret] Jewell Sink, *Wheels of Faith and Courage: A History of Thomasville, North Carolina* (1952; reprint, Thomasville: Habitat for Humanity of Thomasville Area, Inc., 2002): 1-3.

⁸ Matthews and Sink, *Wheels*, 1-3; Sink and Matthews, *Pathfinders*, 231.

⁹ Matthews and Sink, *Wheels*, 3-4, 9.

Although railroad construction was complete and trains were running through town, Thomasville itself was still largely under construction. The town's first industries—Thomas's early lumber mill and the brickyard started by builder Robert Gray in 1855—provided necessary building materials. Gray had the contract to build the new Normal College in Randolph County (later Trinity College and eventually, after a move to Durham, Duke University) and he started the brickyard to produce materials for that project. In 1856, Gray oversaw construction of a new brick building (at Cox and E. Main Streets, overbuilt by the Ragan Spinning Co., DV 42) for Glenanna School, established in 1849 and purchased by John Thomas in 1856. Thomas commissioned the new building and had his slaves build it with John Gray's bricks.

The active railroad, providing fast transportation to get products made in Thomasville to markets, soon attracted a fledgling manufacturing industry to town. Shoe manufacture was the town's first major industry, beginning in 1857 and continuing throughout the remainder of the nineteenth century. Eventually, several shoe factories stood along Main Street. Other small-scale concerns in the earliest years of Thomasville's existence included John Thomas's flour mill and a saddle and harness shop.¹⁰

Thomas introduced legislation to incorporate the town in 1857, specifying that the corporate limits be one square mile centered on the railroad's water station. The bill passed. Thomas's political influence came to an end after the Civil War and he died following a brief illness in 1871. In settling his estate, another couple of acres were donated to the namesake town. On it, a modest weatherboard station with sawtooth trim (DV 6, NR 1981) was erected. Not quite two decades after the trains began running, Thomasville finally had its first structure built expressly to house a passenger depot.¹¹

CIVIL WAR TO END OF THE NINETEENTH CENTURY

The Civil War did not come to Thomasville, but the town sent virtually all men of working age to fight. Industry shut down almost completely, although the Pinnix chewing tobacco factory managed to open on West Main Street during the war. At the close of the war, wounded filled a few Thomasville churches and the Pinnix tobacco factory, operating as makeshift hospitals. Union soldiers heading home passed through Thomasville just after the war and one of them, John T. Cramer, married John Thomas's daughter Jennie.¹²

The population again began to grow and commerce eventually revived: by 1885, eighteen stores operated in Thomasville. Also in 1885, John Mills and J. C. Scarborough

¹⁰ Matthews and Sink, *Wheels*, 11-12, 14, 18; *The Chairtown News*, July 28, 1921, reprinted in Jacob Calvin Leonard, *Centennial History of Davidson County North Carolina* (Raleigh: Edwards & Broughton Company, 1927), 356-357; Carl Goerch, "Thomasville's Progress," *The State*, July 26, 1947, 2.

¹¹ Matthews and Sink, *Wheels*, 91-92; Touart, 56.

¹² Jennie Thomas Cramer recorded her recollections in the local paper; those recollections are referenced and reprinted in a number of local histories. M[argaret] Jewell Sink, *Davidson County: Economic and Social* (Durham: Seeman Printery Inc., 1925), 14; Matthews and Sink, *Wheels*, 18; *The Chairtown News*, July 28, 1921, reprinted in Leonard's *Centennial History*, 358-362.

purchased eighty acres of land just west of town and established the Mills Home, a Baptist orphanage. Mills was a veteran at starting orphanages, having founded the Masonic Orphanage in Oxford in 1873, and he set about traveling to raise money for the new orphans' home near Thomasville. Construction began immediately, with separate houses built to accommodate a dozen boys and a dozen girls. By the 1940s, the Mills Home was the largest orphanage in North Carolina.¹³

Thomasville grew slightly in its physical dimensions in 1893, when the one-mile-square city limits, centered on the intersection of Randolph and Salem Streets with the rail line, were expanded by a quarter mile in each direction. No buildings remain in Thomasville's central business district from the first four decades of the city's history, however. Brick buildings eventually replaced the smaller wood buildings downtown and in industrial clusters, while most of the early houses located near the commercial center were demolished to make way for more commercial and industrial expansion.¹⁴

The remainder of the nineteenth century saw the continuation of the small-scale industrial activity that had characterized Thomasville before the Civil War. Local industry became more diversified: added to the collection of shoe factories were smelting works, chewing tobacco factories, stave factories, spoke and handle works, grist and roller mills, and a chair factory. While nineteenth-century Thomasville was known statewide for its manufacture of shoes, that industry eventually petered out, supplanted by another. The lone chair factory in town was the precursor to the twentieth-century industry that would put Thomasville on the national map and start an impressive growth spurt.¹⁵

TWENTIETH-CENTURY THOMASVILLE

Furniture-making in Thomasville has its roots in a cottage industry that grew slowly for three decades before its first boom. In 1866, D. S. Westmoreland began making crude split-bottomed chairs in a small shop in the yard behind his house. By 1879, Westmoreland had a factory on Randolph Street that produced chairs for nearly two decades before burning to the ground in an 1897 fire. At that point, others quickly got into the industry and several factories replaced Westmoreland's: Standard Chair started in 1898 and Climax Chair in 1899, followed by Thompson Chair, Queen Chair, and Thomasville Chair Company in the first few years of the twentieth century. Other factories quickly opened to build desks, tables, wardrobes, dressers, and kitchen cabinets, but each tended to specialize in one or two types of furniture. All those factories churning out chairs during this first furniture-making boom quickly earned Thomasville the nickname "Chair Town of the South."¹⁶

A financial panic in 1907 temporarily brought hard times to local industry, but within two years it revived and further diversified with the construction of textile mills. The Amazon

¹³ Matthews and Sink, *Wheels*, 141; Carl Goerch, "Davidson County," *The State*, May 10, 1941, 28.

¹⁴ Matthews and Sink, *Wheels*, 98; Sink and Matthews, *Pathfinders*, photograph leaves between 228 and 229.

¹⁵ Matthews and Sink, *Wheels*, 15-20.

¹⁶ Matthews and Sink, *Wheels*, 21-29; *The Davidsonian* (Thomasville), January 13, 1911, *The Davidsonian* (Thomasville), June 3, 1910.

Cotton Mill (DV803) south of the Colonial Drive School area opened late in 1910, producing hosiery and combed knitting yarns for underwear. Amazon grew rapidly, doubling capacity in 1913 and again in 1924. The company built over 130 modest weatherboard mill houses between 1909 and 1920 along streets south of the plant and leased them to employees (DV 753-755; DV 804-807). The Jewel Cotton Mill opened in 1909 at the southeast corner of Julian and Main streets produced fine combed yarns of several types for knitting and weaving. The Jewel Mill was destroyed by fire, and many of the remaining houses in its associated village have been altered since they went into private ownership.¹⁷

Echoes of this first industrial boom are evident in the commercial buildings lining Salem Street along the block north of the rail line: this was Thomasville's commercial core. The 1908 Sanborn map shows an urban block packed with small commercial buildings, many of which were masonry replacements of earlier frame buildings. The buildings, some with frame partition walls dividing interior space, housed a post office, a drugstore, and two banks in addition to hardware and dry goods stores and groceries. An imposing two-and-a-half-story brick building (not extant) was erected south of the railroad on East Main Street to house a graded school in 1902. The first structure built to house a public school in Thomasville, it featured eight classrooms and an auditorium—a large school building for a town that had only 751 residents in 1900. Thomasville clearly knew its population was skyrocketing: the number of residents rose to nearly four thousand by the next census in 1910. The number of houses shot up as well to keep pace. By 1913, so much growth had occurred in Thomasville that the Sanborn map makers apparently returned to make an expanded map of the town; the update covered eight map pages, compared to just three in 1908.¹⁸

