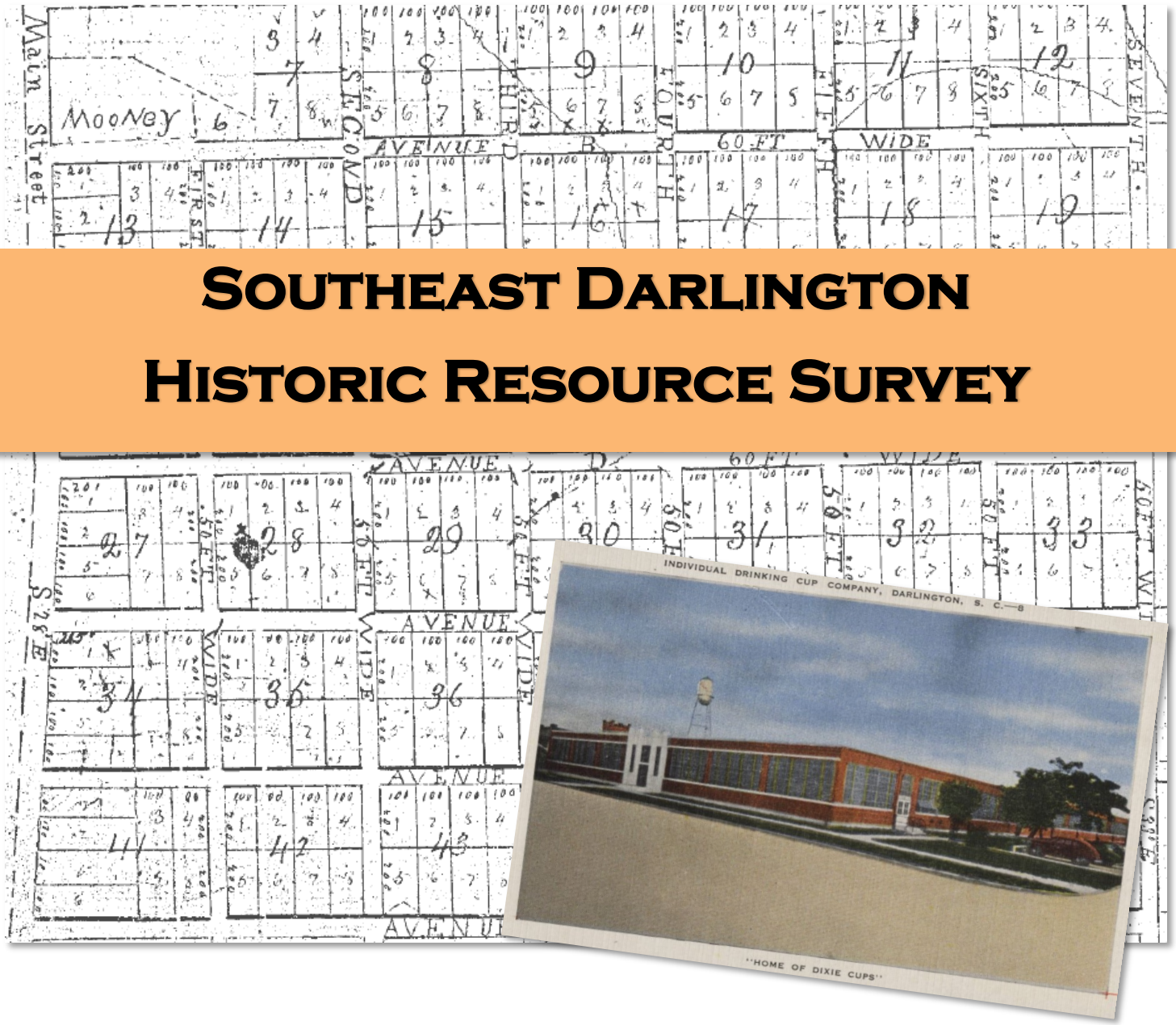
Southeast Darlington
Historic Resource Survey



Final Report

August 31, 2022

Staci Richey

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Southeast Darlington Historic Resource Survey

City of Darlington, Darlington County, S.C.

FINAL Report

August 31, 2022

Report Submitted To:

City of Darlington, Planning & Economic Development, 400 Pearl St., Darlington, S.C., 295323

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Staci Richey- Historian

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I. Project Summary

Name of Survey

Southeast Darlington Historic Resource Survey

Boundaries of Survey Area

This survey is located in the city limits of Darlington, South Carolina, in Darlington County. It is bounded by A Avenue, South Main Street, Theressa Drive, Joe Louis Boulevard, Old Florence Road, and Friendship Street.

Number of Resources Surveyed

There were 317 resources surveyed.

Area Surveyed
The area surveyed was approximately 322 acres or .50 square miles.

Project Date
January 2022 through May 2022

Surveyors and Affiliation
Principal Investigator: Staci Richey, Access Preservation
Surveyors/Historian: Staci Richey, Access Preservation

Affiliation: Staci Richey, Project Lead
Access Preservation, 7238 Holloway Rd. Columbia, SC 29209

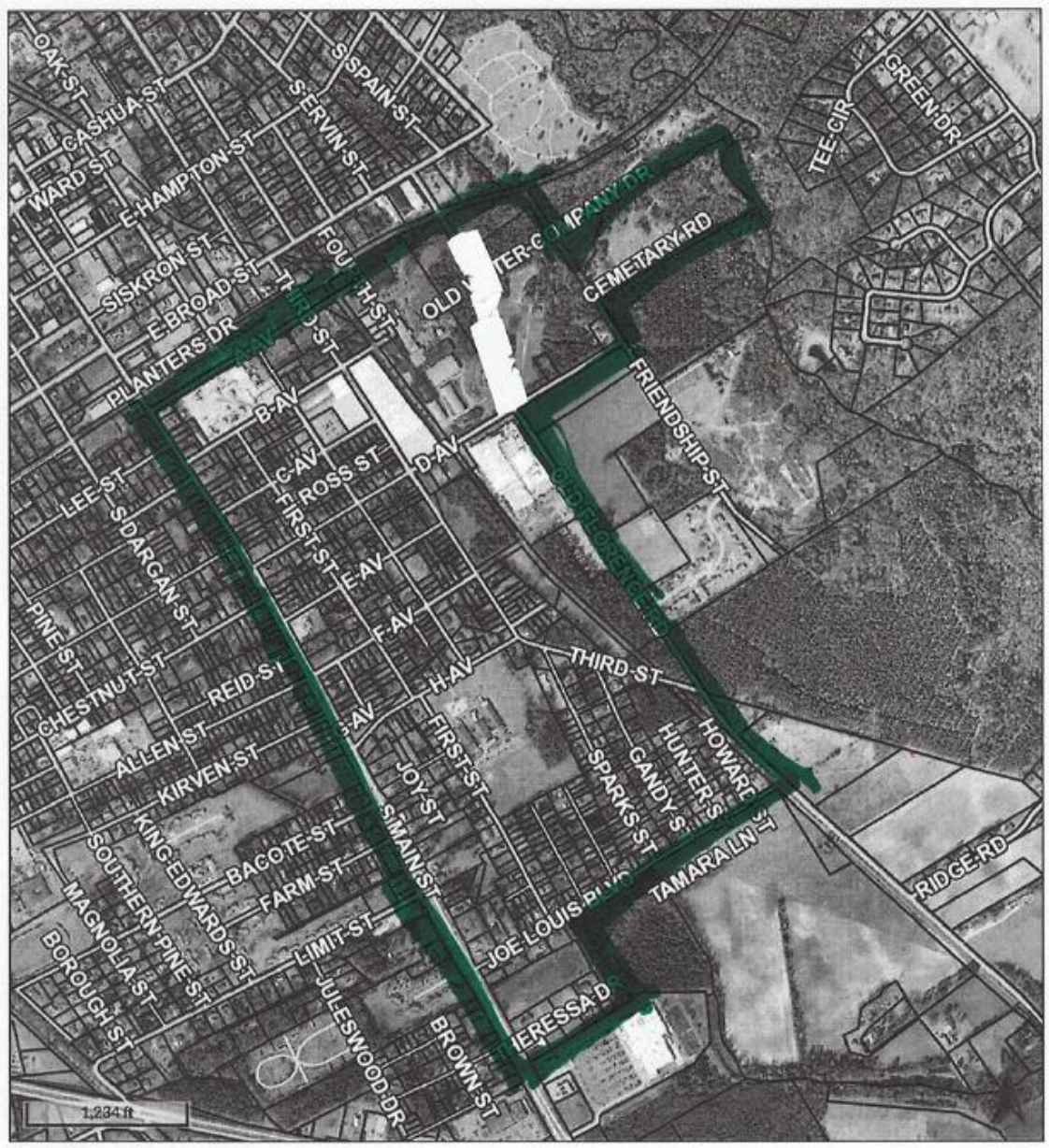
Project History
The City of Darlington initiated this survey with matching grant funds from the S.C. Department of Archives and History. The purpose was to conduct a survey of historic resources located in the southeast corner of the city, which has historically been a Black residential area and the location of several long-standing industries. Portions of this area were last surveyed in 2002 by Edwards-Pitman Environmental, Inc., which did not result in any recommendations for the National Register of Historic Places (NRHP) in the survey area. At present, the industrial presence in the east section of the survey area has the potential to continue expanding. The City will use this project to document, identify and evaluate the historic resources in this area as they continue to plan for future growth of existing industries and their potential impact on the built environment.

Survey Dates
The survey field work took place April 29, 2022 through May 11, 2022.

Project Objectives

The City of Darlington wishes to expand its documentation and understanding of any historic resources in the project area as they anticipate future growth of important local industries. The last survey was twenty years ago, and buildings within the survey area that were not considered historic at that time due to their age may now be eligible for survey. This project captures buildings constructed up to about 1982 by using a standardized survey form from the S.C. Department of Archives and History, and will define the history of the project area, make recommendations for listing on the NRHP, and assist with local planning.

Figure 1. Map of Survey Boundary, provided by the City of Darlington



II. Survey Methodology

Background Research

Research for this project was conducted in person at the Darlington County Historical Commission, Darlington County Deeds Room, Darlington County Public Library, the South Caroliniana Library at the University of South Carolina (UofSC), the Government Information and Map Library at the UofSC, the S.C. Department of Archives and History (SCDAH), and using online repositories for the Library of Congress and the S.C. Digital Library, which included resources from the S.C. State Library. Other resources included Archsite, an online map of historic and surveyed resources, published by the SCDAH; the South Carolina Encyclopedia, the National Register of Historic Places (NRHP) nominations maintained online by the SCDAH, and online digital collections such as the S.C. Department of Transportation's *County Road Maps*.

The historian made a public appeal for information from the community at a public meeting about the survey on January 20, 2022. Attendees spoke at the meeting about some of the historic businesses and people in the project area. The local newspaper published this request and the historian provided a research form to the City for distribution. The historian only received a response from three people, only one of which followed up with an oral history. This contact also made efforts to reach out to former residents of the area to gather more local history, but ultimately did not provide additional information for this report. No research forms were returned.

Before conducting field work, the historian reviewed previous survey data from within the project area, including survey forms and photographs from the 2002 Edward-Pitman Environmental, Inc., survey.

Field Survey Methods

The surveyor took a photograph of each survey eligible building from the public right of way using a digital camera. If people were visible she returned to try to take a photograph when they were not visible or asked permission to take a photograph. She inquired with people present at a home if they knew the age of the home. She noted distinctive architectural features and entered the information into the S.C. Survey Form provided in an Access database format by the SCDAH. She labeled the digital photographs per the Survey Manual provided by the SCDAH. The survey numbers were assigned by the SCDAH and contain a gap due to the need to acquire more survey numbers after the first estimation proved to be too low. Therefore, the survey numbers are 0577-0776 and 0780-833.

Every survey eligible building constructed up to 1982 was included in the survey. Generally, buildings or sites already listed in the National Register of Historic Places were not resurveyed, with the exception of the Edward Deas House, which has undergone extensive changes since it

was listed. An estimation of the construction date for each resource was created using the building's architecture. Other resources consulted for building dates include the Darlington County's "QPublic.Net" online GIS information for built dates, and historic maps and aerial photographs.

Evaluating Survey Data

The survey data was evaluated using the research from the historic context within this report and the current National Register listings, which showed a lack of inclusion of historic African American resources in Darlington. From this information, the survey data showed that there was a concentration of historically Black residential resources that was comparable to other historic districts in the city in terms of the date of development. This suggested that the survey data could point to a potential new historic district.

III. Darlington Historic Context

Darlington is located in the southeast section of Darlington County, which is in the northeast corner of South Carolina in an area known as the Pee Dee. It is on a slight bluff and is generally flat but slopes down sharply on its north and east borders to meet the banks of Swift Creek. Surrounding land in the county is fertile and agriculture was an economic engine for the city's growth. The city has a mature tree canopy throughout, except for areas of dense historic commercial development. Darlington is the county seat and retains a number of historic buildings. A central feature of its physical development was the public square and county courthouse. By the late nineteenth century, the town was known to many as the "Pearl of the Pee Dee."[1]

Colonial Era Through Reconstruction (1600s-1877)

Native American settlements in this area of South Carolina were sparse, but a map depicting their locations around 1670 shows tribes of the Essaugh Nations in this general vicinity. The map is not specific enough to suggest a settlement in the exact location of present-day Darlington, but the settlements were often found along the major rivers like the Pee Dee and smaller tributaries. There may have been a Native-American trail in this area, according to a nineteenth-century historian, and the Cheraw tribe likely populated this location.[2] The earliest White settlers located in what is now Society Hill. The colony divided into large parishes by the early 1700s, and later the governor established a division into townships. Darlington County was in the Queensboro Township and after a series of further divisions and renaming as counties, the state created a new district system in 1800. The 1868 state constitution changed the districts back to counties.[3]

The County Court Act of 1785 created Darlington County, which meant it would need a county seat and courthouse. By that time Mechanicsville, on the west bank of the Great Pee Dee River, was already an established community. Cuffey Town also had its advocates for the county seat, but as a compromise between the two settlements, part of John King, Sr.'s plantation on Swift Creek became the new site. King donated part of his property for a new courthouse, built just south of his home. He created a pattern of building development that still exists today by hiring a surveyor to divide the lots around the courthouse. It acted as a central hub for the growth of the tiny new Darlington Court House settlement. Major transportation routes through the town intersected at the public square and courthouse. These became Main, Pearl and Cashua streets.[4]

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[1] Alexia Jones Helsey, "Darlington," in *South Carolina Encyclopedia* (University of South Carolina, Columbia, online resource, https://www.scencyclopedia.org/sce/entries/darlington/, accessed 1/22, 2022; Clayton Griffith, Jennifer Martin, Sarah Woodard, Edwards-Pitman Environmental, Inc., *City of Darlington, S.C. Architectural Survey* (2002), 6.

[2] Chapman Milling, Ye Province of Carolina in the Year 1670 (n.d., estimated around 1940, South Caroliniana Library, Univ. of S.C.); Griffith, et al., 9; Horace Fraser Rudisill, *Darlington County: A Pictorial History from the Archives of the Darlington County Historical Commission* (Norfolk: The Donning Company, 1986), 11.

[3] Griffith, et al., 7.

[4] Griffith, et al., 9.

By 1801, there was at least a post office, but development was very slow. The area was not on a major traffic route. The district population was growing, however, and by 1825 had 6,407 Whites and 4,542 Blacks. A few men, such as Col. Bright Williamson and Revolutionary War veteran Col. John Smith, started building stores and homes on the square around the courthouse in the early 1800s. A fire in early 1806 destroyed the courthouse and its records, but it was soon replaced with a two-story wood-sided building, located in the center of the square. It too was replaced as soon as around 1812 with a two-story brick courthouse. The young wood-sided building was relocated across the street and fitted out as a hotel. A new brick jail soon populated the square, and in 1818 a new school opened, the Darlington Academy. It later became St. John's School. A masonic lodge and the first church appeared in the 1820s. The Presbyterians were the first to build, followed by the Baptists, whose meeting house was completed in 1831. A Methodist church followed in 1834 and established a cemetery next to the building. Growth was slow in part because, according to local history, several of the men who owned the land around the square refused to sell it so that it could be developed. T.D. Pettigrew spurred new growth in 1825 when he purchased land from Col. Williamson on the southwest side of the square and subdivided it into building lots. Around the same time, South Carolina architect Robert Mills visited the small town and noted a courthouse, jail, a few homes and taverns. Mills' map from his visit shows a about twenty structures on a grid of about three blocks, including the courthouse square.[5]

Figure 2. Drawing of Darlington, c.1825, by Robert Mills, *Atlas of the State of S.C.*

[5] Rudisill, 39; Eliza Cowan Ervin and Horace Fraser Rudisill, *Darlingtonia: A History of People, Places and Events in Darlington County, South Carolina* (Darlington: Darlington County Historical Society, 1984), 13, 17; Griffith, et al., 10; Steve Smith, Margaret Marion, Dowis Associates, Inc., *City of Darlington Multiple Resource Area* (nomination form, NRHP, 1987), 8-1; Robert Mills, *Atlas of the State of South Carolina* (originally published in 1825, reprint, Columbia, S.C.: Lucy Hampton Bostick, Fant H. Thornley, 1938, online from the S.C. Department of Archives and History collection).

Darlington incorporated as a town in 1835, although it was not able to tax its small population until fourteen years later. It is around this time that the oldest surviving homes in the area were constructed. Built in the Federal style, a fairly simple, symmetrical approach to the exterior, homes of this era had restrained ornament. At least one store had a piazza, which held Christmas dances for the enslaved Black population in the 1830s. By 1840, the Darlington District had 14,222 residents, a growth of over 3,000 people in about 15 years. A lot of the growth was in the Black population, which totaled 7,653. Nearly all of this population was enslaved, working the vast cotton fields that dominated the agricultural economy. Several plantation owners like E.W. Charles brought a few slaves to their homes in town, sometimes just one or two. James McCall was unusual in that he had six in town, so the slave population of Darlington was likely not that large. The population itself was not that large. The town of Darlington continued its slow growth and reached just less than 500 people by the 1850s. An 1843 description called the town "small" and "neat" with the notable courthouse, jail and taverns. By the Civil War there were mostly one-story buildings around the public square, often with porches across the front. Homes were of moderate size and some higher style examples included Greek Revival and Italianate. Both were popular in the decade before the Civil War, and Darlington gained a few homes in the 1850s in these styles. The Julius A. Dargan House at 488 Pearl Street is a c.1856 two-story Greek Revival with Italianate features, one of the few surviving antebellum homes.[6]

Darlington was ten miles above the closest railroad lines, which were spurring growth across the state throughout the 1840s and 1850s. A prominent Darlington District merchant and landowner Col. E.R. Gregg reportedly refused to allow the railroad to build a depot in this area and instead the Wilmington and Manchester Railroad crossed seven miles southeast of the town of Darlington, contributing to the growth of Florence. The Cheraw and Darlington line finally entered Darlington in 1856. Unfortunately, the Civil War broke out just a few years later in 1861. Spared for most of the war, Darlington lost the train depot, cotton platforms and railroad trestles at the hands of Union soldiers in 1865. By the summer, it served as headquarters for the occupying Union Army's Third Separate Brigade of the Military District of Eastern South Carolina. Freed slaves often trailed after the Union Army and Darlington became one of the local headquarters for the Freedman's Bureau. Freed slaves flooded into Darlington just after the war but many returned back to the fields to find work, often back to the plantations where they had lived, working for their former masters. Darlington had no large-scale industry to employ them in town.[7]

A fire in 1866 burned down the historic courthouse and "much of the town square." The town had a very small commercial district and only a few hundred residents around this time. The town rebuilt the courthouse in 1870, a year before the removal of the last of the federal troops.

