

United States Department of the Interior  
National Park Service

NRHP Listed: 12/11/2020

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Chase City Warehouse and Commercial Historic District

Other names/site number: VDHR# 186-5005

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: N. Main Street, E. Fifth Street, W. Fourth Street, E. Second Street, E. Sycamore Street

City or town: Chase City State: VA County: Mecklenburg

Not For Publication:  N/A Vicinity:  N/A

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

|  |                           |
|--|---------------------------|
| <br>Signature of certifying official/Title:<br><u>Virginia Department of Historic Resources</u> | <u>10/22/2020</u><br>Date |
| State or Federal agency/bureau or Tribal Government  |                           |

|   |      |
|---|------|
| In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria. |      |
| Signature of commenting official:   | Date |
| Title : <span style="float: right;">State or Federal agency/bureau<br/>or Tribal Government</span>                                |      |

Chase City Warehouse and Commercial Historic District  
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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| <u>71</u>    | <u>28</u>       | buildings  |
| <u>0</u>     | <u>0</u>        | sites      |
| <u>5</u>     | <u>1</u>        | structures |
| <u>0</u>     | <u>0</u>        | objects    |
| <u>76</u>    | <u>29</u>       | Total      |

Number of contributing resources previously listed in the National Register 1

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: business

COMMERCE/TRADE: warehouse

COMMERCE/TRADE: financial institution

COMMERCE/TRADE: specialty store

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

INDUSTRY/PROCESSING/EXTRACTION: industrial storage

DOMESTIC: single dwelling

GOVERNMENT: city hall

EDUCATION: school

RECREATION AND CULTURE: theater

**Current Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: business

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: professional

GOVERNMENT: city hall

DOMESTIC: single dwelling

VACANT/NOT IN USE

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Queen Anne, Italianate

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY REVIVALS: Classical Revival, Late Gothic Revival, Italian Renaissance

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Commercial Style

MODERN MOVEMENT: Moderne, Art Deco

NO STYLE

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK; CONCRETE; WOOD: Weatherboard, Shingle; SYNTHETICS: Vinyl, Rubber; METAL: Tin; STUCCO; CERAMIC TILE; ASPHALT

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The proposed Chase City Warehouse and Commercial Historic District encompasses the downtown area of Chase City, Virginia bounded by the railroad and residential neighborhoods. Centered around Main Street (VA Route 47), the streets are laid out in a grid pattern with curbs and public sidewalks. The approximately 26.73-acre district is bounded by the railroad tracks to the west and residential areas to the north, east, and south. The main artery through the district is Main Street (VA State Route 47), which runs north-south. The main side streets, running east-west to form a grid, are Fifth Street, W. Fourth Street and E. Second Street (VA State Route 49). Main Street is generally flat, while the side streets slope down from west to east. The district includes the full complement of building types – including the town hall and post office, a school, stores, banks, automobile dealerships, service stations, movie theaters, and warehouses – typical of a Southside Virginia town serving as the commercial and industrial center for the surrounding rural area. The majority of the buildings in the district post-date the arrival of the railroad in 1883 and feature a full range of late-nineteenth to mid-twentieth century architectural styles. Generally, one- and two-stories in height, almost all of the buildings are of masonry construction, as the town council passed an ordinance after a devastating fire in 1903 mandating that all new buildings in the commercial center be of masonry construction.<sup>1</sup> Of the 84 primary resources in the district, 67 contribute to the district and 17 are non-contributing to their date of construction or extensive alterations after the period of significance. Additionally, there are 21 secondary resources, of which 9 are contributing and 12 are non-contributing. One property within the district, Shadow Lawn, is individually listed in the Virginia Landmarks Register (1981) and National Register (1982).

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## Narrative Description

The Chase City Warehouse and Commercial Historic District is in the incorporated town of Chase City. Chase City is one of several towns located in Mecklenburg County in Southside Virginia. Presently, the county seat is Boydton and the largest town is South Hill. Situated on the Piedmont Plateau and bounded by the Meherrin and Staunton-Roanoke rivers, the county lies midway between the Atlantic Ocean and the Blue Ridge Mountains. The topography features gently rolling hills, abundant streams, extensive woodlands and widespread fields. Located in the northwest quadrant of the county, the incorporated town limits of Chase City occupy 2.19 square miles. Two major roads, Virginia State Route 47 (Main Street) and Virginia State Route 49 (Second Street) intersect within the historic district, connecting the town to Clarksville and South Hill.