The 1913 Sanborn maps for Thomasville show quite an extensive network of streets, centered on the crossing of Salem and Randolph streets with the railroad. North and South Main streets border the rail line, and Salem Street extends to the north while Randolph Street continues the roadway to the south. A belt line of the Southern Railway (successor to the North Carolina Railroad) weaves through the two southern quadrants, and the Carolina and Yadkin River Railroad (later the High Point, Thomasville & Denton Railroad) cuts across the southeastern quadrant to meet the main line of the Southern Railway. Furniture factories occupy each quadrant, generally situated next to a rail line. Houses line Main Street, sometimes standing beside industrial or institutional neighbors. The Sanborn maps are selective when showing other residential areas, but late Queen Anne, Colonial Revival, and Craftsman houses from the early twentieth century still stand on Lexington Avenue, Skiles Heights Street, Fisher Ferry Road, and in the Colonial Drive School area. After much agitation from Thomasville citizens, the Southern Railway built a new brick passenger station (not extant) in 1912 after moving the 1871 building

¹⁷ *The Davidsonian* (Thomasville), June 3, 1910; Matthews and Sink, *Pathfinders*, 38-39; "Thomasville: One of North Carolina's Most Active Industrial Cities," *The State*, June 20, 1936, 22; Wint Capel, *A Recent History of Thomasville, North Carolina, 1952-1991* (Thomasville: by the author, 1991), 85.

¹⁸ Matthews and Sink, *Wheels*, 31, 55-57; *Twelfth Census of the United States, 1900: Population* (Washington: Government Printing Office, 1901), 289; *Thirteenth Census of the United States, 1910: Population* (Washington: Government Printing Office, 1913), 274; 1913 Sanborn Map of Thomasville.

(DV 6, NR 1981) to the south side of the tracks. The old station was eventually used as an office, after a freight depot was added to it. That addition was later removed.¹⁹

The 1913 Sanborn maps also reflect the infrastructure investment Thomasville made during the first dozen years of the twentieth century. Four fires had destroyed several buildings in a three-month period in 1902, and in 1910, Thomasville experienced a fire considered the worst in the city's history. In 1911, the Board of Commissioners passed a bond issue enabling installation of a water and sewer system. By 1913, double hydrants lined Main, Salem, and Randolph streets, hydrants peppered the industrial complexes scattered around town, and six fire stations stood guard against conflagrations across the city. Other early amenities in town included at least limited telephone service, as evidenced by the telephone office on Salem Street, and electric lights, first supplied by Lambeth Furniture Company and, after 1908, by Thomasville Light and Power Company.²⁰

Modernization continued in town when the city overhauled its local government in 1915, introducing the city council and city manager system that was later adopted across the state. Thomasville was the third North Carolina city to have a professional city manager, and the city sustained pride in this early step for decades. Articles about Thomasville and Davidson County appearing in *The State* magazine even thirty years later bragged about the early implementation of this system.²¹

A second boom in the furniture industry occurred in the years after World War I, when furniture factories began paying more attention to the style of their products. Some hired designers to fashion period re-creations, including colonial and Victorian-era styles. The styled furniture sold in a wider market—virtually across the country—and productivity increased. Factories also introduced mass-production techniques, lowering production costs and increasing profits. The textile industry also grew with the addition of more hosiery mills in the 1910s.²²

The production and sales boom brought prosperity that was again reflected in the city's population and physical growth: the 1920 population of 5,676 shot up to over 10,000 people by 1927. Thomasville upgraded its water system in 1925 with a pumping plant at Abbott's Creek, five miles outside of town, and a filter plant west of downtown (DV 49). Another upgrade in 1935 provided reserves in an elevated tank with a million-gallon capacity. The city directory bragged that it was "one of the finest water supply systems in the state." The Amazon Mill Village enjoyed the benefits of the city's infrastructure also: the city's "modern plumbing, city water, and electric lights" had been extended to the village, located in the southwest part of the city, by 1937.²³

¹⁹ 1913 Sanborn Map of Thomasville; *The Davidsonian* (Thomasville), July 14, 1911; *Thomasville Times*, September 24, 1975.

²⁰ 1913 Sanborn; Matthews and Sink, *Wheels*, 25, 95; *The Davidsonian* (Thomasville), December 23, 1910.

²¹ Matthews and Sink, *Wheels*, 98-99; "Thomasville's Progress," 23.

²² Matthews and Sink, *Wheels*, 31, 40.

²³ *Miller's Thomasville City Directory 1933* (Asheville, N.C.: 1933), front matter; *Miller's Thomasville City Directory, 1928-1929* (Asheville, NC: 1929), 9-10; "Thomasville: Active Industrial City," 16, 22; *Thomasville, North Carolina, Miscellaneous Directory 1935* (n.p.: Baldwin Directory Co., 1935), 8-10.

Neighborhoods began spreading out from the heart of the city in the typical pattern seen across the state in the 1920s, filling large lots of early blocks with smaller grids or adding curvilinear plats in undeveloped areas. Building contractors introduced nationally popular Craftsman and revival styles to Thomasville, with Tudor Revival and Colonial Revival the most popular of the period modes. Thomasville lost its grand school building in a 1922 fire; what had seemed oversized in 1902 had been expanded in 1915 and was on the verge of being replaced at the time it burned. The 1923 Main Street School (not extant) originally housed all classes in Thomasville; the Colonial Drive School (DV 731) opened just five years later to serve the growing population in the southwest part of the city.²⁴

Civic pride must have skyrocketed along with the population in the early twentieth century. Photographs from the late 1920s show a second draft of Thomasville: a town square at the main crossroads, elegant two-story brick commercial buildings on Salem Street (DV 709-711), and boulevard plantings in the commons between the rail line and the Mock Hotel (not extant). In 1922, the first Big Chair (replaced in 1950), an oversized example of Thomasville's main product, was installed on a pedestal near the rail line, illustrating to passengers that they were arriving in the Chair Town. Electric lights illuminated paved streets and clean city water flowed through underground pipes. Jacob C. Leonard, writing the centennial history of Davidson county in the late 1920s, called Thomasville "one of the most modern cities in the south for its size."²⁵

Thomasville weathered the Depression well, its varied industrial base protecting it from severe downturns. The early to mid-1930s even saw the opening of new mills and businesses: Stroupe Mirror Company in 1932, Fremont Hosiery Mills in 1934, and Blackstone Hosiery in 1935, to name a few. Although building slowed, other types of construction continued in the growing city as well. The City Memorial Hospital (DV 706) was built in 1930 with matching donations from the Duke Endowment and the Finch family, who had purchased the fledgling Thomasville Chair Company in 1907 and had quickly expanded the business into one of Thomasville's largest. A Nurse's Home (DV 706) followed in 1934 and was dedicated to Mrs. Daisy Summer Lambeth and Mrs. Hannah Brown Finch, both of whom had died the year before. Federal assistance provided through New Deal programs enabled public projects, like the two Public Works Administration-funded schools: the Church Street School (DV 636, not extant) and Kern Street School (DV 700) were under construction in 1937. New electric lights had just been installed downtown, and the Woman's Club (DV 694), which had organized in 1919, finally built its much-anticipated clubhouse on Elliott Drive. In 1937, the City purchased a lot on West Guilford Street and secured \$60,000 from the Public Works Administration and issued another \$600,000 in bonds to build the impressive Art Deco City Hall Building (DV 594), which went up in 1938. The building included a wing for the Fire Department. Population growth continued, although at a much slower pace than the booms of the previous decades, and maintained the demand for new housing during the 1930s and early 1940s. Those dwellings often took the form Revival-style

²⁴ Matthews and Sink, 57-58.