[6] Griffith, et al., 11-13; Smith and Marion, Continuation Sheet 2; Ervin and Rudisill, 19; 1860 U.S. Federal Census, Slave Schedule.

[7] Griffith, et al., 12, 14; Smith and Marion, 8-5; G.E. Walker and J. Johnson, *Map of the State of South Carolina* (New York: J.H. Colton & Co., 1854, S.C. Department of Archives and History collection); Granges of Darlington County, *History, Description and Resources of Darlington County, State of S.C.* (Charleston: The News and Courier Job Press, 1874, accessed online through www.hathitrust.org, Feb. 18, 2022), 13.

An 1874 account of Darlington County expressed some of the tension brought about by the years of political activity of African Americans. It noted that the Black population was voting as a block for the Republican party, which had "bestowed the boon of freedom." However, the Republican party included northerners, which White southerners resented, as well as a large number of African Americans, whom they perceived as ignorant. Indeed, Darlington had at least eight Black state legislators during Reconstruction, with only one White representative, so they had achieved some political prominence thanks to the votes of freedmen. Four of the representatives were themselves former slaves. The turbulent Reconstruction era ended in 1877, and in 1880 Darlington's population was still relatively small at just under 1,000 residents. Largely surrounded by an agricultural economy, Darlington was somewhat dependent on the success of surrounding farms. People brought cotton into town to process, sell and send on to other markets through the railroad. The town made improvements in the 1870s, widening Pearl Street and removing some trees from the area. The small town was growing rather organically. There did not seem to be a master plan or system of laying out the streets until this effort in the 1870s.[8]

New South Era (1880s-1920s)

The late 1800s ushered in the New South era in South Carolina history. Recovering from the devastating years of the Civil War, the political unrest of the 1870s, and depressed cotton prices, enterprising men looked to industry as the new economic engine for the state. Cotton mills were the obvious choice, although other industries grew up in the late 1800s through early 1910s. Cotton and other crops still remained incredibly important to the success of Darlington, but it was able to diversify. The railroad lines proved integral to this new effort, as they connected southern materials with northern markets. In 1880, South Carolina had fourteen mills. By 1910, the state had 167 mills employing 47,000 workers. The multi-story brick industrial buildings attracted new residents and spurred residential growth, sometimes by providing housing for workers. The first industry in the town was the Darlington Manufacturing Company, which opened in 1885 and employed 100 White workers. This cotton mill was located about a mile west of the public square, adjacent to the Cheraw and Darlington Railroad line.[9]

In a dramatic growth spurt, the population total jumped to 2,389 residents by 1890, and in five years jumped again to 4,500. This growth is attributed to Darlington's embrace of industry. From the mid-1880s through World War I, Darlington County experienced a "Golden Age" of growth and its county seat prospered. Small towns like Hartsville and Lamar gained new mills and industry, providing an alternative to agriculture for steady employment. However, the introduction of tobacco in the mid-1880s provided a successful alternate to the volatility of cotton and Darlington County was well suited to the crop. The county's production in 1910 was over four million pounds. It boosted the town of Darlington by making it a location for storing and processing tobacco, which required the construction of large wood frame and brick

[8] Granges, 7, 14; Rudisill 40; Thomas Holt, Black Over White, Negro Political Leadership in South Carolina during Reconstruction (Chicago: University of Illinois Press, 1979), Table 5, no page.
[9] Walter B. Edgar, *South Carolina: A History* (Columbia: University of South Carolina Press, 1988), 453-4, 456-7, 460; Rudisill, 41.

warehouses. They located a few blocks southeast from the public square on Russell and Columbia streets from E. Mowry (later renamed E. Hampton Street) south to E. Broad Street and beyond to straddle the Atlantic Coast Line Railroad. Other buildings in Darlington associated with agriculture and industry included the Independent Cotton Oil Company and the cotton warehouse, both located adjacent to the railroad. The Pee Dee Oil and Ice Company was also filling out the industrial might of the town along the railroad line by 1903. The line was a magnet for the town's industrial growth around the turn of the century.[10]

With an increased population came growth in the residential, commercial and social offerings. Darlington attracted visitors, who commented on the cleanliness of the town and its beautiful residential neighborhood. It had mature shade trees and attractive flowers. Some of the businesses in Darlington occupying the commercial area in 1890 included a photographer, an architect and builder, two restaurants, a house and sign painter, and stores selling fabric, groceries, fine wines and cigars, dry goods boots and shoes, stoves and house furniture. There were seven churches, including those for Blacks. Other Darlington offerings included: two banks, two dentists, two hotels, one florist, one laundry, three drug stores, two livery stables, two hardware stores, a canning factory, an oil mill, eight physicians, four insurance offices, a brick yard, three fish dealers, three shoe shops, four barber shops, twelve lawyers, one real estate agent, a book store, seven bars, six Blacksmiths, and more. There was at least one Black merchant. B.W. Wingate, who worked at the train depot and dealt in dry goods and groceries, moved into a large store in 1890 in the "extreme outskirts of the town." Retail stores concentrated in the public square and Pearl Street, which extends west from the square.[11]

Small mills, Blacksmiths and woodworking shops were on a small secondary business district along Main Street, running south from the square. It is possible this was a Black business district, as it was defined by very small wood-frame buildings, about the size or even smaller than the size of a modest house. They were relatively isolated from each other. Although two or three buildings were sometimes grouped together, there was plenty of vacant land between them. They were one story and they duplicated the types of stores found in the business district along Pearl Street, like grocery stores. By 1915, Darlington had several prominent Black businessmen. Ed Sanders and James Reed operated a market, George H. Pugh was a tailor, J.L. Cain had the Darlington Fuel Company and several others operated as undertakers and carpenters, and insurance salesmen. Several women were also listed as "prominent colored leaders" in a 1915 pamphlet about Darlington County, though it is unknown if they were social or business leaders.[12]

Several more industries located in Darlington in the 1890s, including the "Darlington Phosphate Company, Darlington Compress Company, Darlington Marble Works, Darlington Canning Factory" and a fertilizer factory. Infrastructure for the town included waterworks and an electric

[10] Smith and Marion, 8-2; Griffith, et al., 16; Rudisill, 13; Susannah Franklin, Landmark Asset Services, Inc., Darlington Downtown Historic District (nomination to the NRHP, 2005); Sanborn Fire Insurance Map, *Darlington, S.C.*, 1903.

[11] Griffith, et al., 16; *The Darlington Herald*, Nov. 5, 1890, p1; *Charleston News and Courier*, Mar. 1, 1893, p1.

[12] Sanborn Fire Insurance Map, Darlington, S.C., 1903, 1908; The News and Press, *Darlington County, S.C.* (Darlington: The News and Press, supplement, 1915), 17.

power plant. Darlington Guards built an armory in 1893 and the town welcomed a new Town Hall and Opera House in 1901 in the town square. It was soon joined by a new County Courthouse in 1904. A second railroad line, traveling roughly east-to-west, opened around 1890. The Charleston, Sumter, and Northern Railway (later the Atlantic Coast Line Railroad) ran just south and roughly parallel to Broad Street and built a new freight station in 1891. It was an important contributor to the industrial growth of Darlington during this period.[13]

The popular town square had a dense collection of commercial buildings by the 1880s. They were one and two stories, with front gables and wood siding. Some of the parapet walls on the facades had ornamental arch shapes. Oversized windows created a kind of early storefront on some of the buildings. A significant fire in 1892 destroyed twenty-three commercial buildings, proving the commercial section was rather robust by the late 1800s. Replacement buildings were brick instead of wood. One example is the M. Manne Building, a large building with overly ornate cornice and decorative window lintels on the upper floor. The new brick commercial district gave the town a modern appearance since brick was a popular commercial construction material by the turn of the century. Iron columns populated the first floors, providing sturdy framing for large plate glass windows to show off items for sale. Most often two stories, these buildings had exposed brick on the second floor with single windows placed in regular bays and an elaborate cornice at the top of the wall. This type proliferated in the public square and on Pearl Street the architecture varied slightly, with one and three-story commercial buildings.[14]

Figure 3. Commercial buildings on the public square about 1885. From *Darlington County, a Pictorial History*.

[13] Rudisill, 41; Smith and Marion, 8-4.
[14] Rudisill, 45, 47-48; Griffith, et al., 17; Smith and Marion, 8-2.

It is unknown if the bars in town survived the fire, but they soon had another challenge. In 1893, controversial governor Benjamin Tillman pushed for and won a State Dispensary system, which made the state the "only legal source of alcohol." It went so far as to create Dispensary Constables to search private homes for contraband liquor, which backfired by making "normally law-abiding" citizens take pride in "resisting the tyranny of the Dispensary" and its "spies and goons." There was resistance across the state but the most violent was the "Dispensary War" in Darlington. Constables came to town and seized some illegal liquor. While waiting at the depot to catch their train, a fight broke out among some youths. The constables got involved and in the ensuing scuffle, one of them shot and killed a Darlington resident. Many more people then drew their weapons, and the result was the death of two White local citizens and one constable, with more wounded. Alerted to the riot, Governor Tillman sent out the militia, even though the local officials had the situation under control. It was a rare violent event in Darlington's history and was evidence of the tension Governor Tillman induced during his tenure.[15]

Another significant legacy of Tillman and his hand-picked successor John Gary Evans was South Carolina's retreat into legalized segregation and disenfranchisement through the 1895 state constitution. Black men had secured the right to vote in the 1868 state constitution but a literacy test in the 1895 version essentially kept 100,000 Blacks and scores of illiterate Whites from being able to vote. The "separate but equal" doctrine resulting from the U.S. Supreme Court case *Plessy v. Ferguson* in 1896 only galvanized segregation supporters. Over the next few decades, the Jim Crow, or legalized segregation, era took hold as public spaces like railroad coaches and trolleys and private companies like cotton mills were forced to segregate by race. There were South Carolinians opposed to this heavy-handed system but it remained the law of the land well into the twentieth century. In Darlington, schools, churches, neighborhoods and social groups

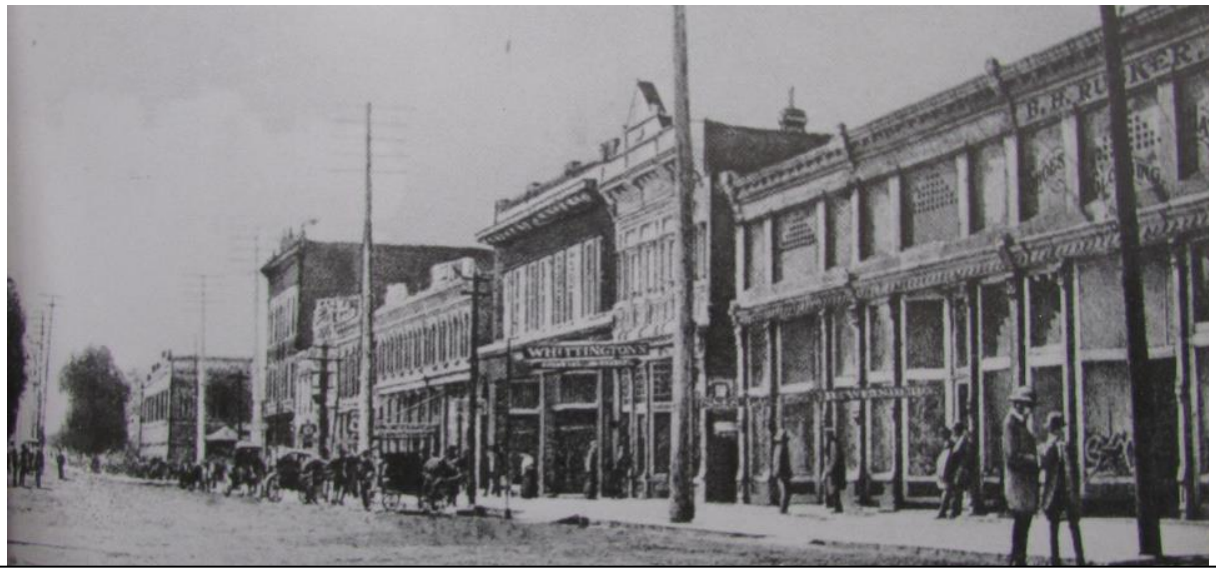

Figure 4. A modernized commercial district for Darlington in 1904. From *Darlington County, a Pictorial History*.

[15] Edgar, 441-442; Smith and Marion, 8-2.

were segregated in the 1890s. Whites had four masonic lodges and Blacks had three by 1893, and they both had a Knights of Pythias group.[16]

Despite some of the tumultuous events of the late 1800s, this was a boom period of growth for Darlington. The population increase demanded expanded residential areas for White and Black residents. An 1890 map of Darlington shows that early residential growth was generally located around the fringes of the commercialized public square. Swift Creek limited the town's northern expansion unless it wanted to invest in bridges. It had to expand to the west, east, or south. Too far west put people around the railroad and the cotton and oil mills. Too far east and the curving creek would again stymie growth. To the south, the east-to-west Atlantic Coast Line Railroad generated a physical and perhaps a social barrier to expansion in that direction. Industries lined up along Railroad Avenue, east of Main Street and property south of the railroad was largely populated by African Americans around the turn of the century.[17]

Figure 5. The first known detailed map of Darlington, drawn in 1908 from an 1890 map. Railroad tracks are shown in bold lines along the left side (vertical) and along the middle of the map (horizontal). Darlington County Plat Book 2, p72.

[16] Edgar, 445, 447-448; R.B. Branch, *Darlington, S.C., 1893, A Guide to Leading Industries* (Darlington, 1893, copy, available from the South Caroliniana Library), 13, 14.

[17] T.E. Wilson, *Copy of Huggins Map of Darlington County, January 1890* (Darlington County Plat Book 2, p.72, 1908); Darlington, S.C. City Directory, 1913-1914; Oral history with Renee Brown-Bryant, Jan. 28, 2022.

To promote residential growth in the southern part of Darlington, a group of businessmen formed the Darlington Land Improvement Company in 1888, a popular investment strategy for rapidly growing towns in the late 1800s. J.J. Ward, a local attorney and businessman, was one of Darlington's early land developers and was a member of the company. He divided out large lots on West Broad Street in 1885, which soon became populated with ornate, large Victorian homes. By the 1920s, White neighborhoods had grown up throughout much of the land encircling the public square, while Black neighborhoods developed in some areas south of the east-to-west Atlantic Coast Line Railroad. South of Chestnut Street and west of Main Street was a vast tract of land for a race track in the 1910s, but it was later subdivided into residential lots as the population expanded south.[18]

The economic prosperity of Darlington from the 1890s through the 1910s was similar to other towns throughout South Carolina. The rising tide benefitted many people and generated a lot of new buildings for houses, schools, churches, businesses and industries. The South had never given up on cotton, however, and still relied on it throughout this period to feed the many cotton mills and bring in cash for White and Black farmers. Cotton had done well in the 1910s and through World War I, but it all changed with the loss of overseas markets and overproduction. Tobacco and cotton prices collapsed in 1920 and then farmers were hit with pests and drought. The boll weevil marched eastward along the southern states in the late 1910s and early 1920s and devastated the cotton crops. The state's economy fell into an economic depression that lasted well into the 1920s. The result was a mass exodus of workers. After the 1922 harvest, more than 50,000 Black farmers left the state, as did many Whites. Over half of the counties in South Carolina lost population between 1920 and 1930 in the Great Migration to the North. Some rural residents moved into urban areas like Darlington, which saw the population increase by almost a thousand from 4,669 in 1920.[19]

Since some of Darlington's economy was reliant on the surrounding agriculture, it suffered from the same effects of the economic depression. By the mid-1920s the construction of new homes slowed down. Commercial buildings from the 1910s and 1920s were much simpler in design, and a notable change was the introduction of large signs to attract the passing automobile driver.[20]

By the late 1920s, Darlington had survived some bleak years but continued to keep pace with business and civic improvements. According to the newspaper, it had some paved streets, "splendid schools" for White and Black students, new churches for old congregations, a public library, a theater, hotels and restaurants, gas and electric service, a city park, playgrounds, a country club with golf, and social clubs. Railroads and bus lines provided transportation, and the population grew twenty percent between 1920 and 1930, up to 5,556 people. It was a well-kept community with an attractive appearance. Part of the attraction was the availability of jobs, and

[18] Darlington County Deed Book 7, p.488; Wilson, *Copy of Huggins Map*; Rudisill, 51; T.E. Wilson, *The Town of Darlington, Darlington County, S.C., 1920* (Darlington, S.C., 1920, map, available from the South Caroliniana Library).

[19] Edgar, 481, 484-485; Griffith, et al., 22.

[20] Historic Preservation Division, S.C. Department of Archives and History, *St. John's Historic District* (nomination to the NRHP, 1980), 8-6; Rudisill, 57.