The town's commercial and industrial district is laid out in a grid pattern. Railroad tracks run along the western edge of the historic district. The topography along Main Street is generally flat while the side streets gradually slope down west to east. Main Street (VA State Route 47) is the main artery in the district, running north to south. Cross streets include Fifth Street, East Fourth Street, East Second Street (VA State Route 49), Mecklenburg Avenue, and Sycamore Street. Portions of Marshall Street, Boyd Street, Grace Street, Randolph Street, and Walker Street, which run parallel to Main Street, are included in the district. Main Street and several of the cross streets feature curbs and sidewalks.

The district features a collection of commercial buildings along Main Street and Fifth Street, with industrial buildings, along with a few commercial and civic buildings, located along the side streets. Most of the industrial buildings are sited along the western edge of the district in close proximity to the railroad tracks. The commercial and industrial buildings are generally sited at grade, with no setbacks, along brick-paved public sidewalks. The residential building and former school building are set back from the public sidewalks on large, sloping, grassy lots.

Chase City evolved from a mid-eighteenth century community, known as "Christiansville", at the crossroads of the old Abbyville Road (currently Sycamore Street) and the Lunenburg Road (currently Main Street/VA State Route 49). Over the next century, churches and a tavern were established in the village to provide for the religious, commercial, and social life of the plantation owners in the surrounding area. The only building in the historic district that dates from this period is Shadow Lawn (VLR 1981; NRHP 1982), Richard Puryear's Italianate residence, constructed ca. 1834. Puryear was an early landholder in the area and the Shadow Lawn estate comprised approximately 1,325 acres. With the arrival of the railroad in 1883, Chase City became a center for the shipping and trading of tobacco, lumber, and various agricultural products. Warehouses and manufacturing outfits were constructed in close proximity to the rail lines to take advantage of the opportunity to reach new markets offered by this new and improved transportation route. The commercial core of the town also grew in response to the increased economic activity. As the automobile began to dominate transportation during the second quarter of the twentieth century, the streets in Chase City were paved and service stations with large porte-cocheres were constructed at various intersections in town.

### Commercial Architecture

The district is predominantly commercial in character, with commercial buildings primarily constructed along Main Street, Second Street, and Sycamore Street. Due to a devastating fire in 1903, an ordinance was passed that mandated commercial buildings be constructed of masonry materials. Typically, pre-WWII buildings are of brick construction, while post-WWII buildings are of concrete masonry unit (CMU) construction. Many of the buildings feature pilasters and modest brick detailing such as patterned vents, corbeled parapets, and brick banding. Some metal and wood storefront cornices remain intact.

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Large plate glass storefronts remain intact on many of the buildings on Main Street and E. Fifth Street. A few of the post-1940 buildings feature Art Deco and Moderne influences. Some notable commercial buildings in the district include the following:

The commercial building at 237 N. Main is one of the earliest commercial buildings in the district. Constructed ca. 1905 as a general store, this one-story brick building features modest brick detailing, decorative vents, and a metal cornice. The plate glass storefront windows with aluminum frames are typical of commercial buildings constructed in the early- to mid-twentieth century.

The *F. B. Roberts's Chase City Hardware Company* at 110 E. Fifth Street, built ca. 1913, is a two-story, seven-bay brick building which retains many of its historic features, such as the historic wood cornices above the storefronts, the brick pilasters, and ornamental detailing such as the decorative vents and band of molded brick. A stone panel sign remains below the corbeled brick parapet on the east section of the building. A pressed tin ceiling remains intact on the interior.

The *Peoples Bank and Trust Company* was constructed ca. 1916 at 319 N. Main Street. The former bank, which is currently occupied by the town hall, features Neo-Classical Revival elements such as a monumental triangular pediment, acanthus ornament, and a dentilled stone entablature.

*Jeffreys Motor Company*, located at 211 N. Main Street, was built ca. 1940 as an automobile showroom. The former showroom is a vernacular interpretation of the Art Deco style as exemplified by its vertical projections with ornamental caps that accent the front entrance. These ornamental caps feature geometric shapes with an incised quality.

The former *Home Telephone & Telegraph Company of Virginia*, now owned by Verizon, was built ca. 1948 on land previously associated with the Mecklenburg Mineral Springs golf course. The simple, rectangular form with minimal detailing reflects the post-WWII modern movement while the Classical Revival-style vocabulary of the Colonial Revival-style entrance emphasizes the traditional tastes of Southside Virginia. It appears that the cornice, which has been replaced with a more contemporary treatment, may have further illustrated the influence of the Colonial-Revival style on this mid-century utility building.