²⁵ Wint Capel, *In Words & Pictures: Thomasville in the Nineteen Twenties* (Chapel Hill: Cape Corp Press, 1999): 16, 18, 22; Leonard, 344.

architecture, like the several nicely detailed Tudor Revival houses on Elliott and other streets in the Colonial Drive School neighborhood and the less-common and more eclectic Spanish- and Mediterranean-influenced houses in Kinneywood.²⁶

Both furniture and textile factories manufactured their products for the war effort during World War II, producing socks and underwear for soldiers and furniture for the military. After the war, plants switched back to production for civilians and began manufacturing furniture groups, including dinette sets, bedroom suites, living room groups—the perfect way to quickly furnish the post-war housing that went up in scattered locations across Thomasville.²⁷ Modest post-war houses were built on a few intersecting streets north of Lexington Avenue west of downtown, and on Doak Street in the African American neighborhood north of downtown.

After the war, writers from *The State* visited again, describing Thomasville as “a city of fine mercantile establishments, excellent banking facilities, attractive homes, exceptionally efficient city government, good schools and a splendid community spirit.” Two parks were under construction, Memorial Park (DV 766), for whites, and Doak Park (not extant), a separate facility for African Americans. Modernization was under way everywhere as factories upgraded and specialized. The post-war baby boom and economic prosperity seemed to encourage product specialization in the local furniture industry: in the late 1940s and early 1950s, new plants opened and began producing items such as telephone stands, record cabinets, and infant furniture. *The State* described in its 1947 feature that “established” industrial businesses had been replacing old wood buildings with “modern brick and steel structures.” Even the Big Chair was modernized: the original chair, dilapidated by the mid-1930s from years of exposure, had been removed and was finally replaced in 1950 with a larger-than-life, steel-framed replica of a Duncan Phyfe dining room chair (DV 593).²⁸

MID-CENTURY TO A NEW CENTURY

Through the late 1950s, the modernization impulse of the immediate post-war years continued. The Mills Home orphanage began allowing older children to attend Thomasville public schools and in 1956 dropped the word “orphanage” from its name. The Mills Home still operates in Thomasville, providing residential services to minors.²⁹

Industry has continued to fuel the local economy in Thomasville and the diversity of manufacturers has remained an effective protection against financial downturns. The furniture industry remained dominant in Thomasville in the second half of the twentieth century as larger companies began acquiring the family-run businesses that had initiated the industry locally. Thomasville Chair Company also began to purchase out-of-town

²⁶ “Thomasville: Active Industrial City,” 13, 14; William H. Huffman, “Church Street School,” National Register of Historic Places Registration Form, 1989; Matthews and Sink, 38, 42-43, 112-113; Bill Colonna, telephone conversation with Jennifer Martin, September 23, 2004.

²⁷ Matthews and Sink, *Wheels*, 31, 120-121, 127.

²⁸ “Thomasville’s Progress,” 21, 23, 36; Matthews and Sink, *Wheels*, 34-35; Thomasville Historic Preservation Commission, “Investigation Report: The Big Chair,” Landmark Designation Report, 2000.

²⁹ Baptist Children’s Home website: <http://www.bchfamily.org/history3.php>, accessed July 28, 2004.

businesses, changed its name to Thomasville Furniture Industries, and eventually merged with Armstrong Cork Company of Lancaster, Pennsylvania. By the 1990s, Thomasville Furniture Industries was one of the top five furniture producers in the United States. Similarly, the textile industry continues producing yarns, hosiery, underwear, and baby clothes in Thomasville. In 1972, Amazon finally sold its mill housing to individual buyers; the mill was fairly late in following the trend of selling off mill housing, which more commonly happened in the 1950s.³⁰

Socially, Thomasville experienced many of the same trends as cities across the state in the last half of the twentieth century. Public school integration began in Thomasville in 1963, when seven African American students began attending Kern Street Elementary and Thomasville Junior High Schools. It was 1970, however, before the racial balance in schools matched that of the city.³¹

Despite the solid local economy, downtown commerce suffered through the last four decades of the twentieth century. As happened across the North Carolina and the United States, shopping malls and shopping centers, like the Southgate Shopping Center that opened on Randolph Street in 1965, began draining customers from downtown commercial districts. The city and its Historic Preservation Commission are responding, however, by actively designating and restoring landmarks like the North Carolina Railroad Passenger Depot—now serving as a visitor's center—and by initiating preservation projects like this architectural survey to identify other physical representations of more than a century and a half of history as Thomasville.³²

³⁰ Touart, 153; Capel, *Recent History*, 77, 78, 85.

³¹ Capel, *Recent History*, 121-122, 187.

³² Capel, *Recent History*, 93-95.

Analysis of Thomasville's Architectural Heritage

Thomasville's origin as a railroad town meant that it initially grew in a linear fashion along Main Street, which straddled the rail corridor. The earliest shops, railroad warehouses and service structures, factories, and residences crowded together close to the rail line. Development continued organically along an irregular grid of thoroughfares that intersect and parallel the rail line and Main Street.

Today, no architectural fabric from central Thomasville's earliest years remains.³³ Rather than reflecting its early history as a Piedmont railroad outpost in the second half of the nineteenth century, many of Thomasville's surviving historic buildings tell a story of the industrial boom that arrived in the South via the region's railroads during the late nineteenth and early twentieth centuries. Residential development of the period encircles a traditional downtown commercial district with one- and two-story brick buildings. Later development, both in Thomasville's core and in her suburbs, illustrates the continued importance and prosperity of industrial enterprises as the twentieth century progressed. The Mills Home for Children occupies a large tract west of downtown; to the northeast, east, and south are mid and late twentieth-century subdivisions with twentieth-century roadside buildings clustered near the I-85 interchange south of downtown.

COMMERCIAL ARCHITECTURE IN DOWNTOWN THOMASVILLE

Thomasville's earliest extant downtown buildings date from the last third of the nineteenth century. Included in this group is Thomasville's circa 1871 passenger depot (DV 6, NR 1981), one of the oldest frame railroad depots still standing in North Carolina. The weatherboard depot features a skirt of vertical siding and sawtooth trim beneath the overhanging eaves of its side-gabled roof. Windows are six-over-six and brackets enliven the cornice on the longer side elevations. The interior plan, consisting of one open room, remains intact.

One- and two-story brick buildings dating from the twentieth century typify the rich fabric of Thomasville's downtown commercial historic district (DV 696). A series of destructive fires around the turn of the twentieth century wiped out a large portion of the town's commercial center that had developed since the 1850s. In 1890, a fire leveled all the buildings on East Main Street. West Main Street lost several buildings in a blaze eight years later, and in 1902 the modest frame stores that lined the west side of Salem Street burned.³⁴ Although these infernos brought tragedy to the town, they also allowed for the rebuilding of Thomasville in a manner that expressed the optimism that burgeoning railroad towns in the Piedmont felt as the new century dawned.

Brick proved the material of choice as downtown rose from the ashes of the late nineteenth and early twentieth centuries. Gray's Brickyard, which began in the mid-nineteenth century, likely supplied material for construction, but the town's location along the route of the Southern Railway also meant that brick could be brought in by the

³³ Matthews and Sink, *Wheels*, 22.

³⁴ "The Destructive Inferno," *The [Thomasville] Times*, September 23, 1977.

iron horse and off-loaded near the building sites. The earliest commercial buildings in Thomasville are the most elaborate and display an ornamental expression not seen in later decades. They typically feature corbelled brick cornices and arcades of arched-head windows, sometimes with hood molds, and plain pilasters that frame the storefronts. The early twentieth-century Thomasville Store General Merchandise Building (DV 709) at 24-30 Salem Street stands as one of the most elaborate of the town's commercial blocks. The two-story brick building exhibits arched-head windows with keystones and brick hood molds, brick corbelling above the windows, a metal cornice, and pilasters that extend the height of the building. The early twentieth century two-story brick building that held Motter Dry Goods (DV 602) at 24 West Main Street displays a corbelled cornice above a horizontal row of decorative recessed panels. Second floor windows have arched heads and contain two-over-two sash. The mostly intact storefront consists of columns fronting large display windows set at a slight angle on each side of the central single-leaf door.