Darlington's manufacturing and tobacco-related companies were still doing well. It had a Coca-Cola bottling plant and a Pepsi-Cola bottling plant by 1915. The Darlington Veneer Company opened in 1918 on Fourth Street near the railroad, employing hundreds of workers and encouraging residential growth in the immediate neighborhood. A school desk manufacturer, syrup mill, canning factory, cotton ginning company, and three large lumber companies were among the other industries in Darlington by 1927. The town desired even more industries and promoted locations along the railroad lines, possibly for free, and possibly with a tax exemption for five years, as a way to entice investment. The manufacturing boom was a benefit to the Black community. African American men in 1920 were employed at the tobacco stemmery, the oil mill, the lumber mill, planing and saw mills, and the Darlington Veneer Company. Whites worked at the veneer plant, the cotton mill, and the bottling works.[21]

Residences

The popular Queen Anne and Folk Victorian styles from the 1890s showed up in Darlington homes as the population expanded outward from the public square. Some of the growth created dense streets of similarly styled buildings, while other residential areas experienced slower growth and the introduction of early twentieth-century styles like the Craftsman Bungalow. West Broad Street is a good example of this evolution. It became a popular residential avenue with dozens of homes built between 1890 and the late 1920s for many prominent White citizens. Some of the large two-story homes were built by Black master carpenter Lawrence Reese. The lots in this area are generously sized and deep, and the Atlantic Coast Line Railroad runs along the southern border of this neighborhood.[22] A new residential area opened up northeast of the public square on Cashua, Spring and North streets, featuring these styles. The homes in this neighborhood were built between 1890 and 1930 and most are large with decorative woodwork, with large lots. A growing neighborhood with similar styles grew up north of the square around St. John's School and features Victorian, Neo-Classical, Colonial Revival and Bungalow homes, most of which were built between 1880 and 1925, although it also had a home from as early as the 1830s as well as a former slave cabin.[23]

Black residential areas are not well defined for the late 1800s through the 1920s, but by the turn of the century they were appearing south of Railroad Avenue. As some indication of the different residential areas, lots north of the railroad were often larger than those south of the line. Homes built north of the railroad were larger, often two stories and spaced far apart due to the large lots. Shotgun style homes, small cottages and duplexes appeared south of the line by the early 1900s in the project area. Edward Deas' property at 229 E Avenue was built around 1890 as a one-story Queen Anne featuring twin projecting bays and bracketed eaves. This is located in the

[21] *The State*, Dec. 19, 1930, p84; The News and Press, 32, 33; O.L. Warr, C.W. Flowers, Valerie Schaible, *Darlington County, Economic and Social* (Columbia, S.C.: Bulletin of the University of South Carolina, No. 196, Feb. 1, 1927), 15; Griffith, et al., 22-23; U.S. Federal Census, Darlington, 1920.
[22] Smith and Marion, "West Broad Street Historic District" (as part of Multiple Resource Area nomination).
[23] Smith and Marion, "Cashua Street-Spring Street Historic District" (as part of Multiple Resource Area nomination); Historic Preservation Division, 7-1, 8.

project area and is an indication of the location of Black residents in the 1890s. By the 1920s the neighborhoods south of the railroad line were predominantly Black.[24]

Schools

In 1890 the local school board built a Black public school on Russell Street between Mowry and E. Broad Street, which was only a block away from a local Black church. It was named for Rev. A.D. Mayo, who encouraged such a school on visit from Boston in 1889. The Mayo School served students at this site until 1914, when it relocated to Chestnut Street. The new location was in a Black residential area. Mayo School was Darlington's only African American school during this period. The first building at the new site was wood frame but burned down. It was replaced by a large, brick, two-story school. [25]

St. John's School, for White students, gained a large two-story brick building in 1903, replacing its older one-story wood frame structure. Three schools operated for students by the late 1920s, St. John's and West End for White students and Mayo for Black students. The West End school was likely the school associated with the cotton mill on the west side of town.[26]

Churches

By the 1890s there was at least one Black Baptist church, and it was located at the northeast corner of Main and Mowry streets. The Black Methodist church and the White Presbyterian church were almost directly across the street from each other on Pearl Street, three blocks west from the public square, by 1903, while the large White Baptist church was located at the northwest corner of W. Broad and Main Street. All were wood frame buildings. [27]

Trinity M.E. Church was a brick edifice located on the northeast corner of Pearl and McIver streets by 1908. St. Matthews Anglican Church also had a brick building by that year, on Main Street. They both had a single tower on one corner of the façade, popular in the Romanesque Revival style. The White population had three Baptist and one each of the Presbyterian, Episcopalian and Christian churches, with two of the Methodist denomination. Black parishioners attended their own Methodist, Baptist, Presbyterian or Holiness church by the late 1920s. Black church Macedonia Baptist relocated to South Main and Lee streets and built a large Romanesque Revival brick building by 1924.[28]

Transportation

Since it was not located on a prominent land route directly on a navigable river, Darlington struggled to attract residents and growth throughout much of the nineteenth century.

[24] Wilson, *Copy of Huggins Map*, Sanborn Fire Insurance Map, Darlington, S.C., 1903, 1913; Griffith, et al., 21; Darlington, S.C. City Directory, 1925.
[25] Sanborn Fire Insurance Map, Darlington, S.C., 1893; Darlington County Historical Commission, "Spotlight on Mayo School," www.dchcblog.net/2017/07/17/spotlight-on-mayo-school, accessed Jan. 23, 2022.
[26] Sanborn, 1903; Griffith, et al., 24; The News and Press, 26.
[27] Sanborn, 1893, 1903.
[28] Sanborn Fire Insurance Map, Darlington, S.C., 1908; Griffith, et al., 24-25.

Transportation was critical to the development of South Carolina towns. Railroads first came to the state in the 1830s, and over the next few decades built up a web of lines that connected farmers to markets and spurred the growth of railroad stops throughout the state. The railroad lines were integral to the growth of Darlington. In 1856 the Cheraw and Darlington line, a north-to-south line, was built along the west side of the town. The Charleston, Sumter, and Northern Railway built a line around 1890.[29]

In 1911 the South Carolina Western Railway built the third line that ran through Darlington. Located along its east border and intruding into the historic central section of town. It ran roughly north-to-south and included a brick depot building for passengers. Like most depot buildings of the era, it had oversized soffits, a hip roof and a rectangular form. The railroad line merged in 1915 with the Seaboard Air Line Railway.[30]

[29] Edgar, 283; Walker and Johnson, *Map of the State*; Smith and Marion, 8-5; Wilson, *Copy of Huggins Map*.
[30] Rudisill, 74.

Figure 6 (left). Darlington's tobacco stemmery, shown in 1903. It was located north of the project area.

Figure 7 (below). A 1911 photograph of a brick tobacco warehouse, temporarily used as a livery stable.

Both images from *Darlington County, a Pictorial History*.

Figure 8 (below). Potentially a view of the project area in 1896 as a corn field. The warehouse is just north of the area at E. Broad and S. Main streets. From *Darlington County, a Pictorial History*.

Depression to Modern Era (1930s-1980s)

Employment has always been an important factor for the stability and growth of a population. Darlington experienced some of the same challenges as the rest of the South with the Great Migration, which extracted a significant labor pool as Blacks left to find employment and less hostile environments in northern states. Fortunately, industry continued to prosper and provide steady employment. The city did not experience another population boom between 1930 and 1980, but it had incremental growth and expanded outward from its original town limits.

The Great Depression gripped the United States after the stock market crash of 1929, but it only added to the ongoing economic troubles of South Carolina. New Deal programs abounded in the 1930s as President Franklin D. Roosevelt pushed for federal spending to employ workers and provide relief. The resulting Works Progress Administration (WPA) and Public Works Administration provided employment for many in South Carolina. Darlington kicked off the decade with a terrible fire in the business district on March 30, 1930. It was the most destructive fire to hit the town and destroyed all the commercial buildings on the south side of the public square, including the old Darlington hotel. In quick succession, the business leaders rebuilt and by December eleven new buildings replaced the entire strip of lost buildings. The town also took the opportunity to widen Main Street at the public square and install some sidewalks. With the help of the WPA, Darlington also gained an armory, new county jail, a county agricultural building, and a gymnasium at St. John's School. The WPA made improvements to Pearl and Cashua streets as well as Williamson Park and provided employment to people in the survey area by the early 1940s. One important private industry that located here in 1938 was the Individual Drinking Cup Company (also referred to as the Dixie Cup company), built near the railroad on the east side of town. There was very little construction in town during the 1930s other than these significant projects.[31]

By the early 1940s, Darlington's municipal boundaries and population growth extended southward. Swift Creek was crossed by several bridges by that time, which allowed for minor growth to the north, but the majority of development was occurring south and southwest from the historic public square. World War II was important on the home front in that it stimulated the economy after years of stagnation during the Great Depression. The resulting building and population boom during the late 1940s through 1950s swept across the country. Resulting changes were new suburbs, new roads, and new architectural styles. In Darlington, the growth was not as dramatic or as fast, but it did slowly expand, and it incorporated as a city in 1950. Almost all new housing was single family. The new residential areas were often located outside of the town limits and expanded outward from the 1960s through the 1980s. Returning servicemen, both Black and White, used federal loan programs to build homes and the popular Ranch style dominated the new neighborhoods in Darlington between the 1950s and 1970s. Although the extent to which these new neighborhoods were marketed to Whites or Blacks is unknown, at least one new development sought Black residents only. The Mayo Heights Development Company developed a large tract at the city limits in 1961 as a "new suburban housing development for Negroes." A model home at the corner of Bacote and Magnolia streets

[31] The State, Dec. 19, 1930, p84; Rudisill, 41; Darlington, S.C. City Directory, 1941.

was furnished and available for visits. Census figures for the town do not include the many residents located just outside the town limits, but its physical expansion is evident in the sprawling roadways. An estimate 75% of the new residential growth in the 1960s was outside the city limits. Some population data suggests Darlington's population grew from 5,556 in 1942 to 6,619 in 1954.[32]

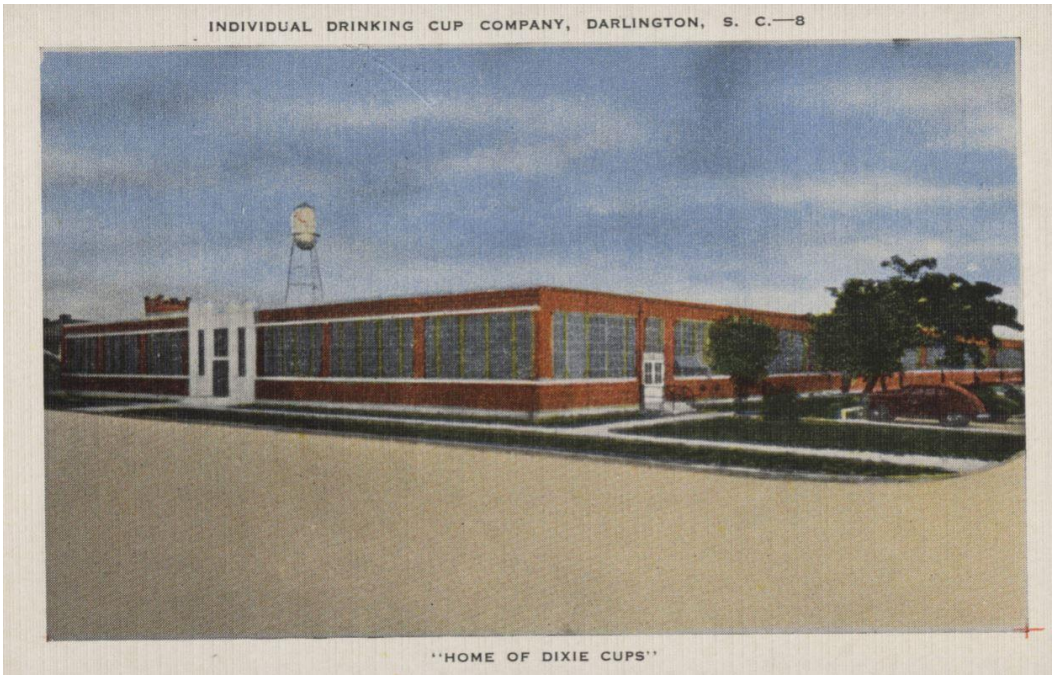

Figure 9. A postcard of the Individual Drinking Cup Company, probably created just after the building's construction around 1947. *South Caroliniana Library, UofSC.*

The growth in Darlington led to work opportunities for women, both Black and White. Although only totals for the county are available instead of just Darlington, of the 4,642 women employed in 1940, almost 1,200 were domestic service workers. This has traditionally been a role that Black women filled and it is likely that a large percentage of this number were Black. Almost 500 women were operatives in an industry, over 300 were "professional workers," and 362 were in clerical or sales work. A great number of women also worked on their own or others' farms in

[32] U.S. Agricultural Adjustment Administration, *Aerial Photograph Index, Darlington County, S.C., 1941* (University of South Carolina Government Information and Maps Department, online resource); S.C. Department of Transportation, *County Road Maps, Darlington County* (University of South Carolina Government Information and Maps Department, online resource, 1938, updated in 1942); Rudisill, 41; Griffith, et al., 27; Department of Transportation, *County Road Maps, Darlington County* (University of South Carolina Government Information and Maps Department, online resource, 1954); Darlington Chamber of Commerce, *Darlington, S.C., The Pearl of the Pee Dee* (Darlington: Darlington Chamber of Commerce, n.d. possibly 1962, available from the South Caroliniana Library), n.p.; Community Planning Division, S.C. State Development Board, *Yesterday, Today, and Tomorrow, Darlington, S.C.* (1969), 13, 14; *Columbia Record*, Sep. 26, 1961, p10.

the county. Men were mostly engaged in farm work in the county, but over 1,300 were operatives in the mills or other industries, 861 were draftsmen or foremen, and hundreds of others worked in sales, as proprietors, managers or officials, and as service workers. By 1940, Darlington had 121 retail and 33 service establishments. Some of these catered to the increasingly popular automobile, like the 17 filling stations in the town that year.[33]

Segregation still impacted the town of Darlington as public facilities in the 1940s and 1950s were for either White or Black citizens. The town had a Black library by the late 1940s, called the Mary McLeod Bethune Library, located on South Main Street. It had two community centers by 1952, one for White and one for Black residents. Each had a board of five citizens and offered classes and free recreational opportunities. Memorial Center was for Whites, in the former McCullough home on Pearl Street. It had seasonal parties and dances, a choir, movie nights and sewing classes. The tennis courts and spacious grounds were available for football games. The "Negro Recreation Center" building was owned by a group of Black clubs called the Federated Organization, and had meeting space, a playground and other recreation. By 1960, the Black population was at 49.5 percent, or 3,325 people out of 6,710. This was higher than the average for the state, which was about 35 percent Black in 1960.[34]

The most significant development from this period was the creation of a large automobile racing track, later the Darlington Speedway, built in 1950 on the western outskirts of town. The track opened for its first race on Labor Day of that year and was immediately popular. It had a positive economic and physical impact on the town by drawing in new businesses and attracting tens of thousands of fans. It created an economic engine all on its own with the enduring popularity of NASCAR (National Association for Stock Car Auto Racing). With the popularity of cars for personal use, suburbs continued to expand outward and some new development gravitated toward the race track. While development had generally pushed south for several decades, by the mid-1960s the residential growth also pushed north, enough for the town to expand its municipal boundary for the first time north of Swift Creek by 1966.[35]

Although it gained the Speedway, Darlington was dealt a blow with the closing of its first industry, the cotton mill, in 1956. It was a loss for the economy and jobs, but the town worked with state and county development authorities to attract new industry. Agricultural employment in the county declined by almost 52% between 1950 and 1965, while nonagricultural workers increased by 46% in the same period. Manufacturing employment increased ten percent, and as industries were located in Darlington and other urban areas, this shifting employment landscape meant more people were moving to town for work. As of 1967 the population of Darlington and its surrounding neighborhoods was estimated at 14,000 people, about 7,250 of which were inside

[33] S.C. State Planning Board, *Industrial and Economic Survey of Darlington County* (S.C. State Planning Board, 1943), 12, 23-24.

[34] *The State*, Oct. 2, 1949, p24; *The State*, March 9, 1952, p65-66; Griffith, et al., 33; Wilbur Smith and Associates, *Preliminary Report, Population and Economic Study*, *Darlington County* (1967), 7.

[35] Helsey, "Darlington"; Rudisill, 42; S.C. Department of Transportation, *County Road Maps, Darlington County* (University of South Carolina Government Information and Maps Department, online resource, 1966)

city limits. This was not a significant increase, as the population in city limits was around 5,556 in 1930.[36]

Commercial development had historically centered on the public square, Pearl Street and portions of Main Street. As the population expanded, new commercial development grew along the major arterial roads leading out of town, starting in the 1950s. They were most often grocery stores, service station, restaurants and car repair shops. Although they provided more options for residents, they did not present strong competition to the downtown commercial district at the time. However, strip malls and larger retail and grocery stores with plenty of parking were starting to gain popularity on the outer fringes of town.[37]

New schools were an important part of the changing built landscape in Darlington, particularly in the Black community. The Mayo School was destroyed in 1947 by fire and rebuilt at its same location in 1949. As the population grew, Darlington gained new schools and expanded old ones. The efforts to keep students segregated through equalization schools, promoted by Governor James Byrnes, resulted in the creation of I.P. Brockington Elementary and the J.L. Cain Elementary schools for Black children in 1952. A new Mayo High School was built around 1953, also as an equalization school. Cain Elementary was built in the project area, which is a historically Black neighborhood.[38]

Despite the state's efforts to keep students apart, the U.S. Supreme Court ruled against such separation in its 1954 case *Brown v. Board of Education*. White schools did not immediately desegregate, however, and it was at least a decade-long fight in Darlington to forced adherence to the Supreme Court's ruling. The South Carolina Chapter of the National Association for the Advancement of Colored People (NAACP) was active in Darlington during the early 1960s. They worked with a local group to pursue school desegregation through the court system in 1964, just as they were working with people in towns throughout the state. In the fall of that year, a handful of African American students entered Darlington's all-white school. Even then, substantial integration did not occur until a 1970 court order, and the county school district's attendance policies continued to face legal challenges as late as the 1980s.[39]

Modernizing Darlington

Between the 1960s and the 1980s Darlington experienced the loss of some historic buildings and the introduction of modern architectural styles. By far, the most dramatic change was the demolition of the historic county courthouse, which dominated the public square for decades, and the construction of a modern International Style courthouse in the mid-1960s. Designed by prominent Columbia-based firm Lyles, Bissett, Carlisle and Wolff, the building had an arched arcade around the otherwise strongly geometric building. Small modern-style commercial and public buildings interspersed historic buildings in the 1960s through 1970s along the commercial

[36] Rudisill, 42; Community Planning Division, 9; Wilbur Smith and Associates, 3.
[37] Community Planning Division, 10.
[38] Darlington County Historical Commission, "Spotlight"; Rebekah Dobrasko, *South Carolina's Equalization Schools, 1951-1960*, online resource, http://www.scequalizationschools.org/known-schools.html, accessed Feb. 8, 2022.
[39] Griffith, et al., 27-28; S.C. State Conference, NAACP, "Monthly Report for March 3-May 3, 1964" (Isaiah DeQuincey Newman Papers, University of South Carolina, digital collections), 2.

corridors of Pearl and Main streets. South Main Street, which was mostly residential buildings south of Avenue B, saw adaptive reuse of its older buildings into commercial businesses, along with some new commercial buildings in the 1970s south of H Avenue.[40]

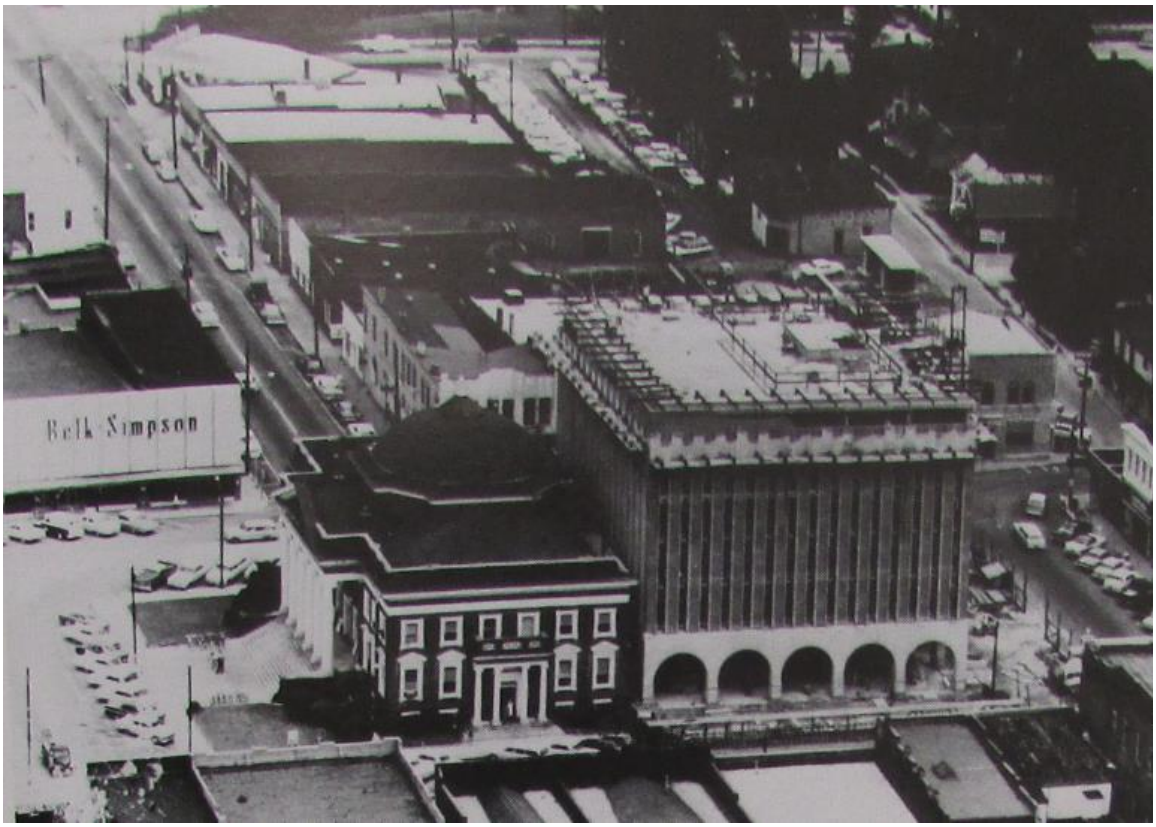

Figure 10. The old county courthouse and its modern replacement, which is still under construction in this 1964 photograph. From *Darlington County, a Pictorial History*.