### Industrial Buildings

Various industrial operations constructed warehouses, factories, and processing buildings on the cross streets of Main Street, on lots generally adjacent to the main railroad line. The industrial buildings are mainly of brick construction with gable roofs and minimal architectural ornament. Many of these buildings are sited adjacent to the railroad.

The *Southside Roller Mills*, built ca. 1912 at 6 E. Third Street by the Southside Supply Company, is the only mill in Chase City. This brick building features tall metal silos and a painted brick sign. The building's complex form is dictated by the mill's interior functions. The mill is sited directly east of the railroad tracks, which were used to ship the hundreds of pounds of flour and cornmeal the mill produced daily.

The *Banner Tobacco Warehouse* at 416 Boyd Street was constructed ca. 1915 on a lot nearby to the railroad tracks. This warehouse building was sited to take advantage of the rail transportation to move local tobacco products around Virginia and North Carolina. With its crow-stepped parapet, brick construction, and arched freight openings, this building is a representative example of other Industrial Commercial style buildings found in the historic district.

Although the ca. 1910 industrial building at 7 E. Fifth Street was originally constructed as a feed and fertilizer storehouse, it later operated as a tobacco packing warehouse and then as a clothing factory.

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Immediately adjacent to the railroad tracks, this building typifies industrial-style architecture of the early-to mid-twentieth century with its masonry construction, vertical wood board doors, and segmental-arched window and door openings.

### Service Stations

As the automobile became the dominant form of transportation, service stations and automobile showrooms were constructed throughout downtown Chase City between 1920 and 1950. Service stations were located on corner lots at busy intersections, typically featured large porte-cocheres to shelter the gas pumps, and had service bays for convenient automobile access.

The *Piedmont Service Station* at 5 N. Main Street was built ca. 1925. This is the best remaining example of an early twentieth century service station with its large porte-cochere, garage bays, and location on a corner lot. The porte-cochere historically sheltered the gas pumps.

The service station at *107 E. Sycamore Street* was constructed ca. 1945. This post-World War II service station features glazed porcelain panels and a flat roof. The building was likely constructed as a Texaco station as the design is similar to the Walter Dorwin Teague design for Texaco stations across the county as exemplified by its bright glazed panels and boxy form.

### Entertainment Resources

Several entertainment-related resources were constructed in Chase City during the period of significance. Two movie theaters were built on Main Street during the interwar period. Notably, the Spaulding-Moss Supply Company building at 403 N. Main Street had a skating rink on the second floor for several years. The second floor of the historic town hall (301 N. Main Street) hosted movie viewings and traveling shows. The *Mecca Theater* at 137 N. Main Street was constructed ca. 1936. This movie theater is an example of the Moderne style with its curved brick parapet, smooth concrete façade, and streamlined marquee.

### Educational Resources

*Robert E. Lee Elementary School*, constructed ca. 1931 at 121 E. Second Street is the only educational resource in the historic district. The former Robert E. Lee Primary School cost \$60,000 to build. The building exemplifies the institutional interpretation of the Gothic Revival style with its red brick, flying buttresses, segmental arches, and central entrance tower. In 1964, this school was one of the first in town to become integrated.

### Residential Resources

Constructed ca. 1834, *Shadow Lawn*, located at 27 N. Main Street, is the only surviving residence in the historic district and the only individually listed property in the district (VLR 1981; NRHP 1982). Richard Puryear, an early landowner in the area, originally built the house. One of the town's founders, George Endly, moved into the Italianate house in the late 1860s and hired notable architect-builder Jacob W. Holt to enlarge the house. The paneled frieze and wood pilasters, as well as the heavy brackets, two porches, and the wood sash windows with saw-cut trim remain in excellent condition. The house was used for commercial activities in addition to domestic use. The Mecklenburg Hotel utilized the building as an annex in the early twentieth century. The house is considered contributing to the historic district due to its association with George Endly, one of the town's founders, and its historic commercial use.

The building at *239 E. Fifth Street* was originally constructed as a single-family residence ca. 1890. It is a good example of a Queen Anne-style house with its asymmetrical massing, wraparound porch, polygonal bay windows, and fish-scale shingles. By 1942, a funeral home occupied the former house and by 1965, the building had been divided up into several small commercial spaces.