Arched-head windows and metal cornices on commercial buildings gave way to more modest expressions as the century progressed. The Finch Building (DV 710) at 34 Salem Street, a two-story brick building completed in 1911, carries a stepped parapet across its façade and a pair of flat-head, three-part sash windows crowned with rounded masonry keystones above a storefront composed of a prism-glass transom topping large display windows. On the facade, between the first and second levels, a horizontal masonry panel enlivened with dentils above a row of small decorative panels adds to the building's character. One of the most intact downtown resources, the Finch building retains a faded painted advertisement on its side elevation.

Like other up-and-coming towns in the Piedmont, Thomasville erected downtown buildings that symbolized the prosperity fostered by local industry and commerce. No other local industry used commercial architecture as a symbol more often or more effectively than banks in the 1920s. A renewed interest in classical motifs coupled with the expansion of commercial banking led to the construction of hundreds of banks across the state. One of the most common and evocative forms to emerge was the classical vault form, which employed as its most prominent feature tall columns framing the entrance that customers passed through to conduct their business. The vault form not only symbolized the institution's reliability and security, but also its dominance in the lives of business people and citizens. The building at 10 Salem Street that originally held First National Bank of Thomasville (DV 596) typifies the classical vault form built during the period. The four-story, brick, Neoclassical Revival style building constructed in 1922 has as its most prominent classical elements pilasters with capitals separating the upper level windows and nearly two-story-tall Doric columns marking the entrance and supporting the frieze consisting of triglyphs and metopes.

In the 1920s, the railroad was in its heyday delivering passengers, freight, and farm goods to a bustling town center. Prosperity brought by the local industry and improved transportation translated into an active building program for the town during the decade. Building forms and styles ranged from the modest to the substantial. In the late 1920s a row of rather diminutive, one-story, brick shop buildings (DV 715) were put up along

aply named Commerce Street, which was laid out earlier in the decade. Each in this series of four connected buildings features a soldier-course of bricks at the crown of its façade, a masonry panel with diamond-shaped decorative ceramic tiles, and brick pilasters with masonry bases framing the storefront. The earliest businesses located in the row included a seafood shop, the offices of an African American physician, and a barbeque establishment. In the mid-1920s, Meade Hite, who located to Thomasville from Virginia, erected one of the more prominent buildings during the period. His three-story brick edifice (DV 712) on East Guilford Street housed his Star Furniture business. The Hite Building features one-over-one sash windows grouped in threes on the second and third floors and the owner's surname incised in a masonry panel set in a high parapet. The street-level entrance has been enclosed with brick.

As Dr. Curry's Commerce Street office demonstrates, a separate African American business district did not develop in Thomasville's downtown core. Dr. Curry's office and E. M. Johnson's shoe repair shop at 35 Salem Street were the only downtown enterprises identified as African American businesses in the central business district in the 1928-29 city directory. Several cafes and other assorted businesses run by African Americans appeared outside of the Salem Street business district, but only on streets populated by African American families. The East End Café stood on East Main Street for many years, and the Phillips Café served residents of Forsyth and Church streets west of downtown. The 1941-42 city directory reveals a similar arrangement for African American businesses, listing Kearns' Grocery on Tremont, two barbershops and a dressmaker on Church Street, and a confectioner on Brown Street. A third African American barber shop, the City Barber Shop, operated in the commercial district at 31 Salem Street.

The Great Depression curtailed, but did not halt, extensive building in downtown Thomasville. On Randolph Street, the Smith Clinic displays Art Deco architecture (DV 637, NR 1991). High Point architect Tyson Ferree designed the one-story brick building with a center entrance bay enriched with cast-stone pilasters and stepped parapet. It was completed in 1939 and served as the office of Dr. W. Gordon Smith.

Post-World War II commercial architecture represented a departure in style and form from earlier decades. Brick remained the most commonly used building material, but buildings became more box-like and displayed little ornamentation. For example, the one-story brick building (DV 722) at 5-7 Trade Street dates to the 1940s and features a long horizontal recessed panel that extends atop each storefront. Typical of the period, windows and doors are metal-framed.

Many older buildings were remodeled during the mid-twentieth century. One of the most dramatic renovations occurred at the prominent southeast corner of East Main and Salem streets. The building (DV 615) at 2 East Main Street dates to the early twentieth century and housed Mann's Drug Store during the century's first decades. A 1947 photograph of Mann's shows a two-story edifice with a corbelled cornice, and windows with arched masonry heads. During the late 1950s, remodeling created a plain, stripped Modernist façade with large two-part sash piercing the upper floor. The storefront was also changed from one composed of a wall of windows and a door to the current recessed storefront.

THOMASVILLE'S INDUSTRIAL ARCHITECTURE

During the early twentieth century, Thomasville's industrial concerns, particularly chair manufacturers, multiplied with amazing speed. As a result, new buildings sprang up on the fringes of downtown. The furniture plants reflected typical industrial design for urban factories: brick, several stories in height, expanded in stages, and located in or within close proximity to downtown. Textile mills, meanwhile, resembled the furniture plants except that they usually had one or more towers that held water tanks supplying sprinkler systems and often were considerably more suburban, with locations in rural areas or just outside a city's limits.

The (former) Lambeth Furniture Factory (DV 40) is one of the oldest extant industrial complexes in Thomasville. The site includes a circa 1900 two-story brick office building with a corbelled cornice and arched-head windows on the side elevations. The largest building in the complex was initially made up of three buildings that were later joined. The west end of this building was originally a brick, free-standing storage warehouse built around 1920. The center portion is a large brick building that served as the machine room, gluing room, and planing area and was constructed after a 1911 fire. The steam kiln stands to the east and is a rectangular brick building. Attached to its east side is a large canopy-covered structure. A substantial frame warehouse covered in ersatz brick asphalt siding stands at the front of the complex and stretches along East Guilford Street nearly to the corner with Memorial Park Street (formerly Cemetery Street). This shipping and storage building likely dates to the 1920s.

Thomasville Furniture Industries Plant C (DV 46) at 401 East Main Street also typifies the design and location of early twentieth-century industrial buildings in Thomasville. The oldest section of the building—probably dating to circa 1905—is a two-story block at the center of the East Main Street façade. This portion of the building originally belonged to the Cramer Furniture Company, hence the factory's designation as Plant C. This section features arched-head windows on the first floor and a tall parapet wall on its east end. A faded painted sign reading "Thomasville Chair Company" remains visible near the cornice. The large four-story plant located on the east end appears to have been built after the center section—likely in the 1940s. It features metal hopper windows and a tall brick tower that rises above the plant's flat roof. The newest section is on the west end of the Main Street façade and likely dates to the late 1940s. This two-story section features a masonry beltcourse above the second story windows and a projecting entrance bay. Modern additions have been built on the rear, while the façade retains its historic appearance.

During the late nineteenth and early twentieth centuries, capitalists built textile mills across the state and the rest of the South. Thomasville, like many towns in the South, saw the arrival of a textile mill during the first decade of the twentieth century. Members of the Cannon family, owners of the Cannon Mills in Kannapolis, chartered Amazon Mills in 1909 and completed a new building to the southwest of downtown Thomasville in 1910 (DV 34, DV 803). During its first year of operation, Amazon produced 1.3 million pounds of hosiery and underwear yarns. After expansions in 1913 and 1924, the complex comprised two main buildings. Both were brick with large segmental arch windows and

monitor roofs that delivered natural light from overhead for the knitting process. Further expansions occurred during the second half of the twentieth century and today the complex operates as Parkdale Mills, Plant No. 6. Like many textile mills in North Carolina, Amazon's owners also constructed a village for its workers. More than 130 weatherboarded frame dwellings, ranging in size from small side-gabled saddlebag houses to larger hip-roof cottages with gabled wings, made up the neighborhood.