City planning was a popular trend in the mid-1960s, and the Department of Housing and Urban Development spurred the proliferation of urban planning studies through grants. Darlington used one of these grants in the late 1960s to produce the study *Yesterday*, *Today*, *and Tomorrow*, authored by the S.C State Development Board in 1969. The long-range planning study looked at the existing conditions in the city at the time and made recommendations for future land use. It noted the expanding fringe of development along the north, west and southern boundaries of the municipality and gave manufacturing the credit for the growth and development of the city in the mid-twentieth century.[41]

[40] Griffith, et al., 28; Darlington, S.C., City Directory, 1969, 1979; Personal observations of author; Gloria Hines, conversation with author, Jan. 20, 2022.
[41] Community Planning Division, 2-3, Map 1.

One issue the plan tried to resolve was the need to attract new industries versus the desire of the industries to avoid paying city taxes. As they noted, historically the manufacturing in Darlington located close to railroad lines and the workforce. By the 1960s, people could drive to work and the always improving highway system was becoming the preferred transportation system for goods. While existing manufacturers in Darlington were expanding or improving their facilities, only one new industry built here between the late 1940s and late 1960s, the Sherman Manufacturing Company. In contrast, Perfection American Inc., which began in 1965, located about five miles north of Darlington. Industries required room for expansion, which meant large tracts of land, which were typically not within city limits. The plan recommended that the city look to develop manufacturing sites outside of their municipal boundaries, which could indirectly benefit the city growth.[42]

One of the problems the planners noticed was the absence of zoning ordinances, which would have restricted certain uses to particular locations. Without it, the city had grown organically, and the result was a mix of commercial, residential, and industrial uses located adjacent to each other. Residential and commercial buildings hemmed in some of the "prime industrial land," which restricted its expansion. Darlington did adopt a zoning ordinance in the early 1970s, but it had some imperfections. Another problem with the city, as the authors saw it, was the prevalence of substandard housing, which they called "blight." A 1975 study said the southeast and southwest portions of the city had "extreme blight." Almost half of the residential buildings in the planning area were in need of major repair or were dilapidated. The concentration of these buildings was in the majority-Black neighborhoods, including the project area. Filled with older homes, the areas were facing the normal aging that historic buildings endured by the 1960s. Another study from 1975 suggested that the railroads had cut off these neighborhoods from the rest of the city, were disruptive to the city's development, and had contributed to poor housing conditions by attracting warehousing and manufacturing. However, the city did not adopt a rampant demolition program. The historically African American neighborhoods retained much of their density through this period and into the 1980s. [43]

As noted in the planning study, traffic generally had to pass through the downtown core to get to the other side of town, which caused congestion. This problem was solved with the construction of a bypass in the early 1970s, which curves along the west side of town. The 1970s also brought the extension of Interstate 20 through Darlington County, but much like the county's first railroad, it headed towards Florence, where it connected with major north-to-south route, Interstate 95.[44]

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[42] Community Planning Division, 11-12.

[43] Community Planning Division, 23, 24, 32; Hammond Consultants, Inc., and City Planning and Development, Florence, S.C., *Land Use Plan (Update), Darlington, S.C.* (1975), 36, 43; U.S. Agricultural Adjustment Administration, *Aerial Photograph, Darlington County* (Government Information and Maps Department, University of South Carolina, 1969, 1975, 1982).

[44] Community Planning Division, 40; S.C. Department of Transportation, *County Road Maps, Darlington County* (University of South Carolina Government Information and Maps Department, online resource, 1970); S.C. Department of Transportation, *County Road Maps, Darlington County* (University of South Carolina Government Information and Maps Department, online resource, 1973).

After witnessing the loss of some important local buildings, a group of citizens created the St. John's Historic District in 1980. This kicked off an effort to survey the town and resulted in multiple listings in the National Register of Historic Places. In 1985, Darlington celebrated its 150th anniversary, a milestone achievement in the history of this county seat. The work to preserve the historic character of many buildings in Darlington has allowed it to retain its distinctive appearance into the twenty-first century.

Figure 11. A map from 1967 shows the mix of land uses in the project area. The purple industrial section on the northeast corner is adjacent to the largely residential (yellow) area, which features some small commercial buildings intermixed. Cain Elementary is shown in green. From *Yesterday, Today, and Tomorrow*.

Survey Area

The survey area is located in the southeast corner of Darlington. It is bounded by A Avenue, South Main Street, Theressa Drive, Joe Louis Blvd., Old Florence Road and Friendship Street. It is a mix of residential, commercial and industrial buildings that span from the 1890s through the 1970s. It is south of the c.1890 east-to-west Atlantic Coast Line Railroad line, which has historically been a physical and social boundary between White and Black spaces in Darlington. Main Street is along the west boundary, and is also a historic thoroughfare in the city, running north-to-south and dating from the early 1800s. The southern boundary is along roads dating to the 1940s and later. To the east is the c.1911 Seaboard Air Line Railway, which attracted industry to this area, and adjacent roads that likely date to the same era.[45]

Throughout Darlington, the roads, lots and blocks are not uniform. Instead of being laid out in a formal grid, some roads jog when they meet an intersection, and city blocks vary in size and can be square or rectangle. This was the result of organic growth and a lack of city planning. As the population grew, new roads and lots extended out from the historic core, centered on the public square. The north part of the survey area is distinct from the rest of Darlington as a square-in-the-grid plan of uniform square blocks and similarly sized lots. The roads are perpendicular and the road names are sequential. East-to-west streets are 60-foot wide avenues labeled "A" through "G" and north-to-south roads were laid out at fifty-foot widths as streets, sequentially numbered as "First" through "Seventh." Both the street pattern and names prove this area was planned, and therefore had a formal development effort when it was first created in 1890. The northern half was designed as a seven block by seven block residential development, with uniform lots. The southern section has regularly spaced roads and similarly sized lots as well but is distinctly different as there are no cross streets. It was not developed until the late 1940s through the 1960s.[46]

The earliest detailed maps and plats of this area of Darlington is from 1890, and they show the distinctive square block pattern with a north boundary on East Broad Street, the west on Main Street, the south on Limit Street (one block south of G Street) and the east on Seventh Street. To the east of Seventh Street there were no roads delineated but it is divided into large lots, extending to Swift Creek. The town limits appear to have been drawn in a circle, one mile from the courthouse in the public square, and it skimmed along Limit Street on its southern edge. Although the northwest corner of the survey area had two larger rectangular blocks, the remainder of the development on the map shows that lots were rectangular, with the short sides facing the avenues, or east-to-west streets. The pattern broke for lots to face west onto Main Street. Otherwise, no lots faced the north-to-south streets, labeled First through Seventh streets, and presumably, homes would not face those streets.[47]

This development was in fact a planned effort, although it was never built out as originally designed. A group of White men pooled their resources in 1888 to form The Darlington Land

[45] Renee Brown-Bryant, interview with author, Jan. 28, 2022.
[46] Darlington County Deed Book 12, p206.
[47] Wilson, *Copy of Huggins Map*; Darlington County Deed Book 12, p206-209.

Improvement Company. They wanted to buy, sell, lease and improve real estate as well as buy, sell and manufacture lumber, timber and cord wood. They would have had a lot of lumber to clear on their many parcels, so this arrangement made them money both in the sale of the timber and in land itself as it sold for development. Their capital stock was $26,000, a fairly large sum. The board of directors included some locally prominent men such as W.C. Coker, E.R. McIver, W.F. Dargan, and J.J. Ward. They purchased land in Darlington in the project area as well as surrounding countryside to the south and east. Their holdings stretched from South Main all the way east to Black Creek, and south past what is now Joe Louis Boulevard. It amounted to hundreds of acres, but the first area to develop was the northern half of the project area.[48]

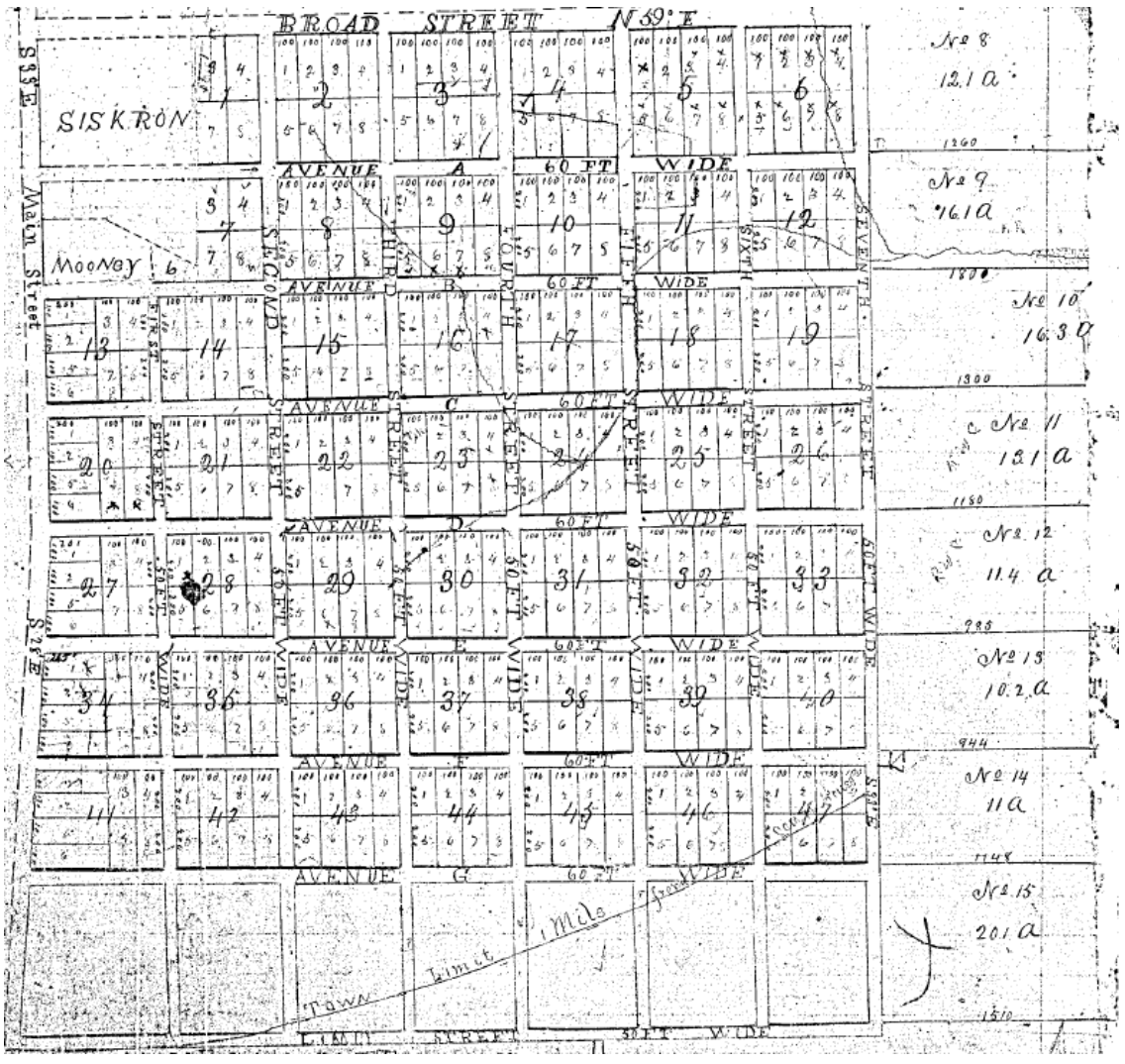

Figure 12. A map of the project area from 1890, depicting the holdings of The Darlington Land Improvement Company. Darlington County Deed Book 12, p206.

[48] Darlington County Deed Book 12, p206-209, Book 7, p488, Book 6, p515, Book LL, p428; Darlington County Plat Book 2, p71.

Land improvement companies were essentially real estate investment companies, and they were a potentially lucrative way to meet the growing demands for housing, improve the town, and earn a return on their money. By January of 1891, the Darlington Land Improvement Company reported a dividend of forty percent at its annual meeting, with no stock left available for purchase. In a push for its own type of local investment, the newspaper editor for *The Manning Times* stated in 1891 that Darlington was "no better off than Manning" a few years ago. However, "her citizens saw that they were standing in their own light by keeping their money locked up in vacant lots," so they "went to work and pulled together for the welfare of the town," making it "one of the most thriving towns" in the state. The same could hold true for Manning, and "where empty lots now are, beautiful residences would be built and the town waked up from its lethargy." If it would invest in growth and development, it could attract more residents and therefore attract manufacturing, creating a prosperous town. The push for town growth and development was a popular trend in the late 1800s and early 1900s as town and cities sought more diversified investment, beautification and progress.[49] It is unknown if the Darlington Land Improvement Company specifically planned to market the area to Black residents, if they quickly improved the lots with rental houses, or left them mostly vacant.

The northwest blocks of the survey area were not divided in the same way as the rest of the square-in-grid pattern in earliest maps from 1890, suggesting they had already been developed and had buildings on them, or were not sold to the improvement company. In fact, the 1890 deed shows that the lot bounded by Broad, Main and Second Street, north of Avenue A, was mostly owned by another person, and it was the size of two blocks. The same was true to the south, the lot was made up of two blocks and was mostly owned by another person and not divided up into the rectangular lots except along its east edge. This is consistent with the growth along South Main Street of homes and businesses that developed in the late 1800s; these areas probably already had buildings.[50]

Just north of the planned residential area was the Atlantic Coast Line Railroad, a major thoroughfare bisecting Darlington. Surrounding property built up with cotton and tobacco warehouses and manufacturing starting as early as 1893. A brick freight house and a passenger station located alongside the tracks by 1903, and as the town grew, manufacturing continued to build near the tracks. On the east edge of the project area, considered the outskirts of the town and aligned with Avenue D, was the local Black cemetery. Darlington Memorial Cemetery, as it is now known, is made up of several cemeteries. Macedonia Baptist Church established the first parcel of five acres in 1890. Bethel A.M.E. and St. James Methodist Church each added two acres alongside the original site in 1946.[51]

It is unknown if the original land developers marketed this area to Black Darlingtonians, but it developed mostly as a residential neighborhood and its first confirmed house was for Edmund H. Deas at 229 E Avenue. A Folk Victorian home with two projecting bays on the symmetrical

[49] *The Manning Times*, Jan. 28, 1891, p1; Edgar, 465.
[50] Darlington County Deed Book 12, p206; Sanborn Map, 1893.
[51] Sanborn Map, 1893, 1903, 1913; Mary Warsaw-Capers, *Darlington Memorial Cemetery* (nomination to the National Register of Historic Places, 2005), 7-5.

façade, it was built around 1890. It originally featured ornate detailing with bracketed cornices and corner gable pendants. Deas was a prominent local Black politician. He served as chair of the county Republican Party in 1884 and 1888, was a S.C. delegate to the National Republican Conventions of 1888, 1896, 1900 and 1908 and a candidate for Congress in 1884 and 1890. He worked as a Deputy Collector for the Internal Revenue Service from 1889 to 1894 and from 1897 to 1901, and he died in 1915. Deas's local prominence and use of a popular style for his home may suggest that this area attracted successful Black residents and that other homes may date from the 1890s and feature the Folk Victorian style. However, the 1900 census lists him in relative isolation. The nearby recorded homes were in the "woods of Mowry Street" which is now E. Hampton Street, which is seven blocks to the north, and adjacent families on the record were White. The closest listing on the census record for a Black family was for the White mother Kate Gee and her five Black children, a Black sister and a Black boarder, who lived near "the cemetery."[52]

By 1910 the east-to-west Avenues were becoming more populated. The census data from that year shows the most homes (15) on E Avenue, eleven on D Avenue, just under ten on A and B Avenue and only six on C Avenue, for a total of about 50 residences. Many of them had women as the head of the house, and they often worked as cooks or nurses (nannies) for private families, or as laundresses who worked out of their home. Men had labor intensive jobs for the most part, working as tobacco stemmers, or for the railroad, ice factory, planing mill, or as carpenters or farm laborers. The Baptist preacher, Peter Callahan, and James Cain and his wife, who both worked as teachers, lived on E Avenue. Most of the homes were rented, but one enterprising lady on D Avenue owned her home and ran it as a boarding house. Buildings populating this area by 1910 would likely have been built with a Folk Victorian or Craftsman influence. Since they were likely built by The Darlington Land Improvement Company for the purpose of renting, they were probably not built with a high degree of ornament. There were small homes built near the industries by the railroad, all repeating a similar footprint, within the first block of A Avenue by 1913. Likely a Shotgun style, they were modest, narrow homes with a front porch. It would appear that E Avenue attracted more professional residents, and the homes may be of higher style on this street.[53]

A significant change occurred in the survey area in 1911 when the South Carolina Western Railroad (later Seabord Airline Railway) built a line traveling roughly north-to-south along the area's east border. The railroad company tore through the old 1890 plan for this area by running up what would have been the 4th Street location. This interruption essentially cut the development almost in half, as the original design extended seven blocks and the railroad cut into the landscape around the east side of the fourth block. It is entirely likely that the street grid had been laid out before the railroad was built, as Seventh Street, although unpopulated, shows up in a 1913-14 city directory. It was the farthest east road in the development. Today it generally aligns with Friendship Street, and the vicinity of Fifth Street partially aligns with Old Florence Road, which was built before 1914 and may have accompanied the development of the

[52] Smith and Marion, "Edmund H. Deas House" (part of Multiple Resource nomination to the National Register of Historic Places, 1987); United States Census, 1900.
[53] Sanborn Map, 1913; United States Census, 1910.

railroad.[54] Now the project area was bordered on the north and east by railroads, historically a physically imposing boundary for development and an attractant for industry.