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## Statement of Integrity

The majority of the resources in the historic district possess moderate to good integrity of form, location, design, setting, materials, feeling, and association. The resources continue to convey their historic functions, as well as a sense of the time in which they were constructed. As with most evolved commercial areas that are over 100 years old, there are instances of storefront remodeling, replacement doors and windows, and the use of contemporary exterior cladding materials. Typical alterations include installation of new siding over existing, replacement of doors/window sash, reworked fenestration patterns such as enlarged (or reduced) display windows and relocation of entries, removal of signage that was historically present, infill of window openings on warehouses, and replacement of overhead doors with different/larger doors or infilled and turned into a pedestrian entry. Although an assortment of alterations are present, most buildings display just two or three while retaining the majority of their historic fabric and appearance. Some alterations, such as infill of window or door openings on warehouses, do not detract from understanding of the buildings' historic functions. The historic district also includes a small number of non-contributing resources that date after the period of significance (1873-1968).

## INVENTORY

The following inventory lists the resources within the Chase City Warehouse and Commercial Historic District. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction, architectural style, current building use, VDHR File number, and the contributing status within the district. Whether a building is considered contributing or non-contributing was determined based on its physical integrity (intact historic materials) as it supports the historic district's significance under Criterion A (Community Planning and Development, Commerce, Industry) and Criterion C (Architecture) during the Period of Significance (1873 - 1968). Resources are keyed to the Sketch Map/Photo Key by their numerical street address.

### BOYD STREET

|   |                      |                         |                 |
|---|----------------------|-------------------------|-----------------|
| <b>403-409 Boyd Street</b>  | <b>186-5005-0009</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Store/Market (Building), Stories 2, Style: No Discernable Style, Ca 1905</i> |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>416 Boyd Street</b>  | <b>186-5005-0010</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Warehouse (Building), Stories 1, Style: No Discernable Style, Ca 1915</i>    |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <i>Secondary Resource: Shed (Building)</i>  |                      | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>425 Boyd Street</b>  | <b>186-5005-0011</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Quonset Hut (Building), Stories 1, Style: No Discernable Style, Ca 1945</i>  |                      | <b>Contributing</b>     | <i>Total: 1</i> |

### FIFTH STREET

|   |                      |                       |  |
|---|----------------------|-----------------------|--|
| <b>East 7 Fifth Street</b>  | <b>186-5005-0028</b> | <i>Other DHR Id#:</i> |  |
| <i>Primary Resource: Warehouse (Building), Stories 2, Style: Other, Ca 1910</i> |                      |                       |  |



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|  |                      |                         |                 |
|--|----------------------|-------------------------|-----------------|
|  |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>East 102 Fifth Street</b>   | <b>186-5005-0029</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1900</i> |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <i>Secondary Resource: Shed (Building)</i>   |                      | <b>Non-contributing</b> | <i>Total: 2</i> |
| <b>East 108 Fifth Street</b>   | <b>186-5005-0030</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1950</i> |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>East 110 Fifth Street</b>   | <b>186-5005-0031</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1913</i>     |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <i>Secondary Resource: Workshop (Building)</i>   |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>East 115 Fifth Street</b>   | <b>186-5005-0012</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Store/Market (Building), Stories 2, Style: No Discernable Style, Ca 1915</i>        |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>East 118 Fifth Street</b>   | <b>186-5005-0032</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1910</i>     |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>East 235-237 Fifth Street</b>   | <b>186-5005-0033</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1975</i> |                      | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>East 239 Fifth Street</b>   | <b>186-5005-0013</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Victorian, Queen Anne, Ca 1890</i>    |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>West 8 Fifth Street</b>   | <b>186-5005-0034</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1900</i>           |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>FOURTH STREET</b>   |                      |                         |                 |
| <b>West Fourth Street</b>  | <b>186-5005-0027</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Other (Building), Stories 1, Style: No discernible style, Ca 1997</i>               |                      | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>GRACE STREET</b>  |                      |                         |                 |
| <b>North Grace Street</b>  | <b>186-5005-0036</b> | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Quonset Hut (Building), Stories 1, Style: No discernible style, Ca 1948</i>         |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <i>Secondary Resource: Commercial Building (Building)</i>  |                      | <b>Contributing</b>     | <i>Total: 1</i> |