In 1940, Cleveland C. Hill opened the Hill Hosiery Mill (DV 789) at 602 Davidson Street to produce socks. The two-story brick building has an elevator tower on the façade and metal-frame windows that tilt open. The building stands on a full-height basement and has several additions to the north.

West of downtown Thomasville, well beyond the late nineteenth- and early twentieth-century residential corridor on Lexington Avenue, J.W. Boyles built the Thomasville Coca-Cola Bottling Company in 1932 at 814 Lexington Avenue (DV 614). Full-height pilasters composed of header bricks and topped with peaked capitals carved with Art Deco stylized vegetation motifs divide the two-story facade into four bays. The entrance, located in an end bay set back slightly from the three bays to its west, is highlighted by an Art Deco stone surround with a scalloped entablature carved with the building's name. The arrangement also features a transom with clipped corners. Other bays have decorative stone panels between the first and second floors; panels are carved with a wave-pattern molding, Coca-Cola bottles, and the words "Coca-Cola."

INSTITUTIONAL ARCHITECTURE IN THOMASVILLE: PUBLIC BUILDINGS, SCHOOLS, AND CHURCHES

Public Buildings

Along with domestic and commercial architecture, Thomasville boasts a fine collection of institutional buildings. The local and federal governments contributed prominent buildings to Thomasville's architectural fabric, while religious denominations represented in the city erected churches in various styles and forms.

The city constructed the Thomasville Filtration Plant (DV 49) on Lexington Avenue around 1925. The three-story Mediterranean Revival-influenced building displays a tile hip roof and stone lintels crowning the windows. William C. Olsen of Raleigh designed the building; Olsen specialized in municipal water plants and built several in North Carolina.³⁵ The plant's main three-story core faces north toward Old Lexington Road, which was the main corridor heading west out of town before US 29 was constructed on the plant's south side. The still-operating facility includes large reservoir tanks.

In 1926 the United States government built a federal building and post office (DV 717) sited on the prominent corner of East Main and Randolph streets. The modest one-story

³⁵ "Elizabeth City Water Plant," National Register of Historic Places Registration Form, 1994.

Colonial Revival-style brick building constructed under supervising architect James Wetmore presents a classical entrance composed of a closed pediment crowning an entablature with triglyphs. A roof balustrade with turned balusters alternating with solid brick expanses tops the heavily molded wood cornice surmounting the building. The post office occupied this building until 1963. In 1972, the federal government conveyed it to the City of Thomasville, which now uses it as the offices of the Parks and Recreation Department.

During the Great Depression, local government, with the assistance of a New Deal program, managed to erect one of the town's most impressive buildings. The Thomasville City Hall (DV 594) on West Guilford Street dates to 1938 and is the county's best example of the Art Deco style. The City secured \$60,000 from the Public Works Administration and issued another \$600,000 in bonds to construct the building, which also included a wing to house the fire department. The symmetrical, stone-faced building emphasizes its verticality by the blocky sections set back from the projecting entrance tower. Builders chiseled ornamental designs into the stone veneer of the building.

Schools

In the 1920s, as North Carolina's population grew, the state engaged in an unprecedented school construction program that consolidated thousands of schools occupying small frame buildings into hundreds of larger, more substantial buildings. As part of this effort, state school officials developed guidelines to ensure that new schools were safe, sanitary, conducive to learning, and a source of pride for the communities they served.

Architecturally, this translated into brick buildings, usually two stories in height, with large windows, Classical or Colonial Revival decorative motifs, and auditoriums or libraries. While heavy focus fell on rural schools, the same standards were applied to new urban school buildings. Such application is apparent at the Colonial Drive School (DV 731). The two-story elementary school built in 1928 is brick with windows arranged singly, in pairs, and in banks. Tuscan columns support a flat-roofed portico that shelters a double-leaf door with sidelights and transom.

The two-story, brick, Colonial Revival-influenced Kern Street School (DV 700) on Kern Street dates to 1936 with additions from the 1950s. A three-part central section, bands of large paired replacement six-over-six windows with solid transoms and cast-stone keys and sills, a recessed double-leaf entry with a transom surmounted by a broken pediment and an octagonal frame bell tower characterize the building. Winston-Salem architect William Roy Wallace designed the school. Two-story flat-roofed 1950s wings are situated on the west and rear elevations of the original building. A one-story flat-roofed 1950s addition extends from the east elevation. Although the school was finished in 1936, its furniture had not arrived by that September, so the students started the year elsewhere. Three African American students integrated Kern Street Elementary on August 28, 1963. The school served the elementary grades until 1992, when the new Thomasville Primary School was constructed.³⁶

³⁶ Matthews and Sink, 57; Capel, 187; *Thomasville Times*, September 29, 1990, 8 G.

Completed in 1937 with the assistance of the Works Progress Administration and local funds, the Church Street School was the first brick school for African Americans in Thomasville. Designed by Winston-Salem architect William Roy Wallace, the T-shaped brick Neo-Colonial Georgian style school featured an original two-story auditorium that projected from the rear. Wallace also designed two 1951 two-story wings that framed the building. (A fire in 2000 has reduced the building to a ruin.)³⁷

Churches and Other Religious Buildings

Settlers and early residents established churches in Thomasville even before the arrival of the railroad, but those early churches have not survived. Methodist Episcopal congregants held services as early as the 1850s and built a church in 1863. Baptists established their first congregation in 1859. Episcopal services, first held in the 1870s, were not housed in a church in Thomasville until the 1940s. Heidelberg Reformed Church was established in 1894 and a place of worship built on Main Street the next year. A commission from the Orange Presbytery set up the First Presbyterian Church in 1903. Lutherans formed a Thomasville congregation in 1911.³⁸

African Americans established churches in neighborhoods northwest of the town center in the first half of the twentieth century. The (former) St. Johns Methodist Episcopal Church (DV 840), for instance, was built on Church Street in 1914 for an African American congregation. Like most of Thomasville's earliest surviving churches, St. Johns is a plain masonry building with a front-facing gable. St. Johns, however, is notable for its rusticated concrete block exterior. The one-story Gothic Revival church also features a cruciform-plan with a corner entrance in a bell tower and has wood shingles in the gables and at the upper portion of the tower. Arched stained-glass and some replacement windows fill the bays. A 1947 concrete-block rear addition contains classrooms, a fellowship hall, and an annex. The congregation merged with Hoover Chapel Methodist Church in 1970 and built a new church on James Avenue in 1980, but the 1914 building remains in use by an Hispanic congregation of the Wesleyan Church.

By the 1920s certain congregations were erecting churches that displayed the influence of popular architectural styles including the Colonial Revival or Gothic Revival. Built in 1925 on Randolph Street, the First Pilgrim Holiness Church (DV 611) is a brick one-story-on-basement chapel with a shed-roofed porch. A round-top cupola rises from the forward ridge of the front-gable roof. Arched-head multi-light windows extend along the main level of the side elevations, while rectangular multi-light windows illuminate the basement. The (former) Trinity Methodist Episcopal Church (DV 808) on Blair Street dates to circa 1925 and is a one-story brick Colonial Revival building with a full-width porch with Tuscan columns supporting the pediment. A transom surmounts the double-leaf entry and a hip-roofed bell tower crowns the front-gable roof. By 1966 the Church of God in Prophecy began worshipping in the building.

³⁷ Huffman.

³⁸ Leonard, 399, 405-406, 445, 477, 501-502.