The north border of the project area shows up in detailed Sanborn fire insurance maps from 1913. On South Main Street, just below A Avenue, there was a wood frame boarding house and very small grocery store. Within the same block was a series of four wood frame duplexes. The few Shotgun style homes were on the north side of the same block, followed to the east by a wood frame, two-story tobacco stemmery and then a cooper shop. To the north was the railroad and a variety of wholesale grocery warehouses. Across 2nd Street was a large brick cotton warehouse. On 4th Street, in the block below A Avenue, a home was on the west side, facing the street, which was a break from the 1890 design or perhaps it was there before the map. On the east side was a large iron-clad tobacco storehouse near the center of the block, which was a definite disruption of the planned lot division. At least the first block east from South Main Street on all the avenues from A to F had homes by 1915. E Avenue had the most homes, while F Avenue only had three buildings. There were a few White residents living near the industries, but the neighborhood was overwhelmingly Black by that time. There were also homes facing First Street, with Black residents, the 200 block of Third Street, with White residents, and Fourth Street, with White residents and the Darlington Poultry Farm. South Main Street was also majority Black and residential, with only a few grocery stores.[55]

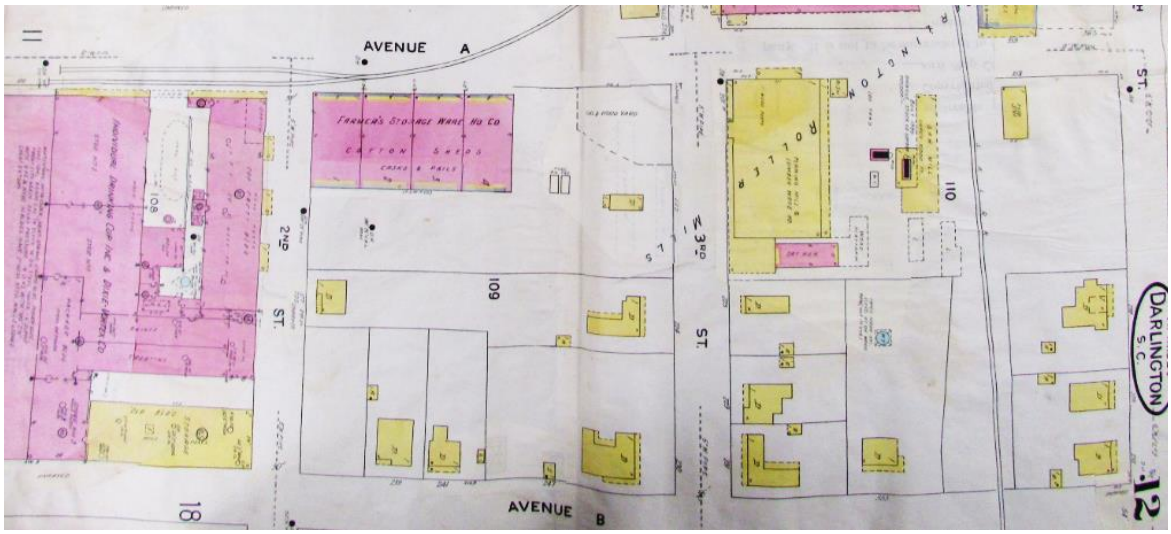

Figure 13. A 1924 map (with 1935 updates) of the northern blocks of the project area showing a mix of industrial and residential buildings. Sanborn Fire Insurance Map, Darlington County Historical Commission.

[54] Wilson, *The Town of Darlington*; Wilson, *Copy of Huggins Map*; Darlington, S.C. City Directory, 1913-1914; T.E. Wilson, *School District Map of Darlington County, S.C.* (Library of Congress Geography and Map Division, online collection, 1914).
[55] Sanborn Map, 1913; Darlington, S.C. City Directory, 1913-1914.

There were a large number of sales of vacant lots in the project area in the 1910s, some by recognizable White residents like Bright Williamson. His ancestor had been an original land owner in Darlington. This suggests that people had bought into the development and perhaps held their land until they could get a premium price, whether residential or not. He and others sold lots from the late 1910s into the 1920s. In 1918, the Darlington Veneer Company opened on 4th Street. The area was slow to develop, perhaps because investors had held onto their lots, so the new industry did not necessarily push into a well-established residential area. In a 1920 map, the north half of the project area is ambitiously laid out as it had been in the 1890 map, with a seven block by seven block configuration. There were two buildings out to the east past the railroad, which was the biggest change to the area. The concentration of homes is along South Main Street, and the first two blocks of Avenues A, B, C, D, E and F. However, homes were also built facing First, Second and Third streets. It had been three decades since the first plan for the area, but according to this map, there were less than 100 homes by 1920. Large industrial buildings populated the northern border. Homes built in the 1910s might follow the Four-Square style or the Craftsman style.[56]

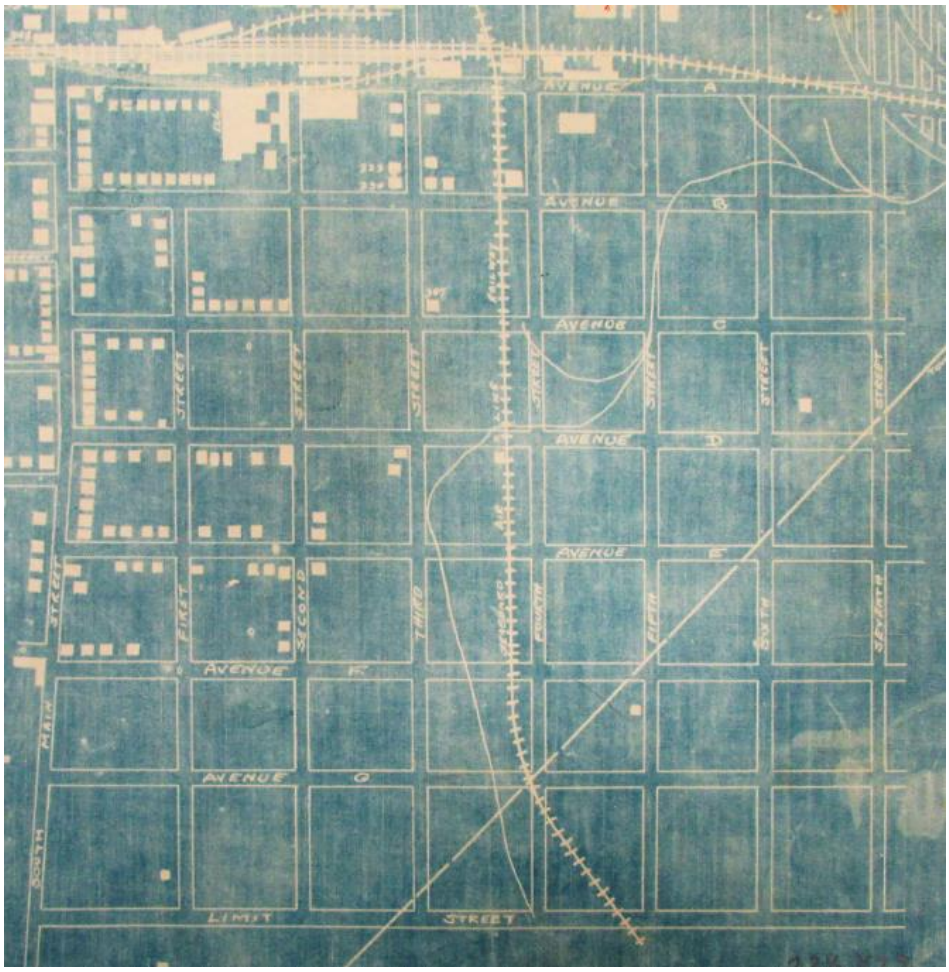

Figure 14. A 1920 map by T.E. Wilson of the project area. *South Caroliniana Library.*

[56] Darlington County Index to Deeds, 1911-1920, and 1921-1931; Wilson, *The Town of Darlington*.

If the Main Street sections on the census are adjacent to the Avenues, as they are listed, then there were actually about 125 residences in this area by 1920. In a few blocks on Third and Fourth Street, as well as in one block on B Avenue, the residents were White, and a little over half were renters. The men worked at the lumber company, grocery store, wood yard, and the veneer mills. Avenue D and South Main Street had a Black population, who worked at garages, the wood yard, the wholesale grocery, and as plumbers and barbers. James White, on South Main Street, was a medical doctor. It was similar on C Avenue, with more than half the homes as rentals and a Black population. On E Avenue, the homes were mostly Black owned and occupied, although there were rentals. A few homes appeared on F Avenue and were Black owned. Residents worked for the railroad, bottling works, and ice plant, or as cooks, servants and laundresses. A White Irish family rented at 110 C Avenue in 1920, but as with most of the blocks, the population was overwhelmingly Black. Surprisingly, only a handful of people worked at the nearby veneer mill.[57]

The northern half of the project area was relatively built out between South Main and Second streets by the mid-1920s, although there were still vacant lots. The original lot design of a rigid pattern of rectangular lots was still evident in some locations but actual development was far from uniform. The homes built by the mid-1920s were generally one-story, wood frame and wood sided, and featured a full front porch. There were a group of Shotgun style homes on C Avenue and a small alley within the block, as well as a few other locations near the industries. Most of the other residences were slightly larger, and some had outbuildings behind the houses. The Craftsman style was still popular well into the 1920s.[58]

In the 1930s and 1940s this area saw the addition of more homes as well as a few commercial enterprises and concrete block buildings. An auto repair shop opened on F Avenue, a clinic (called Sparks Clinic in 1954) and drug store opened in a block building on the southwest corner of First Street and Avenue C. Meanwhile the industrial buildings in the northeast corner continued to expand and fill up the block east of 2nd Street and south of B Avenue, including the Dixie Vortex Company, which was the Individual Drinking Cup Company. It opened in 1938 in a Streamlined Moderne brick industrial building, feature a linear bank of windows wrapping the building. Northeast of that block, the Darlington Roller Mills consumed much of their block with a wood frame planning mill and a saw mill. On the northwest corner of 2nd Street and B Avenue, the Individual Drinking Cup and Dixie Vortex Company continued to expand their brick buildings, which eventually spanned from one street to another. They employed mostly White workers, both men and women, while Blacks worked in janitorial positions. Blacks were employed as labor for the Darlington Veneer Company.[59]

Black businesses were interspersed among the homes on South Main Street by the early 1940s. Just south of A Avenue, Gandy Funeral Home and the G.P Gandy Auto Supply House were

[57] Wilson, *The Town of Darlington*; United States Census, 1920.
[58] Sanborn Map, 1924, with 1935 updates.
[59] Sanborn Map, 1924, with 1935 updates; E.C. Kropp Company, *Individual Drinking Cup Company, Darlington, S.C. "Home of Dixie Cups"* (postcard, 1938-39, South Carolina Postcards, online collection, University of South Carolina); Darlington Chamber of Commerce, n.p.; Darlington, S.C. City Directory, 1941, 1954; Renee Brown-Bryant, Interview.

adjacent and on the east side of the road in the project area. A corner grocery was in the same block, and further south was a grocery store, restaurant and hairdresser. There continued to be businesses interspersed among houses on other roads as well, like the clinic and a grocery store in the 100 block of C Avenue, and a café and grocery on D Avenue in 1954. Other cafes appeared on E and F Avenues. By the mid-1950s, more Black businesses opened on South Main Street in the project area but was denser between H Avenue and the City Limit. These businesses included a grocery store, service station, and a coffee shop. Immediately adjacent to the south was the Dual Highway Drive-In theater, a White-owned facility.[60]

By the late 1940s, the northern half of the project area was developed as far east as Third Street, but still had vacant parcels in the residential area. East of Third Street was the railroad and mostly empty farmland. The northeast corner was dominated by large industrial buildings. South of F Avenue there were still vast acres of undeveloped land, with a few homed dotting Main Street. Joe Louis Boulevard was built in the 1940s and several short roads were built on its north side with a few lots cleared for development. This land had also been owned by The Darlington Land Improvement Company. A 1960s map referred to this area as "Washington Terrace." The road names, like Abraham Lincoln, Gandy, and Sparks, appear to reference Black leaders. By 1952, First Street was extended south through the project area to Joe Louis Blvd. The Cain Elementary School was built as an Equalization School on the southeast corner of First Street and H Avenue, which itself was fairly new. Between 1949 and 1957 a lot of new homes were built on the west side of Third Street in the older development, and some on Second Street, south of C Avenue. A little short spur street off of Third Street also appeared. What was so unusual is that the vast majority of these new homes were long and rectangular, and spaced very closely together. They were Shotgun style homes, built in the 1950s, which is many decades past its prime popularity as a building type. By 1957, the roads extending north from Joe Louis Blvd. were gaining new homes, likely built in the popular Ranch style of the period.[61]

By the mid-1960s the Dixie Cup Company and the Darlington Veneer Company had expanded their footprint to cover around eight of the original blocks in the north and northeast corners of the project area. While the railroad had stymied residential growth east of Third Street, it spurred industrial development, which continued to expand. Their success was positive for the local economy as it provided employment. However, there is no buffer between the historic industries and the historic residences, and there never has been. They existed together. Commercial growth on South Main Street remained the densest south of H Avenue, and extended south of Joe Louis Boulevard by 1969.[62]

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[60] Darlington, S.C. City Directory, 1941, 1954

[61] S.C. Department of Transportation, 1942; Darlington County Deed Book 12, p206-209; S.C. Department of Transportation, *County Road Maps, Darlington County* (University of South Carolina Government Information and Maps Department, online resource, 1952): U.S. Agricultural Adjustment Administration, *Aerial Photograph, Darlington County* (Government Information and Maps Department, University of South Carolina, 1949); U.S. Agricultural Adjustment Administration, *Aerial Photograph, Darlington County* (Government Information and Maps Department, University of South Carolina, 1957); T.E. Wilson, The Town of Darlington, Darlington County, S.C. (Survey of 1930, revised to 1968, South Caroliniana Library).

[62] Wilson, *The Town of Darlington*, 1968; Darlington, S.C. City Directory, 1969.

By 1969 there were a few more buildings in the southern part of the survey area off of Lincoln, Jordan, Sparks and Gandy streets. Joe Louis Boulevard was generally residential. There was continued commercial development on South Main Street and the project area retained its development patterns into the late 1970s. Several city planning studies from the mid-century described the project area as having sub-standard or blighted buildings. There were vacancies among the older homes in the northern part of the project area by 1979, suggesting that there may have been some stagnation as the historic buildings aged. As families and houses aged, some of the buildings were left to multiple family members, which tangles the decision-making process regarding repairs, sales and demolition.[63] When this happens, buildings that go vacant can fall into neglect. Homes that have maintained a tenant throughout the past century are more likely to have been well managed, but also have the potential for changes as owners update to match modern trends or to minimize the costs of painting and repairs, such as by adding synthetic siding.

The project area represents the expanding residential, commercial and industrial development of Darlington from the 1890s through the 1970s. A majority of its residential buildings are likely from the period 1890 through the 1920s in the northern section, while the southern area has homes from the 1950s and 1960s. As the industries that located here have continued to expand, they have consumed blocks of land and created complex campuses of attached and extended manufacturing buildings. Small business located within the survey area served the local Black community and contribute to the business area along South Main Street. This area never developed as planned, but its unique history has created a particular pattern of development that is expressed through its surviving buildings and sites.

[63] Darlington, S.C. City Directory, 1969, 1979; Renee Brown-Bryant, interview.

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V. Survey Results

A. Properties Listed in the National Register of Historic Places

Within the survey area there are three resources already listed in the National Register of Historic Places (NRHP). This includes the Edmund Deas House, the Darlington Memorial Cemetery, and the southern part of the Darlington Industrial Historic District.

Table 1. Properties listed in the National Register of Historic Places

Resource	Built Dates
Edmund Deas House (209 E. Ave, Site #0426)	c.1890
Darlington Memorial Cemetery	1890-1955
Darlington Industrial Historic District	c.1890-1935

These resources and part of the Darlington Industrial Historic District that was located in the survey area (South of A Avenue), were reviewed as part of this survey. The Darlington Memorial Cemetery was intact. The c.1890 Edmund Deas House (site #0426) was listed on the NRHP in 1988 and was the only site revisited during this survey with a new survey form. It has undergone a significant change to the exterior since it was listed in the NRHP. These changes were already apparent in a 2002 survey. The Italianate style home had bracketed cornices and drop molding on the canted corners of the two projecting bays, 2/2 wood windows, and wood siding. The site now has vinyl siding, some of which now covers window openings, reduced window size and replacement windows with 6/6 grid pattern, and removal of the brackets in the cornices.

The Darlington Industrial Historic District was listed in the NRHP in 1988. It had 12 buildings and one structure as contributing resources. The addresses are slightly vague or appear incorrect on some buildings so it is difficult to determine which resources are actually located in the survey area. Of those that appear to fall in the survey area, one contributing resource, the Cotton Warehouse, c.1930 (listed as 201 Ave A but is on the same side of the street as even numbered sites), was demolished around 2018. The Imperial Tobacco Company Building (c.1895) at 126 A Avenue is still standing but has had additions to the façade. It became home to the Dixie Vortex Cup company in 1938, which expanded its campus with a c.1947 building to its west and later infill and additions. The resources listed as non-contributing included a c.1920 warehouse on the corner of Fourth Street and A Avenue and frame warehouses from the 1940s on the property of the Darlington Veneer Company, the latter of which appear to be still standing.

Since this district is dedicated to the early industrialization of Darlington, its boundaries seem appropriate and there is no recommendation for expansion. Further discussion of the Darlington Veneer Company as a complex unto itself is in this report under "Properties Requiring Additional Research."

B. Evaluation of Survey Data

This survey recorded a total of 317 resources within the survey boundary. A survey from 2002 recorded 34 of these sites, which were revisited during this survey, so a total of 283 newly surveyed resources are now recorded. Construction dates range from c.1890 to c.1982. The boundary of the survey area was A Avenue, South Main Street, Theressa Drive, Joe Louis Boulevard, Old Florence Road, and Friendship Street. The predominant building type was single-family residential, which made up 85% of the building stock. Even though relatively small in number, the incredibly large industrial buildings in the northeast corner of the survey area dominate the landscape in those blocks. A small number of commercial buildings are scattered throughout the survey area, but the highest concentration is on South Main Street. They are generally interspersed with historic single-family homes that represent some of the oldest and most intact historic architecture in the area. There are 17 vacant residential and commercial buildings.

Table 2. A list of the number of buildings per historic and commercial use.