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**North Grace Street** **186-5005-0035** *Other DHR Id#:*  
*Primary Resource: Quonset Hut (Building), Stories 1, Style: No discernible style, Ca 1960*  
**Contributing** *Total: 1*

**South 11 Grace Street** **186-5005-0037** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1935*  
**Contributing** *Total: 1*

**MAIN STREET**

**North 5 Main Street** **186-5005-0038** *Other DHR Id#:*  
*Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, Ca 1925*  
**Contributing** *Total: 1*

**North 11 Main Street** **186-5005-0039** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935*  
**Contributing** *Total: 1*

**North 27 Main Street** **186-5004** *Other DHR Id#: 186-5005-0090*  
 Shadow Lawn, VLR 1981, NRHP 1982  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Italianate, Ca 1834*  
**Contributing** *Total: 1*  
*Secondary Resource Shed (Building)* **Contributing** *Total: 1*

**North 41 Main Street** **186-5005-0040** *Other DHR Id#:*  
*Primary Resource: Office/Office Building (Building), Stories 1, Style: No discernible style, Ca 1975*  
**Non-contributing** *Total: 1*  
*Secondary Resource: Mobile Home/Trailer (Building)* **Non-contributing** *Total: 1*  
*Secondary Resource: Shed (Building)* **Non-contributing** *Total: 1*

**North 105 Main Street** **186-5005-0041** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1985*  
**Non-contributing** *Total: 1*  
*Secondary Resource: Other (Building)* **Non-contributing** *Total: 1*

**North 112 Main Street** **186-5005-0042** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Art Deco, Ca 1945*  
**Contributing** *Total: 1*

**North 116-120 Main Street** **186-5005-0043** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1945*  
**Contributing** *Total: 1*

**North 123 Main Street** **186-5005-0044** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950*  
**Contributing** *Total: 1*

**North 124 Main Street** **186-5005-0045** *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1945*

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|                                  |  |                         |                 |
|----------------------------------|--|-------------------------|-----------------|
|                                  |  | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 126 Main Street</b>     | <b>186-5005-0046</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1945</b>     | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 127-131 Main Street</b> | <b>186-5005-0047</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950</b>     | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 130 Main Street</b>     | <b>186-5005-0048</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1955</b>     | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 133 Main Street</b>     | <b>186-5005-0049</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1945</b>     | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 137 Main Street</b>     | <b>186-5005-0017</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Theater (Building), Stories 2, Style: Moderne, 1937</b>                             | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 144 Main Street</b>     | <b>186-5005-0050</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1925</b>     | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 146 Main Street</b>     | <b>186-5005-0051</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1880</b>     | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 147 Main Street</b>     | <b>186-5005-0052</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1965</b> | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 152 Main Street</b>     | <b>186-5005-0053</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1880</b>     | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 156 Main Street</b>     | <b>186-5005-0054</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1880</b>     | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 160 Main Street</b>     | <b>186-5005-0055</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1905</b>     | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 163 Main Street</b>     | <b>186-5005-0056</b>   | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource:</i>         | <b>Commercial Building (Building), Stories 1, Style: No discernible style, Ca 2002</b> | <b>Non-contributing</b> | <i>Total: 1</i> |

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| <i>Secondary Resource: Other (Building)</i>                                |   | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 211 Main Street</b>   | <b>186-5005-0057</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Automobile Showroom (Building), Stories 1, Style:</i> | <b>Art Deco, Ca 1940</b>                    | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 225 Main Street</b>   | <b>186-5005-0058</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style:</i> | <b>Commercial Style, Ca 1920</b>            | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 229 Main Street</b>   | <b>186-5005-0059</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style:</i> | <b>Commercial Style, Ca 1919</b>            | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 231 Main Street</b>   | <b>186-5005-0060</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style:</i> | <b>Commercial Style, Ca 1925</b>            | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 233 Main Street</b>   | <b>186-5005-0061</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style:</i> | <b>No discernible style, Ca 1935</b>        | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 237 Main Street</b>   | <b>186-5005-0062</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style:</i> | <b>Commercial Style, Ca 1905</b>            | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 241 Main Street</b>   | <b>186-5005-0063</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style:</i> | <b>No discernible style, Ca 1985</b>        | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 247 Main Street</b>   | <b>186-5005-0064</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style:</i> | <b>Commercial Style, Ca 1925</b>            | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 249 Main Street</b>   | <b>186-5005-0065</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style:</i> | <b>No discernible style, Ca 2005</b>        | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>North 301 Main Street</b>   | <b>186-5005-0016</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: City/Town Hall (Building), Stories 2, Style:</i>      | <b>Italian Renaissance Revival, Ca 1905</b> | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 303 Main Street</b>   | <b>186-5005-0066</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style:</i> | <b>Commercial Style, Ca 1910</b>            | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>North 307 Main Street</b>   | <b>186-5005-0067</b>                        | <i>Other DHR Id#:</i>   |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style:</i> | <b>Commercial Style, Ca 1945</b>            | <b>Contributing</b>     | <i>Total: 1</i> |