The Gothic Revival style is seen at the St. Paul's Episcopal Church (part of DV 724) on Salem Street, a brick chapel built in 1949 with a 1957-1958 attached parish house. The building displays a front-facing gable with a projecting narthex containing a gothic-arched door. The cross-gable-roofed parish house features half-timbering in the front gable and is attached to the north side of the chapel. It contains classrooms, a parlor, an assembly room, and a kitchen.

Thomasville's Methodist Episcopal and Methodist Protestant congregations held services in several buildings until 1947 when the denominations merged and later built the Memorial United Methodist Church (DV 606) on Randolph Street. Due to its size and level of articulated architectural style, the 1950 stone Neo-Gothic Revival edifice is one of the most prominent buildings in town. A front gable with parapet dominates the facade and contains a three-part arched window with cast-stone trim; the arch repeats in the triple entrance below. A tall bell tower with spire rises from the junction of the chapel and a three-story intersecting hipped-roof north wing.

The Heidelberg Evangelical and Reformed Church, now Heidelberg Church of Christ (part of DV 724), is a prominent brick Neo-Gothic Revival style church built in 1954 on Salem Street. The building displays masonry pointed drop arches around its windows and doors, a large round window set in the front gable, corner buttresses with masonry caps on the main block and side wings, and triangular parapets crowning the front block and wings. A tall brick bell tower rises from the northwest corner at the junction of the chapel and a two-story-on-basement classroom attachment.

One of the most important developments in Thomasville's social history was the establishment of a Baptist orphanage in the late nineteenth century. After failing to garner support from the Baptist State Convention, the Baptist Orphanage Association, under the leadership of John Mills, established the Thomasville Baptist Orphanage (DV 595) in 1885 on land south of the railroad tracks in the western part of town. Mills had been instrumental in the founding of the state's first orphanage in 1874 in Oxford. He designed the new institution in a cottage plan with children living in small dwellings located on a bucolic, park-like campus. Renamed the Mills Home in 1919, the facility grew throughout the early twentieth century as buildings were added to the site. The Mills Home retains its original building, the 1885 Mitchell House (DV 691, NR 2000), the oldest house standing in North Carolina built expressly for the care of orphaned children. The one-story brick cottage features an inset front porch with turned posts and a sawnwork balustrade.³⁹ While a few other historic buildings remain on the campus, many have been demolished and replaced with modern structures.

RESIDENTIAL DESIGN IN THOMASVILLE

Thomasville's earliest surviving dwellings date to the late 1800s. Among the more stylish of this group is the Strickland-Lambeth House (DV 725) at 117 Salem Street, an eclectic two-story, weatherboarded, asymmetrical vernacular French Second Empire-style dwelling built in 1887. Its most distinctive feature is a wood-shingled mansard tower with

³⁹ Elizabeth Dull, "Mitchell House," National Register of Historic Places Registration Form, 2000.

a slightly flared roof, situated at the junction of the two-story front and side-gable wings. The porch, restored in the 1970s, features turned posts with brackets and a turned balustrade.

More traditional house forms stand outside downtown in areas that were beyond the original city limits but which have been annexed in the last several decades. The two-story single-pile, weatherboard-clad house at the center of the Collett Farm (DV 713) at 1108 Trinity Street dates to 1892. The largely intact dwelling with a two-story rear ell features a single-leaf entry with sidelights, nine-over-one windows with window screens hinged at the top of the window trim, and a brick chimney occupying each gable end of the main block. John Collett and his wife Elizabeth, who moved to Thomasville from Randolph County, had the house built on the ninety-two acres where they farmed tobacco and raised livestock. Despite the encroachment of suburban development, the farm complex has a full array of support buildings including a smokehouse, chicken house, two tobacco barns, a shed, and a hay barn—all sided in weatherboard—and a log barn.

Closer to the town center, houses built in the late nineteenth and early twentieth centuries began to take on more asymmetrical massing of intersecting gabled wings typical of the Queen Anne style. Characteristic of the style, these dwellings often featured animated decorative elements, such as spindlework along the porches, and complex surface treatments, like shingled gables. Across the state, the railroad brought much of the millwork and the pattern books necessary to execute the style on a local level, although Thomasville may have been equipped with local millworkers who could produce the work according to patterns. Locally, the derivative, vernacular versions are far more common than high-style examples, which are scarce in present-day Thomasville.

Built around 1911, the Dr. J. W. Peacock House (DV 725), a one-and-a-half-story, cut-granite dwelling typifies Richardsonian Romanesque design popular during the Victorian era. Stone porch pillars support round-arch openings with radiating voussoirs while a round tower with a conical roof dominates the facade.

As Thomasville's fortunes grew, so too did its citizens' awareness of architectural design and their financial ability to build houses. Magazines disseminated house plans and fashions across the nation so that property owners from Thomasville to Oregon chose from the same designs. Particularly popular were Colonial Revival houses and Craftsman bungalows. The Colonial Revival style began to gain popularity during the late nineteenth century; in small towns, however, it did not eclipse Queen Anne designs until the first decades of the twentieth century. The style's name refers to the colonial period in the United States, referencing the Georgian houses of the eighteenth century but drawing from the Federal era and from classical architecture generally. Builders and architects working within the Colonial Revival idiom interpreted and reproduced all of the late eighteenth- and early nineteenth-century neoclassical styles at various levels of accuracy. The 1920 Morris-Harris House (DV 725) on Salem Street provides an excellent example of Colonial Revival design drawn from Federal-era architecture. A curved balustrade tops an Adamesque portico supported by Corinthian columns and pilasters. Pedimented

dormers punctuate the front roof slope of the two-and-a-half-story house, while a flat-roof side porch, typical of the style, occupies the south gable end.

During the 1920s, while interest in the Colonial Revival remained keen, Arts & Crafts-inspired Craftsman design and bungalows became exceptionally popular, as did the Tudor and the Mediterranean revivals to a lesser extent. The Craftsman style emphasizes craftsmanship by exposing or exaggerating structural members, such as raftertails and joints, or adding elements to look like structural features, such as kneebraces or the ends of false beams in gable ends. The L.A. Kress House at 124 Salem Street (DV 725) is an elaborate brick Craftsman-style airplane bungalow partially sheathed in stucco and built in 1924. Heavy battered posts set atop sturdy brick piers support the expansive front porch, capped by a pair of front-facing gables. A porte-cochere topped with a front gable dominates the north side of the house. The second level gives the impression of an airplane cockpit and displays exposed rafter tails and twelve-over-one sash. Lexington Avenue also features large bungalows with Craftsman details; the scattered examples in the Colonial Drive School and Kinneywood neighborhoods are more modest.

Tudor Revival architecture is based on buildings erected in Tudor England in the late fifteenth and sixteenth centuries. Dwellings usually have brick exteriors and feature some or all of the following: half-timbering, steeply pitched gabled roofs, an asymmetrical chimney on the front facade, diamond-shaped window panes, and round-arch doors. The Dr. Farrington House (DV 771) at 222 West Colonial Drive is a two-story brick and half-timbered, side-gabled dwelling featuring a dominant gable-front projection with a smaller, gable-front portico with paired posts. A half-timbered second floor projection is supported by rounded exposed beams. The westernmost wing features exuberant decorative brick work. A two-bay side-gable, half-timbered garage stands behind the house. Other Tudor Revival houses stand throughout the Colonial Drive School neighborhood, where Elliott Street (DV 728, DV 729) features nearly a solid block of Tudor Revival houses. A few scattered examples can also be found in Kinneywood; the half-timbered house at 200 Fairview Road (DV 763) also features a cross-gabled roof with a dramatic sweeping eave across the facade.