Use Type	Historic Use	Current Use
Domestic	278	269
Commercial	23	15
Industry	9	8
Religion	4	4
Social	1	1
Unknown	2	2
Vacant/Not in Use		17
Work in Progress		1

The survey area includes a historically residential African American section of Darlington, which was created by two distinct periods of development. The northern section, from A Avenue to H Avenue and S. Main to Old Florence Road, was first planned out in 1890 by the Darlington Land Improvement Company. The southern section, from H Avenue to Joe Louis Blvd. and S. Main Street to the Seaboard Airline Railway track on the east, was not planned out as a unit. Within this southern part, the western section was platted in 1945 for the American Land Company, with parts of the remaining center and east sections platted in 1952 and 1960 by their owners. Designated as the "Washington Terrace" neighborhood on a plat from 1945, which is likely when Joe Louis Boulevard was built, this section had a series of roads extending

north from the boulevard. Originally, several of them connected to each other on the north end by short roads.[64]

The survey area can be separated into three distinct areas, the northern development (S. Main to Third Street and A Avenue to H Avenue), called "Avenues District" for purposes of this survey report, Washington Terrace to the south, and the industrial section along the north and east boundaries. There is very minimal residential development east of Third Street. The largely residential areas have a lot of vacant lots and some newer buildings from the 1990s or early 2000s, but most of the building stock is historic. They are overwhelmingly single-story buildings, with front porches. The Avenues District has the oldest buildings, but it developed very slowly and has homes from every decade of the twentieth century. The street plan is largely intact from the early twentieth century and represents a private development effort to boost growth in Darlington in the late 1800s. It is being recommended for listing in the National Register. In total, the proposed Avenues District has 172 surveyed resources, including outbuildings.

A previous survey from 2002 recorded approximately 66 buildings in the Avenues District within the survey area. The survey skipped a number of historic buildings, perhaps due to integrity concerns, and some of the addresses did not correspond with current addresses. Of the group of 66 previously recorded sites, around 30 have been demolished. Therefore, about 45% of the surveyed resources were demolished in the past 20 years. A row of Shotgun homes from the early 1950s and earlier on Third Street has been severely diminished and represents the bulk of the lost buildings. This survey revisited 34 of the extant and identifiable 66 previously recorded sites. Three Shotgun homes on Third Street (Sites 0804, 0805, 0806) were given new survey numbers as their old survey number was not easy to determine due to unclear or conflicting modern addresses.

Washington Terrace generally developed from the 1940s through the 1970s. The roads have been altered and some turned into dead-end streets where they meet the grounds of Cain Elementary School. Some of the streets are named after some of the previous landowners. Washington Terrace has several mobile homes, and a number of homes do not correspond to the legal lot lines generated by Darlington County, suggesting they predated the plats for the area. Some buildings straddle lot lines while other lots have two buildings on the lot. The Washington Terrace neighborhood's street plan has been altered and it was not planned as a unified neighborhood. The buildings are generally Minimal Traditional, Ranch styles and vernacular buildings, with mobile homes, churches, an American Legion, some businesses, and a large number of vacant lots. While it is a historically African American neighborhood, it lacks historic and architectural distinction. This area has about 120 surveyed resources and is not recommended eligible for the National Register.

The industrial northeast section grew up around the turn of the twentieth century, but the bulk of the industrial buildings date to the mid-twentieth century. They took over entire blocks and

[64] Darlington County Plat Book 12/p14, 18/p63, 31/p181; U.S. Agricultural Adjustment Administration, *Aerial Photograph, Darlington County* (Government Information and Maps Department, University of South Carolina, 1957, 1969).

continue to generate large-scale buildings. There are five industrial complexes, representing three companies, the Darlington Veneer Company, Dixie/Georgia Pacific and Dixie Consumer Products. The Dixie/Georgia Pacific plant along Old Florence Road recently built a massive addition onto their building, and it represents the most recent building investment in this area on a large scale. While the Darlington Veneer Company complex requires more research to make a recommendation for eligibility to the National Register, the Dixie/Georgia Pacific and the Dixie Consumer Products buildings are not recommended eligible. They are important to the history of Darlington and a major employer, particularly for White women during the 1940s, but their headquarters building has been altered. Some of the large warehouses for Dixie/Georgia Pacific appear to retain a high degree of integrity but would likely need to be considered alongside the rest of the complex, which has experienced large additions.

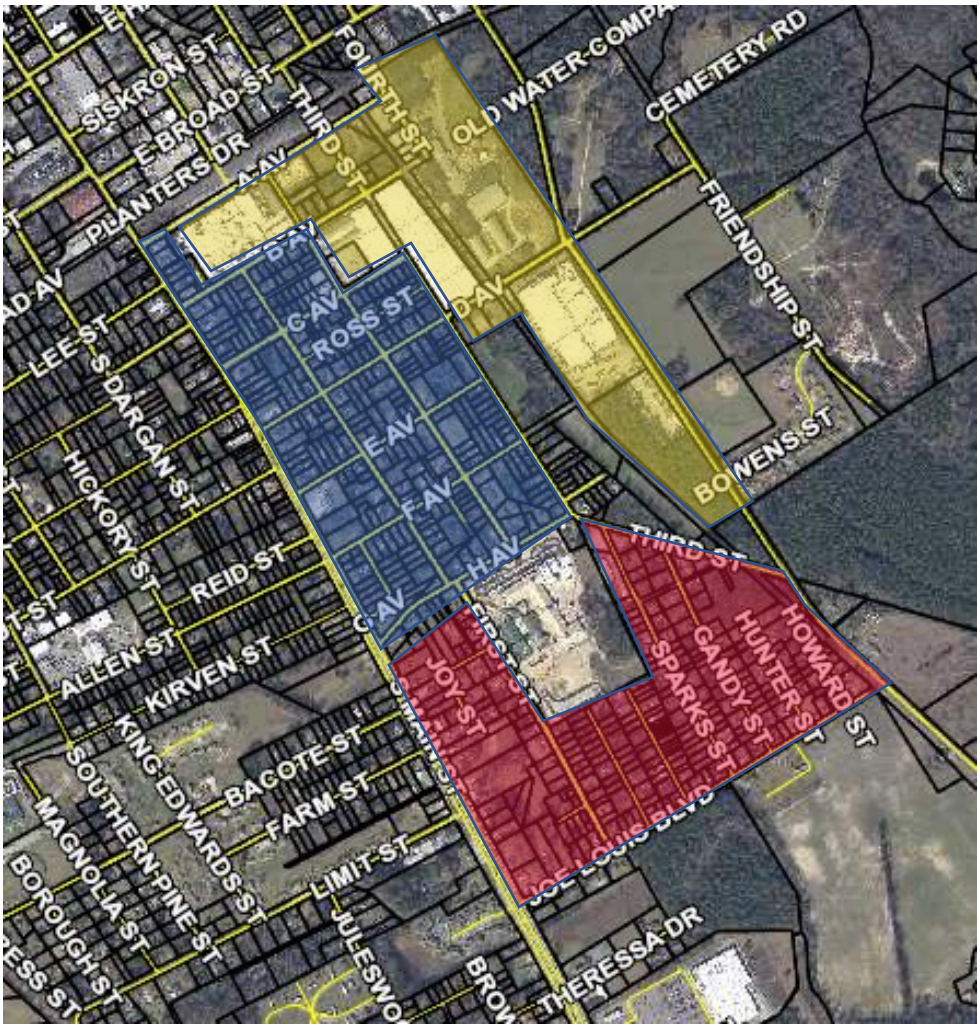

Figure 15. Three distinct areas in the survey: Blue is the Avenues District, Red is Washington Terrace, and yellow is the industrial area. Map from Darlington County, https://qpublic.schneidercorp.com/

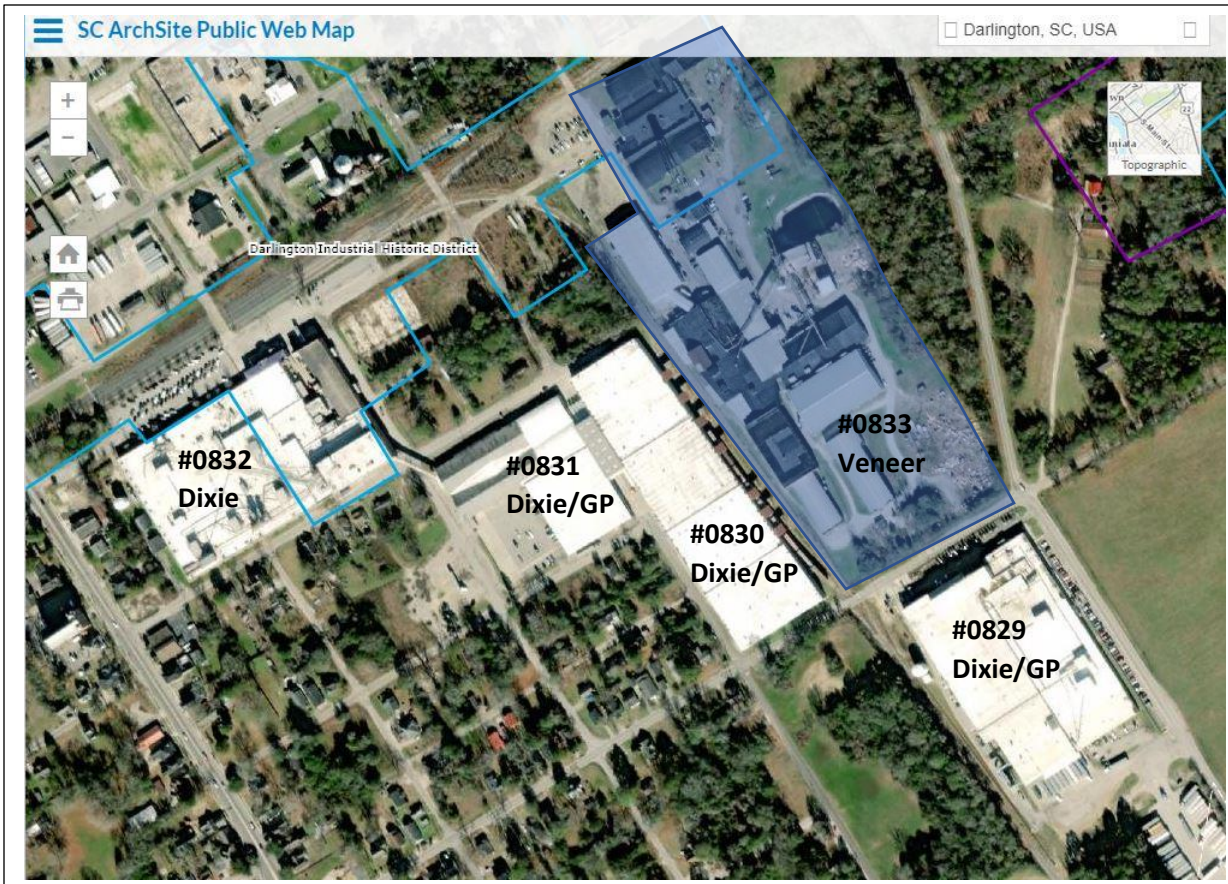

Figure 16. Map of industrial area. This map shows the survey numbers of the buildings within the industrial section. The teal outline is the National Register Industrial District boundary. The light blue overlay covers the entire complex of the Darlington Veneer Company. For site #0829, which appears to have a headquarter/office building, it has had a very large addition on the south side since this image was captured.

Base image is from the SC Archsite website, www.scarchsite.org.

C. Data Gaps

As noted below in "Properties Requiring Additional Research to Determine National Register Eligibility," the Darlington Veneer Company has restricted access to its site, so the survey did not capture all of the buildings within this complex.

D. Recommendations

1. Properties Determined Eligible for Listing in the National Register

The following properties are recommended eligible for listing in the National Register.

Individually Eligible

There are no individually eligible properties recommended for listing in the National Register.

Districts or Complexes

The Avenues District is recommended for listing in the National Register under Criterion A: Ethnic Heritage at the local level of significance for its association with African American history, and under Criterion A: Community Planning and Development due to its creation during a period of neighborhood development by private investors in the late 1800s. The recommended boundaries are generally S. Main Street to Third Street, and B Avenue to H Avenue. This boundary represents a residential development established by a group of private land developers in 1890, the Darlington Land Improvement Company. They were using this area as a speculative real estate investment as part of a portfolio of hundreds of acres south and east of this neighborhood. While they platted a numbered system all the way to Seventh Street, the Seaboard Air Line Railway, installed around 1911, proved to be a permanent detriment to residential growth east of Third Street.

The earliest known resident was Edward Deas, a prominent African American, and subsequently the area grew with a predominantly African American population. Darlington's Black population located in the south section of town at least by the late 1800s, and their neighborhoods expanded both east and west from South Main Street. The Avenues District is east of South Main Street. This area developed slowly but had a few peak building booms in the 1920s and the 1950s, although homes were still constructed here during the 1930s through the 1940s. The building booms may relate to the introduction of the Darlington Veneer Company in 1918 and the expansion of the Dixie plants in the 1950s, which did hire some African Americans, but had a majority-White labor force. Construction slowed here in the 1960s and there are very few buildings from the 1970s and 1980s. The resulting mix of residential architectural styles include Queen Anne, Folk Victorian, Craftsman, Minimal Traditional, Ranch and vernacular styles, as well as some surviving Shotgun homes. Alterations to many of the homes has removed some of the features significant to the original styles of architecture, but the forms generally remain intact. The homes are generally modest in size.

The recommended period of significance is from 1890 to 1967, when the last building boom appears to have ended. There are 172 resources surveyed in this area. There is one site already listed on the National Register (Edward Deas House), thirty-two resources are recommended as non-contributing and 140 are recommended as contributing. There are also some buildings in this area that were not survey eligible.

Table 3. Number of Surveyed Resources by Estimated Date of Construction in the Avenues District

Decade	No. of Resources
1890s	5
1900s	15
1910s	12
1920s	32
1930s	23
1940s	18
1950s	34
1960s	20
1970s	6
1980s	7

The Avenues District is recommended eligible for the National Register due to its association with Ethnic Heritage, particularly Black History. Throughout its history, the area has consistently been African American, with a handful of White residents located near the industrial district in the early 1900s. The White population built neighborhoods simultaneously in other parts of Darlington as this district grew, and the races appear to have remained segregated throughout much of this district's period of significance. The residents of the Avenues District were working-class African Americans who labored at the nearby Darlington Veneer Company, the tobacco stemmery and cotton warehouses, with some who worked as tailors and laundresses. This neighborhood historically included small African American -owned businesses, some of which no longer exist, and some which have buildings that remain but that are vacant. There are a few small businesses left in the area. The mix of residential and commercial buildings, particularly along South Main Street, speak to the need that African Americans had to create a separate and parallel economy to White-owned businesses that denied them access during the Jim Crow era. This neighborhood covers the many decades of legalized segregation from the 1890s through the 1960s and is important as part of the history of African American residential and commercial growth patterns in Darlington.

The Avenues District is also recommended eligible for listing at the local level of significance for its association with Community Planning and Development. Darlington experienced a period of residential neighborhood development in the late 1800s and early 1900s spurred by the economic growth brought about by tobacco and other industry. The residential development included White neighborhoods on West Broad Street and around Cashua Street in the northeast section of town. J.J. Ward developed the West Broad Street neighborhood beginning in 1885

and was a member of the Darlington Land Improvement Company, which incorporated in 1888. This company was responsible for the creation of the Avenues District, platted in 1890. The distinctive square-in-the-grid plan created wide 60-foot Avenues, labeled A through G, with "Limit Street" later renamed to H Avenue. The street width is wider than many roads in the neighborhoods west of S. Main Street. Intersecting roads were given a numbered system of First through Seventh Street, generally running north to south. This the only development of its kind in Darlington regarding the square blocks and grid patterned roads, as well as the numbered and alphabetized street names, which help reinforce the historic origins of the district as a planned development. This layout has remained largely unchanged, except for the introduction of a few alleys and the interruptions of the industrial growth along the north and northeast sections.

Above: Site #0414, 207 D Avenue

Above: Site #0426, Deas House, 209 E Ave.

Below: Site #0431, 214 First Street

Below: Site #0448, 600 Third Street

Figure 17. Buildings within the proposed Avenues District

Above: Site #0690, 711 S. Main Street

Above: Site #0758, 110 B Avenue

Below: Site #0746, 214 D Avenue

Below: Site #0780, 503 First Street

Another facet of this development was its speculative nature and potential relationship with the nearby industries. A 1986 survey of the area suggested that the Veneer Company built worker housing in the area. There are some repetitive architectural styles in the Avenues District, but more research is needed to determine if any surviving buildings were built by the company specifically for workers. There were some management homes of White employees closer to the site in the 1920s, but they are no longer extant. In 1920 there were 78 people who rented houses or rooms in this area compared with only 38 people who owned their homes. In 1930, there were approximately 27 men in the survey area (Avenues District) who worked for the Darlington Veneer Company. The men ranged in age from 17 to 84, the latter was a "supply man" for the company. Of those who were heads of households, 17 rented their homes and only one owned their homes. The other men lived with family members and were not heads of the household. Of the eighteen addresses listed in the 1930 census for the heads of household, only three buildings

that could be from this era exist, and each has been altered. They do not share an architectural style.[65]

The examples of repetitive architectural styles are not contiguous to each other and instead may reveal that the early White investors built homes for the purpose of renting them out to African Americans. It would have been expedient to re-use the same design several times as it cut out on the design cost and created a realistic expectation of the cost to build the next home of the same style. The early examples appear to be from the 1920s, and the long rows of Shotgun homes that quickly grew up in the early 1950s suggest that speculative real estate investment for rentals was a part of the history of the Avenues District. A cursory deed research for one of the rows of Shotgun homes on Second Street from the 1950s did not reveal an obvious connection to one of the local industries. Private owners were potentially building small rental houses where there was available land, which was how the neighborhood seems to have started. This type of private land development as a planned, speculative neighborhood had an important and lasting impact on Darlington's physical layout and built environment in the late 1800s and through the mid-twentieth century.

The integrity of the proposed Avenues District regarding the original street pattern design and historic association with African Americans is high. The individual buildings, however, have integrity issues in terms of materials. Of the 172 resources within this proposed district, only 33 appear to have no alterations. Of the 120 resources recommended as contributing to the proposed district, only 26 appear to have no alterations, leaving about 78% of the buildings with obvious changes to the historic fabric. The most prevalent alterations are siding replacement or covering with vinyl or brick veneer, replacement windows, and replacement porch posts and balustrade. Due to the high number of buildings that have endured changes, only those change which drastically altered the look of the building through a porch addition or enclosure or the use of a very different siding plus another item like the loss of windows rendered the buildings as "not contributing" to the proposed district. This was not the standard for the few remaining Shotgun homes, however, which are recommended as contributing due to their unique footprint and shape, regardless of the changes to their exterior material or a porch enclosure.

Part of the recommendation for inclusion of buildings with exterior changes as contributors to the Avenues District is that some of the changes are within the period of significance and they reflect the working-class efforts at home improvement. For instance, an older home may have gained a brick veneer as people updated their homes in the 1960s. On some buildings, just the façade was bricked, leaving asbestos shingle exposed on the sides. Some of these changes may also be indications of increased home ownership throughout the period of significance. As people were able to buy the homes, they may have made improvements to the building. Obviously, the modern improvements of vinyl siding and vinyl windows post-date the period of significance, but if they did not alter the scale or shape of the original window openings and used

[65] Steve Smith, Margaret Marion, Cindy Cole, James Gilstrap, *City of Darlington, S.C. Inventory of Historic Places Survey Report*, 1986; U.S. Federal Census, 1920, 1930, Darlington City Directory, 1924-25, Sanborn Insurance Map, Darlington, 1924-35.

a traditional vinyl siding profile then the building has a generally similar appearance to its historic character.