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| <b>North 313 Main Street</b>   | <b>186-5005-0068</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 317 Main Street</b>   | <b>186-5005-0069</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1925</i> |                      | <b>Non-contributing</b>             | <i>Total: 1</i> |
| <b>North 319 Main Street</b>   | <b>186-5003</b>      | <i>Other DHR Id#: 186-5005-0022</i> |                 |
| <i>Primary Resource: Bank (Building), Stories 1, Style: Neo-Classical Revival, Ca 1916</i>               |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 403 Main Street</b>   | <b>186-5005-0070</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1945</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 404 Main Street</b>   | <b>186-5005-0071</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1935</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 410 Main Street</b>   | <b>186-5005-0072</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1915</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 414 Main Street</b>   | <b>186-5005-0073</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1905</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 420 Main Street</b>   | <b>186-5005-0074</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1910</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 502 Main Street</b>   | <b>186-5005-0075</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1905</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 503-509 Main Street</b>   | <b>186-5005-0076</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Post Office (Building), Stories 1, Style: Commercial Style, Ca 1950</i>             |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 504 Main Street</b>   | <b>186-5005-0077</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1920</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 514 Main Street</b>   | <b>186-5005-0078</b> | <i>Other DHR Id#:</i>               |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1920</i>     |                      | <b>Contributing</b>                 | <i>Total: 1</i> |
| <b>North 514 Main Street</b>   | <b>186-5005-0079</b> | <i>Other DHR Id#:</i>               |                 |

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*Primary Resource:* **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1950**  
**Contributing** *Total: 1*

**North 518 Main Street** **186-5005-0080** *Other DHR Id#:*  
*Primary Resource:* **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1950**  
**Contributing** *Total: 1*

**South 1 Main Street** **186-5005-0081** *Other DHR Id#:*  
*Primary Resource:* **Service Station (Building), Stories 1, Style: Other, Ca 1925**  
**Contributing** *Total: 1*

### MARSHALL STREET

**North 103 Marshall Street** **186-5005-0094** *Other DHR Id#:*  
*Primary Resource:* **Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1950**  
**Non-contributing** *Total: 1*  
*Secondary Resource:* **Shed (Building)**  
**Non-contributing** *Total: 1*

**North 109 Marshall Street** **186-5005-0093** *Other DHR Id#:*  
*Primary Resource:* **Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1955**  
**Non-contributing** *Total: 1*

**North 121 Marshall Street** **186-5005-0091** *Other DHR Id#:*  
*Primary Resource:* **Commercial (Building), Stories 1, Style: Commercial Style, Ca 1948**  
**Contributing** *Total: 1*

### MECKLENBURG DRIVE

**316 Mecklenburg Drive** **186-5005-0082** *Other DHR Id#:*  
*Primary Resource:* **Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1947**  
**Contributing** *Total: 1*

**342 Mecklenburg Drive** **186-5005-0083** *Other DHR Id#:*  
*Primary Resource:* **Automobile Showroom (Building), Stories 1, Style: Commercial Style, Ca 1948**  
**Contributing** *Total: 1*

### RANDOLPH STREET

**332 Randolph Street** **186-5005-0084** *Other DHR Id#:*  
*Primary Resource:* **Warehouse (Building), Stories 1, Style: Other, Ca 1910**  
**Contributing** *Total: 1*  
*Secondary Resource:* **Shed (Building)**  
**Non-contributing** *Total: 1*

**Randolph Street** **186-5005-0085** *Other DHR Id#:*  
*Primary Resource:* **Water Tank/Tower (Structure), Stories, Style: No discernible style, Ca 1962**  
**Contributing** *Total: 1*  
*Secondary Resource:* **Water Tank/Tower (Structure)**  
**Contributing** *Total: 2*