When Tudor Revival is stripped-down and applied at a smaller scale, the result is a Period Cottage or English Cottage. Period Cottages are executed in brick or wood and feature steep gable roofs, chimneys on their facades, and arched door or window openings. Several examples in Thomasville, including those at 202 and 206 Stone Street (DV 762) and 215 West Main Street (DV 780), feature a distinctive use of stucco formed to mimic the stone often applied around doors and windows on Tudor Revival houses. According to a current Stone Street resident, a building contractor named Mr. Cranford built the Stone Street dwellings; he may be responsible for other examples throughout Thomasville.

The Mediterranean Revival and the related Spanish Eclectic style enjoyed limited popularity in Thomasville during the 1920s. Stucco exteriors, parapeted or pent roofs with terracotta tiles, and porches deeply recessed behind arched openings evoke villas on the Mediterranean coasts of France, Spain, and Italy. Thomasville's examples cluster in

the Kinneywood neighborhood and display variety in form and size. A particularly well-executed example stands on Oakwood Drive in the Kinneywood subdivision (DV 800). Built in 1924, the one-story cottage features stucco walls and a tile roof as well as a narrow garage at the basement level, indicating the increasing availability of vehicles.

After World War II, pent-up demand for new homes and increasingly accessible automobiles fostered residential development beyond the areas close to downtowns, where most homes had been built prior to the mid-twentieth century. Immediately after the war, small homes with minimal detailing were the first dwellings built to meet housing pressures. The restricted architectural references on these dwellings usually reflected Colonial Revival tastes; thus, the style was called Minimal Traditional. Such houses were built in new subdivisions and as infill within older neighborhoods. Several good examples are found in Thomasville, including a group of three frame houses (DV 790) built around 1945 on Davidson Street across from the Hill Hosiery Mill. Each one-story, side-gabled house features six-over-six sash windows and small gabled porticos with square posts sheltering their front doors. Along School Street, Minimal Traditional houses mix with Period Cottage dwellings, displaying a period of development that included the 1930s and 1940s.

As the post-war era progressed and an economic boom ensued, developers and builders looked to the open land surrounding towns. Simultaneously, Modernist architecture, with roots in the early twentieth century, emerged in mainstream fashion. Modernist design utilized natural materials such as wood and stone, as well as manmade materials such as glass, metal (usually aluminum or chrome), and plastic that symbolized technological advancement. Materials were used together or separately to create horizontally oriented buildings with smooth solid walls and banks of windows that visually dissolved the separation between interior and exterior space. In subdivision design (and to a lesser extent in the layout of office parks that were just beginning to become popular in the post-war years), natural or natural-looking landscapes also evoked Modernism. Houses generally occupied large lots and often stood on previously undesirable terrain such as a hillside or ravine below the street grade. Drives within subdivisions were gently curved while creeks, streams, or manmade lakes added naturalistic water features to the plan.

The ideal house for such a subdivision was a Modernist dwelling, such as the Borowski House (DV 828) at 108 Circle Drive in the Wallcliff Park subdivision. Built in 1958, the one-story house has a gabled and a shed roof, large fixed-sash windows, an interior chimney, and an exterior covered in a combination of brick and weatherboards. More often, however, Ranch houses lined suburban streets. Ranches are one-story, horizontally oriented houses with flat, shed, or low-pitched gable roofs and free-flowing open floor plans. Colonial Revival elements, such as pediments, shutters, and sash windows, or Modernist elements including expanses of windows, rustic wood siding, stone, concrete, or metal, were applied to the basic form. In Erwin Heights, the Alexander House (DV 822) at 114 Kathland Avenue typifies the Ranch. The side-gabled roof shelters the one-story dwelling. Six-over-nine double-hung sash windows illuminate the interior while sidelights flank the single-leaf entry. Ranches are found throughout Erwin Heights, a neighborhood that features a wide range of mid-century residential styles. Wallcliff Park,

where development began in the mid-1950s and was aimed at middle-class families, features a mix of Minimal Traditional houses as well as modest Ranch and Modernist dwellings.

Thomasville is fortunate in that it retains historic resources reflecting nearly every period and aspect of its century and a half of history as an established municipality. Attrition is inevitable in any place and, as detailed earlier in this report, Thomasville has lost its share of historic architecture. What remains, however, still powerfully telegraphs the evolution and economic foundation of this central North Carolina railroad town. Thomasville parlayed its location on the rails into a solid industrial base that fueled growth and construction throughout the twentieth century. This survey has examined much of the city's extant historic resources that were part of that long boom period and has found a wealth of physical embodiments of the history of work, residence, recreation, and worship in Thomasville.

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Appendix A: Thomasville properties with historic designations

National Register of Historic Places (listing date)

Thomasville Depot (1981)
Church Street School (1990) (not extant)
Smith Clinic (1991)
Mitchell House (2000)

State Study List (date added)

Kern Street School (2001)
Thomasville Woman's Club (1998)
Downtown Business District (1999)
Amazon Mill Superintendent's House, 300 Skiles Heights Street (proposed 2004)
Carolina Apartments, 106 Winston Street (proposed 2004)
City Memorial Hospital and Nurses' Home, 11 and 15 Pine Street (proposed 2004)
Collett Farm, 1108 Trinity Street (proposed 2004)
Colonial Drive School, 211 W. Colonial Drive (proposed 2004)
Charles F. and Mary J. Lambeth House, 306 Skiles Heights Street (proposed 2004)
T. Austin and Ernestine L. Finch House, 17 East Main Street (proposed 2004)
Memorial Park, Stadium Drive (proposed 2004)
Memorial United Methodist Church, 101 Randolph Street (proposed 2004)
Ragan Spinning Company (proposed 2004)
St. Johns Methodist Episcopal Church, 8 Church Street (proposed 2004)
Thomasville Bottling Company/City Ice & Fuel, 403 Lexington Avenue (proposed 2004)
Thomasville Filtration Plant (proposed 2004)
Thomasville Furniture Company's Plant C, 401 E Main Street (proposed 2004)
Tomlinson Farm, 1307 Trinity Street (proposed 2004)
Colonial Drive School Historic District, Roughly bounded by W. Main, Loftin, and Finch Streets and rear lot lines on W. Colonial Drive (proposed 2004)
Lexington Avenue Historic District, 400 block and north side 500 block (proposed 2004)
Randolph Street Historic District, portions of 100 and 200 blocks of Randolph Street (proposed 2004)
Salem Street Residential Historic District, portions of the 100, all of the 200, and portions of the 300 block of Salem Street (proposed 2004)

Local Landmarks (date designated)

The Big Chair (2000)
Old Post Office (2001)
Smith Clinic (2001)
Thomasville Woman's Club (1998)
Salem Street Historic District (2001)
Colonial Drive School Historic District (pending)