The proposed Avenues District has integrity of location, design (for street pattern), setting, feeling and association. The district has lost some integrity of materials and workmanship, due to the changes to individual buildings. Overall, the neighborhood's buildings are historic, and provide the feeling of being in an old part of town, as opposed to a new development. The nearby industrial district, which has been in the area as long as the neighborhood, is part of the larger historic setting. Currently the population is still African American, providing integrity of association, and the historic street pattern remains integral to the design integrity of this planned district.

Figure 18. Map of Proposed Avenues District

Outline follows historic residential development from A Avenue south to H Avenue, S. Main Street to Third Street. Yellow boxes are for contributing resources, red are for non-contributing resources, as proposed. Underlying map is from https://qpublic.schneidercorp.com/, Darlington County.

Table 4. List of Recommended Contributing (C) and Non-Contributing (NC) Resources within the Proposed Avenues District

Site No.	Historic Name	Address/Location	Date	C/NC
0402		111 C Ave	c.1925	c
0404		106 C Ave	c.1920	c
0405		202 C Ave	c.1930	c
0407		212 C Ave	c.1926	c
0408		216 C Ave	c.1925	c
0410		111 D Ave	c.1901	c
0412		115 D Ave	c.1940	c
0414		207 D Ave	c.1936	c
0415		211 D Ave	c.1920	c
0416		213 D Ave	c.1928	c
0417		215 D Ave	c.1925	c
0418		108 D Ave	c.1923	c
0419		114 D Ave	c.1931	nc
0420		206 D Ave	c.1900	c
0421		214 D Ave	c.1953	c
0422		314 D Ave	c.1916	c
0423		115 E Ave	c.1920	c
0423.01		115 E Ave	c.1950	c
0424		117 E Ave	c.1910	c
0424.01		117 E Ave	c.1950	c
0425		205 E Ave	c.1909	c
0426	Edmund H. Deas House	209 E Ave	c.1890	listed
0427		301 E Ave	c.1891	c
0428		116 E Ave	c.1900	c
0429		200 E Ave	c.1920	c
0429.01		200 E Ave	c.1930	c
0430		208 E Ave	c.1931	nc
0431		214 First St	c.1940	c
0432		304 First St	c.1920	c
0435		520 Second St	c.1930	c
0436		600 Second St	c.1920	c
0437		606 Second St	c.1920	c
0438		610 Second St	c.1935	c
0440		403 Second St	c.1920	c
0442		523 Second St	c.1925	c
0443		613 Second St	c.1920	c

0448		600 Third St	c.1920	c
0683		101 G Ave	c.1967	c
0684		115 Whipple St	c.1955	c
0685		102 Whipple St	c.1959	c
0686		905 S Main St	c.1963	c
0686.01		905 S Main St	c.1963	c
0687		903 S Main St	c.1953	c
0688	Dr. Bentley Office	901 S Main St	c.1956	c
0689		805 S Main St	c.1981	nc
0689.01		Next to 110 E Ave	c.1981	nc
0690		711 S Main St	c.1901	c
0690.01		711 S Main St	c.1901	c
0691		709 S Main St	c.1920	c
0692		707 S Main St	c.1910	nc
0692.01		707 S Main St	c.1920	nc
0693		705 S Main St	c.1916	c
0694		703 S Main St	c.1910	nc
0695		701 S Main St	c.1890	c
0695.01		701 S Main St	c.1950	c
0696		609 S Main St	c.1900	c
0697		607 S Main St	c.1930	c
0698		605 S Main St	c.1885	c
0699		603 S Main St	c.1930	c
0699.01		603 S Main St	c.1960	c
0700		601 S Main St	c.1900	c
0701		513 S Main St	c.1920	c
0702	G.H. Brockington Grocery	509 S Main St	c.1910	c
0703		505 S Main St	c.1920	c
0703.01		505 S Main St	c.1940	c
0704		413-415 S Main St	c.1900	c
0705		411 S Main St	c.1953	c
0706		409 S Main St	c.1946	c
0707	Gandy Garage	405 S Main St	c.1920	c
0707.01		405 S Main St	c.1930	c
0711		201 H Ave	c.1956	c
0712		207 H Ave	c.1952	c
0713		305 H Ave	c.1963	c
0715		102 F Ave	c.1946	nc
0716		106 F Ave	c.1946	nc
0717		108 F Ave	c.1930	c
0718		110 F Ave	c.1946	c

0719		111 F Ave	c.1931	c
0720		113 F Ave	c.1911	c
0721		116 F Ave	c.1981	nc
0722		118 F Ave	c.1936	c
0722.01		118 F Ave	c.1950	c
0723		202 F Ave	c.1963	c
0724		204 F Ave	c.1964	c
0725		210 F Ave	c.1980	nc
0726		212 F Ave	c.1948	c
0727	Stanley's Garage	213 F Ave	c.1948	nc
0728		304 F Ave	c.1941	c
0729		305 F Ave	c.1973	nc
0730		308 F Ave	c.1925	c
0730.01		804 Third St	c.1970	nc
0731		310 F Ave	c.1950	c
0732		311 F Ave	c.1960	c
0733		312 F Ave	c.1950	c
0734		314 F Ave	c.1949	c
0735		110 E Ave	c.1910	c
0736		111 E Ave	c.1910	nc
0737		112 E Ave	c.1950	c
0738		113 E Ave	c.1967	c
0739		204 E Ave	c.1948	nc
0740		206 E Ave	c.1969	c
0741		211 E Ave	c.1957	c
0742		110 D Ave	c.1960	c
0743		112 D Ave	c.1953	nc
0744		207 D Ave	c.1936	c
0745		209 D Ave	c.1930	c
0746		210 D Ave	c.1901	c
0747		304 D Ave	c.1946	nc
0748		308 D Ave	c.1951	c
0749		305 D Ave	c.1953	c
0750		307 D Ave	c.1948	nc
0751		309 D Ave	c.1946	c
0752		311 D Ave	c.1974	nc
0753		113 C Ave	c.1936	nc
0754		300 C Ave	c.1925	c
0755		308 C Ave	c.1931	c
0756		104-106 Faith Ln	c.1900	c
0757		108 Faith Ln	c.1900	c

0758		110 B Ave	c.1920	c
0759		114 B Ave	c.1900	c
0760		204 B Ave	c.1925	c
0761		206 B Ave	c.1930	c
0761.01		206 B Ave	c.1950	c
0762		210 B Ave	c.1930	c
0763		104 First St	c.1900	c
0764		105 First St	c.1931	c
0765		110 First St	c.1920	c
0767		207 First St	c.1950	c
0768	Leila's House of Beauty	211 First St	c.1960	nc
0769		212 First St	c.1980	nc
0770		301 First St	c.1951	c
0771		303 First St	c.1935	nc
0772		404 First St	c.1901	c
0773		407 First St	c.1935	c
0774		408 First Ave	c.1910	c
0775		409 First St	c.1940	c
0776		413 First St	c.1930	c
0780		503 First St	c.1930	c
0781		504 First St	c.1963	c
0782		507 First St	c.1970	c
0783		107 Ross St	c.1956	c
0784		508 First St	c.1940	c
0785		404 Second St	c.1946	c
0786		505 Second St	c.1910	c
0787		512 Second St	c.1915	nc
0788		517 Second St	c.1950	c
0789		518 Second St	c.1920	c
0790		519 Second St	c.1955	c
0791		521 Second St	c.1955	c
0792		605 Second St	c.1965	c
0792.01		605 Second St	c.1965	c
0793		607 Second St	c.1950	c
0795		609 Second St	c.1980	nc
0796		615 Second St	c.1955	c
0797		700 Third St	c.1950	c
0798		801 Third St	c.1920	c
0799		802 Third St	c.1960	c
0800		809 Third St	c.1968	nc
0801		810 Third St	c.1953	c

0802		816 Third St	c.1954	c
0803		818 or 820 Third St	c.1956	c
0804		712 Third St	c.1925	c
0805		710 Third St	c.1925	c
0806		706 Third St	c.1925	c
0807		819 Third St	c.1966	nc
0823		206 Ross St	c.1890	nc
0824		204 Ross St	c.1973	nc
0825		201 Ross St	c.1971	nc
0826		205 Ross St	c.1980	nc
0827		106 Ross St	c.1960	c
0828		108 Ross St	c.1955	c
0828.01		108 Ross St	c.1960	c

Multiple Property Submissions

There are no recommended Multiple Property Submissions.

2. Properties Requiring Additional Research to Determine National Register Eligibility

South Main Street Corridor

The South Main Street corridor appears to have been a historically African American religious, domestic and cultural district for the neighborhoods south of the Atlantic Coast Line Railroad. The resources in this area appear to date from the 1890s to the 1970s. This survey was only on the east side of South Main Street, and that section is recommended for inclusion in the proposed Avenues District. If both sides were surveyed, they might reveal a more complete composite of buildings that made up this corridor. More research could help determine when these buildings were constructed, what types of services were in the buildings originally, and how the local African American community supported this district. It appears to be the only dense commercial district for African Americans in Darlington, even though it is actually spread out along several blocks and is interspersed with homes. This pattern is somewhat common in African American neighborhoods, including the survey area, where churches, stores and service buildings would be located adjacent to a residence. This is a somewhat distinct pattern of African American neighborhoods in South Carolina, as segregation forced Blacks to create a parallel retail and service community within defined sections of town, rather than visit the same types of establishments operated by Whites in other parts of town. Integration played a role in the decline of some historically Black businesses and may be why some of the buildings on South Main Street are now vacant.

Darlington Veneer Company

This is a large, dense complex of approximately 17 industrial, warehouse and office buildings located on Fourth Street from A Avenue to D Avenue, on the east side of the Seaboard Air Line Railroad. Many of the buildings are additions or attached to other buildings so the exact number of buildings is difficult to determine. The estimate is from a modern aerial photograph. The complex has restricted access due to a gate on the north side and mature shrubs and trees on the east and south sides. Therefore only a few buildings visible to the public right of way were surveyed, sites (#0833, 0833.01, 0833.02). The northern part of the property is located within the bounds of the National Register-listed Darlington Industrial Historic District. The only building that is contributing to that district in the original nomination is the c.1918 company office on Fourth Street, which is in the middle of the complex. The nomination listed the c.1940 warehouses on the north side of the campus as non-contributing, but the 2002 survey generated a determination of "contributing to listed district" for just these warehouses (site #0162, not resurveyed). The nomination and the 2002 survey did not address the water tower or other buildings on this site that are within the NRHP boundary. The newly surveyed sites (#0833, 0833.01, 0833.02) are located outside of the NRHP boundary.

The Darlington Veneer Company has a new metal warehouse on the northwest corner of Fourth Street and B Avenue, but the majority of the complex was built prior to 1963. The buildings took over Fourth Street below B Avenue by the late 1940s, which put them adjacent to the railroad track. Growth in the 1950s extended south along the track and east on the complex, which also has a large pond. The buildings visible to the public right of way appear to retain a high degree of integrity. The buildings within the Darlington Industrial Historic District Boundary and the remainder of the complex could possibly be considered for listing as an industrial complex for the NRHP. This was part of the industrial and economic history of Darlington and is already partially recognized within an existing NRHP district. The visible buildings on the northern part of the complex include gable and barrel roofed metal-clad warehouses that likely date to the 1940s. They may be related to the wartime production era. The central section has the 1918 brick office, a metal water tower with the company name, a brick warehouse (site), and other metal-clad warehouses. On the southern section there is a two-story brick building with one-story section attached to south elevation (site) and an individual brick warehouse (#0833, 0833.01, 0833.02).

The Darlington Veneer Company reportedly opened in 1918, the same year as the oldest building on the site. It was founded by Sherman Ramsey, who sold his veneer company in North Carolina in 1915 before relocating to this area. The company has remained in the Ramsey family for a century. This site employed hundreds of workers. African American men worked as laborers, machinists and stackers for this company from its earliest years.[66]

The Darlington Veneer Company earned an Army-Navy Production Award for the production of war equipment in 1943, during World War II. The mayor wrote a congratulatory proclamation for the award and scheduled ceremony and noted that they were participants in a "Total War,"

[66] Griffith, et al., 22; *News and Press*, May 2, 2018, 1B; U.S. Federal Census, 1930.

which required industries to "devote their full energies in order that Victory may be achieved." Over 60 men from the company had left to serve in the armed forces and were honored in a brochure for the award ceremony. The company was the "only plant of any type in the entire Pee Dee section to receive this honor, and the only plywood manufacturer in the entire South."[67]

The company began as a single-ply veneer mill and plywood manufacturer but ceased making its own veneer in the 1970s, focusing instead on making hardwood plywood.[68] It has been a large employer in Darlington for a hundred years and has had a physical impact on the survey area. The campus's expansion cut off access on Fourth Street and blocked A Avenue, interrupting the planned residential grid pattern.

There would need to be additional research and survey of existing buildings within the restricted access areas in order to make a recommendation for eligibility to the NRHP.

VI. Recommendations

The City of Darlington has five locally designated historic districts that correspond to listed National Register districts. The residential districts of St. John's, Cashua Street and West Broad Street all represent similar eras, generally 1890 through 1930. They were historically White neighborhoods. The proposed Avenues District is a historic counterpoint to these districts as it developed around the same time. With more vernacular buildings than the White districts, this area shows the architecture of a working-class African American neighborhood. The City of Darlington should consider adding the Avenues District as a local historic district, but with the understanding that there have already been a lot of alterations to the buildings. Rules regarding further changes in the district would therefore need to be in keeping with the historic character of the area but also its large quantity of non-original exterior materials.

The review of zoning is outside the scope of this survey, but zoning ordinances are an important tool to help keep the residential and industrial uses separate in the survey area. Some historic homes were demolished years ago to make way for the expanding industries. It is recommended that the City evaluate the current zoning located in the survey area to ensure that the nearby industries can facilitate future growth without negatively impacting the proposed Avenues District and its residential character.

In researching the history of African Americans in Darlington it was obvious that there is a lot of information that has yet to be captured and written down. It is recommended that the City coordinate with the Darlington County Historical Society (located in Darlington) to launch an African American history initiative. This could include oral histories, scans of privately owned historic photographs, research into land records and newspapers, and further surveys.

[67] Brochure and typescript, Darlington Veneer Company, Vertical File, Darlington County Historical Society.
[68] *News and Press*, Sep. 2028, p12, clipping in vertical file, Darlington Veneer Company, Darlington Historical Society.

Future surveys for the City should continue to investigate African American neighborhoods such as the area to the west of South Main Street. The City has already expressed an interest in surveying this area as well as the Cotton Mill district, another good collection of historic housing in Darlington. These types of surveys will help round out the history of the city and encourage more appreciation for the historic buildings that are not necessarily high architectural styles. The City may also investigate its mid-century architecture, which is now reaching the 50-year mark and is potentially eligible for listing in the National Register. The Darlington County Courthouse as well as the City's own office building on Pearl Street are both excellent examples of modern architecture.

Finally, it is recommended that the City encourage appreciation of its historic buildings through their public relations office, perhaps during Preservation Month (May), or in support of a tour of historic buildings or other event. This type of proactive approach to historic preservation can encourage a dialogue about the importance of Darlington's historic resources outside of the scope of a contentious battle over a demolition or other controversial project. There are a lot of great historic resources in Darlington that can be highlighted and celebrated as a source of civic pride. These buildings help make Darlington unique.

VII. APPENDIX

Compiled Inventory

Letter from the State Historic Preservation Office

Site No.	Revisit	Historic Name	Address/Location	Construction Date	SHPO National Register Determination of Eligibility
0402	YES		111 C Ave	c.1925	Contributes to Eligible District
0404	YES		106 C Ave	c.1920	Contributes to Eligible District
0405	YES		202 C Ave	c.1930	Contributes to Eligible District
0407	YES		212 C Ave	c.1926	Contributes to Eligible District
0408	YES		216 C Ave	c.1925	Contributes to Eligible District
0410	YES		111 D Ave	c.1901	Contributes to Eligible District
0412	YES		115 D Ave	c.1940	Contributes to Eligible District
0414	YES		207 D Ave	c.1936	Contributes to Eligible District
0415	YES		211 D Ave	c.1920	Contributes to Eligible District
0416	YES		213 D Ave	c.1928	Contributes to Eligible District
0417	YES		215 D Ave	c.1925	Contributes to Eligible District
0418	YES		108 D Ave	c.1923	Contributes to Eligible District
0419	YES		114 D Ave	c.1931	Not Eligible
0420	YES		206 D Ave	c.1900	Contributes to Eligible District
0421	YES		210 D Ave	c.1901	Contributes to Eligible District
0422	YES		314 D Ave	c.1916	Contributes to Eligible District
0423	YES		115 E Ave	c.1920	Contributes to Eligible District
0423.01	YES		115 E Ave	c.1950	Contributes to Eligible District
0424	YES		117 E Ave	c.1910	Contributes to Eligible District

0424.01	YES		117 E Ave	c.1950	Contributes to Eligible District
0425	YES		205 E Ave	c.1909	Contributes to Eligible District
0426	YES	Edmund H. Deas House	209 E Ave	c.1890	Listed
0427	YES		301 E Ave	c.1891	Contributes to Eligible District
0428	YES		116 E Ave	c.1900	Contributes to Eligible District
0429	YES		200 E Ave	c.1920	Contributes to Eligible District
0429.01	YES		200 E Ave	c.1930	Contributes to Eligible District
0430	YES		208 E Ave	c.1931	Not Eligible
0431	YES		214 First St	c.1940	Contributes to Eligible District
0432	YES		304 First St	c.1920	Contributes to Eligible District
0435	YES		520 Second St	c.1930	Contributes to Eligible District
0436	YES		600 Second St	c.1920	Contributes to Eligible District
0437	YES		606 Second St	c.1920	Contributes to Eligible District
0438	YES		610 Second St	c.1935	Contributes to Eligible District
0440	YES		403 Second St	c.1920	Contributes to Eligible District
0442	YES		523 Second St	c.1925	Contributes to Eligible District
0443	YES		613 Second St	c.1920	Contributes to Eligible District
0448	YES		600 Third St	c.1920	Contributes to Eligible District
0577	NO	Bethel A.M.E. Church	1321 S. Main St.	1976	Not Eligible
0578	NO		121 Theressa Dr.	c.1978	Not Eligible
0579	NO		122 Theressa Dr.	c.1970	Not Eligible
0580	NO		120 Theressa Dr.	c.1975	Not Eligible
0581	NO		1301 S. Main St.	c.1978	Not Eligible

0582	NO		1215 S. Main St.	c.1980	Not Eligible
0582.01	NO		1215 S. Main St.	c.1980	Not Eligible
0583	NO		1211 S. Main St.	c.1946	Not Eligible
0584	NO		1201 S. Main St.	c.1955	Not Eligible
0585	NO		1121 S. Main St.	c.1935	Not Eligible
0586	NO		1119 S. Main St.	c.1920	Not Eligible
0587	NO		1125 S. Main St.	c.1965	Not Eligible
0587.01	NO		1125 S. Main St.	c.1970	Not Eligible
0588	NO		1115 S. Main St.	c.1940	Not Eligible
0589	NO		1111 S. Main St.	c.1960	Not Eligible
0590	NO		1107 S. Main St.	c.1945	Not Eligible
0591	NO		1105 S. Main St.	c.1980	Not Eligible
0592	NO		1101 S. Main St.	c.1948	Not Eligible
0593	NO		108 Joe Louis Blvd	1970	Not Eligible
0594	NO		111 Joe Louis Blvd	c.1972	Not Eligible
0595	NO		114 Joe Louis Blvd	c.1978	Not Eligible
0595.01	NO		114 Joe Louis Blvd	c.1980	Not Eligible
0596	NO		117 Joe Louis Blvd	c.1945	Not Eligible
0597	NO		119 Joe Louis Blvd	c.1951	Not Eligible
0598	NO		123 Joe Louis Blvd	c.1950	Not Eligible
0598.01	NO		123 Joe Louis Blvd	c.1950	Not Eligible
0599	NO		201 Joe Louis Blvd	c.1963	Not Eligible
0600	NO		205 Joe Louis Blvd	c.1970	Not Eligible
0601	NO		207 Joe Louis Blvd	c.1950	Not Eligible
0602	NO		303 Joe Louis Blvd	c.1978	Not Eligible
0603	NO		305 Joe Louis Blvd	c.1945	Not Eligible
0604	NO		403 Joe Louis Blvd	c.1948	Not Eligible
0604.01	NO		403 Joe Louis Blvd	c.1950	Not Eligible
0605	NO		407 Joe Louis Blvd	c.1972	Not Eligible

0606	NO		411 Joe Louis Blvd	c.1957	Not Eligible
0607	NO		501 Joe Louis Blvd	c.1954	Not Eligible
0608	NO		503 Joe Louis Blvd	c.1975	Not Eligible
0609	NO		701 Joe Louis Blvd	c.1966	Not Eligible
0610	NO		801 Joe Louis Blvd	c.1960	Not Eligible
0611	NO		110 Howard St	c.1961	Not Eligible
0611.01	NO		110 Howard St	c.1965	Not Eligible
0612	NO		111 Howard St	c.1980	Not Eligible
0612.01	NO		111 Howard St	c.1980	Not Eligible
0613	NO		116 Howard St	c.1965	Not Eligible
0614	NO		105 Hunter St	c.1975	Not Eligible
0615	NO		109 Hunter St	c.1975	Not Eligible
0616	NO		110 Hunter St	c.1970	Not Eligible
0617	NO		113 Hunter St	c.1978	Not Eligible
0618	NO		114 Hunter St	c.1953	Not Eligible
0619	NO		119 Hunter St	c.1957	Not Eligible
0620	NO		106 Gandy St	c.1965	Not Eligible
0621	NO		109 Gandy St	c.1955	Not Eligible
0622	NO		111 Gandy St	c.1972	Not Eligible
0623	NO		115 Gandy St	c.1956	Not Eligible
0624	NO		120 Gandy St	c.1970	Not Eligible
0625	NO		123 Gandy St	c.1982	Not Eligible
0626	NO		125 Gandy St	c.1977	Not Eligible
0627	NO		127 Gandy St	c.1980	Not Eligible
0628	NO		129 Gandy St	c.1979	Not Eligible
0629	NO		133 Gandy St	c.1978	Not Eligible
0630	NO		107 Sparks St	c.1961	Not Eligible
0631	NO		110 Sparks St	c.1968	Not Eligible
0632	NO		113 Sparks St	c.1977	Not Eligible
0633	NO		115 117 Sparks St	c.1977	Not Eligible
0634	NO		119 Sparks St	c.1970	Not Eligible
0635	NO		121 Sparks St	c.1966	Not Eligible
0635.01	NO		121 Sparks St	c.1970	Not Eligible
0636	NO		123 Sparks St	c.1960	Not Eligible
0637	NO		124 Sparks St	c.1972	Not Eligible
0638	NO		126-128 Sparks St	c.1982	Not Eligible
0639	NO		127 Sparks St	c.1925	Not Eligible

0640	NO		129 Sparks St	c.1911	Not Eligible
0641	NO		134 Sparks St	c.1970	Not Eligible
0642	NO		139 Sparks St	c.1969	Not Eligible
0643	NO		142 Sparks St	c.1972	Not Eligible
0644	NO		143 Sparks St	c.1970	Not Eligible
0645	NO	American Legion Post 210	147 Sparks St	c.1960	Not Eligible
0646	NO	Curtis Oil Company	across from 105 Sparks St	c.1965	Not Eligible
0647	NO		105 Jordan St	c.1968	Not Eligible
0648	NO		109 Jordan St	c.1975	Not Eligible
0649	NO		110 Jordan St	c.1958	Not Eligible
0650	NO		112 Jordan St	c.1951	Not Eligible
0651	NO		120 Jordan St	c.1957	Not Eligible
0651.01	NO		120 Jordan St	c.1957	Not Eligible
0652	NO	Tabernacle Holiness Church	124 Jordan St	c.1969	Not Eligible
0653	NO		127 Jordan St	c.1955	Not Eligible
0653.01	NO		127 Jordan St	c.1965	Not Eligible
0654	NO		130 Jordan St	c.1969	Not Eligible
0655	NO		104 Abe Lincoln St	c.1960	Not Eligible
0656	NO		106 Abe Lincoln St	c.1957	Not Eligible
0657	NO		115 Abe Lincoln St	c.1977	Not Eligible
0658	NO		121 Abe Lincoln St	c.1958	Not Eligible
0659	NO		123 Abe Lincoln St	c.1970	Not Eligible
0660	NO		131 Abe Lincoln St	c.1951	Not Eligible
0661	NO		138 Abe Lincoln St	c.1974	Not Eligible
0662	NO		645 or 647 First St	c.1976	Not Eligible
0663	NO		641 or 645 First St	c.1953	Not Eligible
0664	NO		639 or 641 First St	c.1974	Not Eligible
0665	NO		637 First St	c.1957	Not Eligible
0666	NO		636 First St	c.1974	Not Eligible

0667	NO		635 First St	c.1966	Not Eligible
0668	NO		631 First St	c.1956	Not Eligible
0669	NO		627 First St	c.1964	Not Eligible
0670	NO		625 First St	c.1955	Not Eligible
0671	NO		624 First St	c.1963	Not Eligible
0672	NO		620 First St	c..1960	Not Eligible
0673	NO		618 First St	c.1955	Not Eligible
0674	NO		616 First St	c.1965	Not Eligible
0675	NO		612 First St	c.1959	Not Eligible
0676	NO		610 First St	c.1974	Not Eligible
0677	NO		608 First St	c.1960	Not Eligible
0678	NO		606 First St	c.1965	Not Eligible
0679	NO		604 First St	c.1956	Not Eligible
0680	NO		103 Cone St	c.1950	Not Eligible
0681	NO		1013 S Main St	c.1953	Not Eligible
0682	NO		1009 S Main St	c.1950	Not Eligible
0683	NO		101 G Ave	c.1967	Contributes to Eligible District
0684	NO		115 Whipple St	c.1955	Contributes to Eligible District
0685	NO		102 Whipple St	c.1959	Contributes to Eligible District
0686	NO		905 S Main St	c.1963	Contributes to Eligible District
0686.01	NO		905 S Main St	c.1963	Contributes to Eligible District
0687	NO		903 S Main St	c.1953	Contributes to Eligible District
0688	NO	Dr. Bentley Office	901 S Main St	c.1956	Contributes to Eligible District
0689	NO		805 S Main St	c.1981	Not Eligible
0689.01	NO		Next to 110 E Ave	c.1981	Not Eligible
0690	NO		711 S Main St	c.1901	Contributes to Eligible District
0690.01	NO		711 S Main St	c.1901	Contributes to Eligible District
0691	NO		709 S Main St	c.1920	Contributes to Eligible District
0692	NO		707 S Main St	c.1910	Not Eligible
0692.01	NO		707 S Main St	c.1920	Not Eligible
0693	NO		705 S Main St	c.1916	Contributes to Eligible District

0694	NO		703 S Main St	c.1910	Not Eligible
0695	NO		701 S Main St	c.1890	Contributes to Eligible District
0695.01	NO		701 S Main St	c.1950	Contributes to Eligible District
0696	NO		609 S Main St	c.1900	Contributes to Eligible District
0697	NO		607 S Main St	c.1930	Contributes to Eligible District
0698	NO		605 S Main St	c.1890	Contributes to Eligible District
0699	NO		603 S Main St	c.1930	Contributes to Eligible District
0699.01	NO		603 S Main St	c.1960	Contributes to Eligible District
0700	NO		601 S Main St	c.1900	Contributes to Eligible District
0701	NO		513 S Main St	c.1920	Contributes to Eligible District
0702	NO	G.H. Brockington Grocery	509 S Main St	c.1910	Contributes to Eligible District
0703	NO		505 S Main St	c.1920	Contributes to Eligible District
0703.01	NO		505 S Main St	c.1940	Contributes to Eligible District
0704	NO		413-415 S Main St	c.1900	Contributes to Eligible District
0705	NO		411 S Main St	c.1953	Contributes to Eligible District
0706	NO		409 S Main St	c.1946	Contributes to Eligible District
0707	NO	Gandy Garage	405 S Main St	c.1920	Contributes to Eligible District
0707.01	NO		405 S Main St	c.1930	Contributes to Eligible District
0708	NO		103 Pone St	c.1955	Not Eligible
0709	NO		106 H Ave	c.1952	Not Eligible
0710	NO		110 H Ave	c.1957	Not Eligible
0711	NO		201 H Ave	c.1956	Contributes to Eligible District

0712	NO		207 H Ave	c.1952	Contributes to Eligible District
0713	NO		305 H Ave	c.1963	Contributes to Eligible District
0714	NO		310 H Ave	c.1975	Not Eligible
0715	NO		102 F Ave	c.1946	Not Eligible
0716	NO		106 F Ave	c.1946	Not Eligible
0717	NO		108 F Ave	c.1930	Contributes to Eligible District
0718	NO		110 F Ave	c.1946	Contributes to Eligible District
0719	NO		111 F Ave	c.1931	Contributes to Eligible District
0720	NO		113 F Ave	c.1911	Contributes to Eligible District
0721	NO		116 F Ave	c.1981	Not Eligible
0722	NO		118 F Ave	c.1936	Contributes to Eligible District
0722.01	NO		118 F Ave	c.1950	Contributes to Eligible District
0723	NO		202 F Ave	c.1963	Contributes to Eligible District
0724	NO		204 F Ave	c.1964	Contributes to Eligible District
0725	NO		210 F Ave	c.1980	Not Eligible
0726	NO		212 F Ave	c.1948	Contributes to Eligible District
0727	NO	Stanley's Garage	213 F Ave	c.1948	Not Eligible
0728	NO		304 F Ave	c.1941	Contributes to Eligible District
0729	NO		305 F Ave	c.1973	Not Eligible
0730	NO		308 F Ave	c.1925	Contributes to Eligible District
0730.01	NO		804 Third St	c.1970	Not Eligible
0731	NO		310 F Ave	c.1950	Contributes to Eligible District
0732	NO		311 F Ave	c.1960	Contributes to Eligible District
0733	NO		312 F Ave	c.1950	Contributes to Eligible District

0734	NO		314 F Ave	c.1949	Contributes to Eligible District
0735	NO		110 E Ave	c.1910	Contributes to Eligible District
0736	NO		111 E Ave	c.1910	Not Eligible
0737	NO		112 E Ave	c.1950	Contributes to Eligible District
0738	NO		113 E Ave	c.1967	Contributes to Eligible District
0739	NO		204 E Ave	c.1948	Not Eligible
0740	NO		206 E Ave	c.1969	Contributes to Eligible District
0741	NO		211 E Ave	c.1957	Contributes to Eligible District
0742	NO		110 D Ave	c.1960	Contributes to Eligible District
0743	NO		112 D Ave	c.1953	Not Eligible
0744	NO		121 Old Florence Rd	c.1961	Contributes to Eligible District
0745	NO		209 D Ave	c.1930	Contributes to Eligible District
0746	NO		214 D Ave	c.1953	Contributes to Eligible District
0747	NO		304 D Ave	c.1946	Not Eligible
0748	NO		308 D Ave	c.1951	Contributes to Eligible District
0749	NO		305 D Ave	c.1953	Contributes to Eligible District
0750	NO		307 D Ave	c.1948	Not Eligible
0751	NO		309 D Ave	c.1946	Contributes to Eligible District
0752	NO		311 D Ave	c.1974	Not Eligible
0753	NO		113 C Ave	c.1936	Not Eligible
0754	NO		300 C Ave	c.1925	Contributes to Eligible District
0755	NO		308 C Ave	c.1931	Contributes to Eligible District
0756	NO		104-106 Faith Ln	c.1900	Contributes to Eligible District
0757	NO		108 Faith Ln	c.1900	Not Eligible
0758	NO		110 B Ave	c.1920	Contributes to Eligible District

0759	NO		114 B Ave	c.1900	Contributes to Eligible District
0760	NO		204 B Ave	c.1925	Contributes to Eligible District
0761	NO		206 B Ave	c.1930	Contributes to Eligible District
0761.01	NO		206 B Ave	c.1950	Not Eligible
0762	NO		210 B Ave	c.1930	Contributes to Eligible District
0763	NO		104 First St	c.1900	Contributes to Eligible District
0764	NO		105 First St	c.1931	Contributes to Eligible District
0765	NO		110 First St	c.1920	Contributes to Eligible District
0767	NO		207 First St	c.1950	Contributes to Eligible District
0768	NO	Leila's House of Beauty	211 First St	c.1960	Not Eligible
0769	NO		212 First St	c.1980	Not Eligible
0770	NO		301 First St	c.1951	Contributes to Eligible District
0771	NO		303 First St	c.1935	Not Eligible
0772	NO		404 First St	c.1901	Contributes to Eligible District
0773	NO		407 First St	c.1935	Contributes to Eligible District
0774	NO		408 First Ave	c.1910	Contributes to Eligible District
0775	NO		409 First St	c.1940	Contributes to Eligible District
0776	NO		413 First St	c.1930	Contributes to Eligible District
0780	NO		503 First St	c.1930	Contributes to Eligible District
0781	NO		504 First St	c.1963	Contributes to Eligible District
0782	NO		507 First St	c.1970	Contributes to Eligible District
0783	NO		107 Ross St	c.1956	Contributes to Eligible District

0784	NO		508 First St	c.1940	Contributes to Eligible District
0785	NO		404 Second St	c.1946	Contributes to Eligible District
0786	NO		505 Second St	c.1910	Contributes to Eligible District
0787	NO		512 Second St	c.1915	Not Eligible
0788	NO		517 Second St	c.1950	Contributes to Eligible District
0789	NO		518 Second St	c.1920	Contributes to Eligible District
0790	NO		519 Second St	c.1955	Contributes to Eligible District
0791	NO		521 Second St	c.1955	Contributes to Eligible District
0792	NO		605 Second St	c.1965	Contributes to Eligible District
0792.01	NO		605 Second St	c.1965	Contributes to Eligible District
0793	NO		607 Second St	c.1950	Contributes to Eligible District
0794	NO		513 D Ave	c.1960	Not Eligible
0795	NO		609 Second St	c.1980	Not Eligible
0796	NO		615 Second St	c.1955	Contributes to Eligible District
0797	NO		700 Third St	c.1950	Contributes to Eligible District
0798	NO		801 Third St	c.1920	Contributes to Eligible District
0799	NO		802 Third St	c.1960	Contributes to Eligible District
0800	NO		809 Third St	c.1968	Not Eligible
0801	NO		810 Third St	c.1953	Contributes to Eligible District
0802	NO		816 Third St	c.1954	Contributes to Eligible District
0803	NO		818 or 820 Third St	c.1956	Contributes to Eligible District
0804	NO		712 Third St	c.1925	Contributes to Eligible District
0805	NO		710 Third St	c.1925	Contributes to Eligible District

0806	NO		706 Third St	c.1925	Contributes to Eligible District
0807	NO		819 Third St	c.1966	Not Eligible
0808	NO		101 Lincoln Blvd	c.1966	Not Eligible
0809	NO		103 Lincoln Blvd	c.1967	Not Eligible
0810	NO		105 Lincoln Blvd	c.1968	Not Eligible
0811	NO		108 Lincoln Blvd	c.1968	Not Eligible
0812	NO		106 Lincoln Blvd	c.1967	Not Eligible
0813	NO		104 Lincoln Blvd	c.1967	Not Eligible
0814	NO		102 Lincoln Blvd	c.1966	Not Eligible
0815	NO		104 or 106 McInnis St	c.1960	Not Eligible
0816	NO		106 or 104 McInnis St	c.1970	Not Eligible
0817	NO		105 McInnis St	c.1969	Not Eligible
0818	NO		109 McInnis St	c.1954	Not Eligible
0818.01	NO		109 McInnis St	c.1970	Not Eligible
0819	NO		105 Joy St	c.1957	Not Eligible
0820	NO		107 Joy St	c.1973	Not Eligible
0821	NO		108 David St	c.1980	Not Eligible
0822	NO		111 David St	c.1955	Not Eligible
0823	NO		206 Ross St	c.1890	Not Eligible
0824	NO		204 Ross St	c.1973	Not Eligible
0825	NO		201 Ross St	c.1971	Not Eligible
0826	NO		205 Ross St	c.1980	Not Eligible
0827	NO		106 Ross St	c.1960	Contributes to Eligible District
0828	NO		108 Ross St	c.1955	Contributes to Eligible District
0828.01	NO		108 Ross St	c.1960	Contributes to Eligible District
0829	NO	Dixie	200 Old Florence Rd	c.1960	Not Eligible
0830	NO	Dixie	NE corner of Third St and D Ave	c.1960	Not Eligible
0831	NO	Dixie	310 B Ave	c.1945	Not Eligible
0831.01	NO	Dixie	310 B Ave	c.1960	Not Eligible
0832	NO	Dixie Vortex Cup Company	126 A Ave	1947	Not Eligible

0833	NO	Darlington Veneer Company	225 Fourth St	c.1955	Not Eligible
0833.01	NO	Darlington Veneer Company	225 Fourth St	c.1955	Not Eligible
0833.02	NO	Darlington Veneer Company	225 Fourth St	c.1930	Not Eligible

State Historic Preservation Office
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SOUTHEAST DARLINGTON HISTORIC RESOURCES SURVEY
NATIONAL REGISTER EVALUATIONS

The following determinations are based on evaluations of the Southeast Darlington Historic Resources Survey conducted by Staci Richey during April-May 2022. It is the opinion of the State Historic Preservation Office (SHPO) that the properties listed below meet the eligibility criteria for listing in the National Register of Historic Places. The SHPO bases these determinations on the present architectural integrity and available historical information for the properties included in the survey area. Eligibility status is subject to change if changes occur that affect a property's physical integrity. Historical information that is brought to the attention of the SHPO National Register staff confirming or denying a property's historic significance may also affect a property's eligibility status. The process of identifying and evaluating historic properties is never complete; therefore, the SHPO encourages readers of this report to alert the SHPO National Register staff if it appears that properties not listed here are also worthy of consideration.

INDIVIDUAL DETERMINATIONS OF ELIGIBLITY

None proposed.

HISTORIC DISTRICTS DETERMINED ELIGIBLE

Avenues Historic District (Criterion A: Ethnic Heritage: Black; Community Planning and Development)