Appendix B: List of Files by Survey Site Number

DV 6	NC RR Passenger Depot, 44 W Main Street
DV 35	Small-Moore-Elliott House, 425 Lexington Avenue
DV 40	(former) Lambeth Furniture Co, 12-14 E Guilford Street
DV 46	Thomasville Furniture Industries Plant C, 401 East Main Street
DV 615	commercial buildings, 2-46 E Main Street
DV 602	Commercial Bldgs, 24-42 W Main Street
DV 614	Thomasville Coca-Cola Bottling Co., 814 Lexington Avenue
DV 615	Commercial Bldgs, 2-46 E Main Street
DV 692	Parker, Perley, & Lula House, 310 E Main St.
DV 700	Kern Street School, 200 Kern Street
DV 706	City Memorial Hospital and Nurses Home, 11 & 15 Pine Street
DV 707	Commercial Bldgs, 6-20 W Main Street
DV 708	Everhart House, 211 Walnut Street
DV 709	Commercial Bldgs, 10-30 Salem Street
DV 710	Commercial Bldgs, 34-50 Salem Street
DV 711	Commercial Bldgs, 9-47 Salem Street
DV 712	Commercial Bldgs, 3-9 E Guilford Street
DV 713	Collett Farm, 1108 Trinity Street
DV 714	Southern Rwy Pedestrian Underpass, at Memorial Park Street
DV 715	Commercial Bldgs, 2-12 Commerce Street
DV 716	Amazon Mill Superintendent's House, 300 Skiles Heights Street
DV 717	Commercial Bldgs, 1-9 E Main Street
DV 718	Commercial Bldgs, 1-11 W Main Street
DV 719	Commercial Bldgs, 6-8 Randolph Street
DV 720	Finch House, 1323 Finch Street
DV 721	Thomasville City Cemetery, 205 Memorial Park Street
DV 722	Commercial Bldgs, 5-19 Trade Street
DV 723	Commercial Bldgs, 1-9 J. W. Thomas Way
DV 724	Houses and Churches, 108-210 Salem Street
DV 725	Houses, 115-301, Salem Street
DV 726	houses, 219-231 W. Main Street
DV 727	houses, 200-206 Spring Street
DV 728	houses, Woman's Club, 3-15 Elliott Street
DV 729	houses, 2-8 Elliott Street
DV 730	N side 200 block Spring Street
DV 731	school, apartments, houses, 211-229 West Colonial Drive

- DV 732 duplexes, 202-206 Foster Street
- DV 733 Thomasville Hosiery Mill, 208 Carmalt Street
- DV 734 houses, W side 100 block Carmalt Street
- DV 735 house, park, W side 00 block Carmalt Street
- DV 736 houses, S side 300 block W Main Street
- DV 737 houses, S side 400 block Haywood Street
- DV 738 house and apartment building, 12, 11 Jones Avenue
- DV 739 houses, N side 400 block Spring Street
- DV 740 houses, S side 400 block Spring Street
- DV 741 houses, W side 100 block Jones Circle
- DV 742 houses, E side 200 block Jones Circle
- DV 743 houses, 304-308 Foster Street
- DV 744 houses, 400-410 Davidson Street
- DV 745 houses, 414-418 Davidson Street
- DV 746 houses, 500-508 Davidson Street
- DV 747 houses, 103-113 Moore Street
- DV 748 houses, 106-112 Miller Street
- DV 749 Thomasville Bottling Company/City Ice & Fuel, 403 Lexington Avenue
- DV 750 houses, 415-429 Lexington Avenue
- DV 751 Davidson Laundry (Town Motors), 605 Lexington Avenue
- DV 752 Used Auto Parts (West Side Curb Market/Piedmont Barber), 809 Lexington Avenue
- DV 753 Amazon Mill houses, 501-509 Hill Street
- DV 754 Amazon Mill houses, 411-417 Hill Street
- DV 755 Amazon Mill houses, 500-512 Concord Street
- DV 756 Amazon Mill houses, 600-610 Concord Street
- DV 757 baseball field, corner of Concord Street with Fisher Ferry & Rosedale
- DV 758 house, 501 Fisher Ferry
- DV 759 house, 310 Kinney Avenue
- DV 760 house, 311 Kinney Avenue
- DV 761 houses, 214-218 Forsyth Street
- DV 762 houses, 202-210 Stone Street
- DV 763 houses, 200-202 Fairview Road
- DV 764 houses, 303-317 West Guilford Street
- DV 765 houses, 100-114 Kinney Avenue
- DV 766 Memorial Park, Stadium Drive
- DV 767 house, 201 Finch Avenue
- DV 768 houses, 5-11 Carmalt Street

DV 769	house and apartment buildings, E side 100 block Carmalt Street
DV 770	house, 201 Carmalt Street
DV 771	houses, 202-224 W. Colonial Drive
DV 772	houses, 7-11 Finch Avenue
DV 773	houses, 209-211 Foster Street
DV 774	houses, 402-410 Haywood Street
DV 775	houses, 00 block Jones Avenue
DV 776	houses, 101-111 Jones Avenue
DV 777	houses, 201-229 Jones Avenue
DV 778	houses, 10-14 Loftin Street
DV 779	houses, 204-205 Loftin Street
DV 780	houses, 201-215 W Main Street
DV 781	houses, 401-417 W Main Street
DV 782	houses, 203-229 Spring Street
DV 783	houses and apartment buildings, 308-318 Spring Street
DV 784	houses and church, 303-317 Spring Street
DV 785	houses and apartment building, 200-210 Wagstaff Street
DV 786	houses, 304-318 Davidson Street
DV 787	commercial and residential, 410-417 Davidson Street
DV 788	houses, 501-505 Davidson Street
DV 789	Hill Hosiery Mill & Celand Yarn Dyers, 602, 606 Davidson Street
DV 790	houses, 603-611 Davidson Street
DV 791	houses, commercial bldg, 400-424 Lexington Avenue
DV 792	houses, 500-510 Lexington Avenue
DV 793	house, 509 Rockwell Street
DV 794	houses, 107-117 Miller Street
DV 795	houses, 104- 112 Moore Street
DV 796	houses, 301, 302 Fairview Road
DV 797	houses, 215, 217 Forsyth Street
DV 798	house, 405 W Guilford Street
DV 799	houses 202-208 Kinney Avenue
DV 800	houses 200-210 Oakwood Drive
DV 801	houses, 108, 110 Stone Street
DV 802	houses, 201 and 207 Stone Street
DV 803	Amazon Mills, 400 Carmalt Street
DV 804	houses, 507-513 Concord Street
DV 805	house, 601-611 Concord Street
DV 806	houses, 414, 506, 508 Hill Street

- DV 807 houses, 510, 514 Pinnacle Street
- DV 808 Trinity Methodist Episcopal Church, 717 Blair Street
- DV 809 Houses, 301-407 E Guilford St
- DV 810 Houses, 110-408 EW Guilford St
- DV 811 Houses, 116-122 Cox Ave
- DV 812 Houses & May Bros Gro, 412-416 Fife St
- DV 813 Houses, 101-109 College Street
- DV 814 Houses, 100-116 College Street
- DV 815 Houses, 6-12 Forsyth Street
- DV 816 Carolina Apts, 106 Winston St
- DV 817 Finch Field, 1220 National Highway
- DV 818 Houses, 8-104 School Street
- DV 819 Houses, 105-111 School St
- DV 820 St Johns ME Church, 8 and 100-102 Church St
- DV 821 Houses, 101-109 Doak St
- DV 822 Houses, 100-210 Kathland Ave
- DV 823 Houses, 105-119 Kathland Ave
- DV 824 Houses, 201-219 Lake Drive East
- DV 825 Houses, 100-124 Lake Drive East
- DV 826 Houses, 802-926 Lake Drive West
- DV 827 Houses, 917-923 Lake Drive West
- DV 828 Houses, 103, 108, 161 Circle Drive
- DV 829 Houses, 905, 907, 913 Kenreed Drive
- DV 830 Erwin Heights
- DV 831 Wallcliff Park
- DV 832 Kinneywood Neighborhood
- DV 833 Lexington Avenue Neighborhood
- DV 834 Colonial Drive School Neighborhood
- DV 835 T. Austin and Ernestine L Finch House, 17 E. Main Street
- DV 836 J. Arthur and Laura J. Kepley House, 109 Randolph Street
- DV 837 Standard Chair Company, S side W. Colonial Drive between Randolph and Fisher Ferry streets
- DV 838 Houses, 12 and 23 Fisher Ferry Street
- DV 839 House, 1020 Mendenhall Street
- DV 840 (former) St. Johns Methodist Episcopal Church, 8 Church Street
- DV 841 Salem Street Neighborhood
- DV 842 Randolph Street Neighborhood
- DV 843 Tomlinson Farm, 1307 Trinity Street

DV 844 Charles F. & Mary J. Lambeth House, 306 Skiles Heights Street
DV 845 Colonial Drive School, 211 W. Colonial Drive