### SECOND STREET

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**East 121 Second Street**                      **186-5005-0014**                      *Other DHR Id#:*  
*Primary Resource: School (Building), Stories 1, Style: Gothic Revival, Ca 1931*  
**Contributing**                      *Total: 1*  
*Secondary Resource: Carport (Structure)*  
**Non-contributing**                      *Total: 1*

**East 219 Second Street**                      **186-5005-0023**                      *Other DHR Id#:*  
*Primary Resource: Fire Station (Building), Stories 1, Style: No discernible style, Ca 1925*  
**Non-contributing**                      *Total: 1*  
*Secondary Resource: Shed (Building)*  
**Non-contributing**                      *Total: 2*

**East 223 Second Street**                      **186-5005-0025**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1920*  
**Contributing**                      *Total: 1*

**East 223 Second Street**                      **186-5005-0024**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1920*  
**Contributing**                      *Total: 1*

**SYCAMORE STREET**

**East 107 Sycamore Street**                      **186-5005-0086**                      *Other DHR Id#:*  
*Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, Ca 1945*  
**Contributing**                      *Total: 1*

**East 211 Sycamore Street**                      **186-5005-0087**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935*  
**Contributing**                      *Total: 1*

**East 211 Sycamore Street**                      **186-5005-0088**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1890*  
**Contributing**                      *Total: 1*

**East 302 Sycamore Street**                      **186-5005-0089**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935*  
**Contributing**                      *Total: 1*  
*Secondary Resource: Other (Building)*  
**Contributing**                      *Total: 1*

**THIRD STREET**

**East 6 Third Street**                      **186-5005-0015**                      *Other DHR Id#:*  
*Primary Resource: Mill (Building), Stories 3, Style: No Discernable Style, Ca 1913*  
**Contributing**                      *Total: 1*  
*Secondary Resource: Shed (Building)*  
**Contributing**                      *Total: 1*  
*Secondary Resource: Silo (Structure)*  
**Contributing**                      *Total: 2*

**East 9 Third Street**                      **186-5017**                      *Other DHR Id#: 186-5005-0092*  
*Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1950*  
**Contributing**                      *Total: 1*

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**East 311 Third Street**                      **186-5005-0026**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1950*  
**Contributing**                      *Total: 1*

**East 316 Third Street**                      **186-5005-0090**                      *Other DHR Id#:*  
*Primary Resource: Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1970*  
**Non-contributing**                      *Total: 1*

**WALKER STREET**

**333 Walker Street**                      **186-5005-0021**                      *Other DHR Id#:*  
*Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1920*  
**Contributing**                      *Total: 1*



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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

COMMUNITY PLANNING & DEVELOPMENT

INDUSTRY

**Period of Significance**

1873-1968

**Significant Dates**

1883 (railroad arrives)

1903 (Town fire)

1950 (annexation)

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Holt, Jacob

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Chase City evolved from a quiet rural community in Southside Virginia into a bustling town in the late-nineteenth century with investment by progressive Northerners and the arrival of the Atlantic Richmond and Danville Railroad in 1883. Incorporated as a town in the northwest section of Mecklenburg County in 1873, Chase City quickly grew with industrial and commercial buildings established along Main Street (VA State Route 47) and the railroad lines. Comprising the town's industrial and commercial core, the Chase City Warehouse and Commercial Historic District is eligible for listing with significance on the local level under Criterion A for Community Planning and Development, Commerce, and Industry. It is also locally significant under Criterion C for Architecture. Chase City is an excellent example of a Southside Virginia town that developed over the course of a century with the arrival of the railroad in the late nineteenth century. Serving as a hub for the tobacco trade, lumber mills and other industrial operations and associated commercial activity for the surrounding rural area, Chase City became the largest center of population and employment in Mecklenburg County. Main Street Commercial style architecture dominates the district, with examples of Italianate, Queen Anne, Industrial Commercial, Gothic Revival, Art Deco and Moderne architecture interspersed throughout the district. The period of significance begins in 1873, when the town was incorporated, and ends in 1968, with the beginning of a period of declining population in the town as economic trends and patterns of development evolved in new directions. One property, Shadow Lawn, was listed in the VLR in 1981 and the National Register in 1982 for its significance in the area of Architecture

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### **Criteria Justification**

#### **Criterion A: Community Planning and Development**

The Chase City Warehouse and Commercial Historic District is eligible for listing under Criterion A in the area of community planning and development as an example of a Southside Virginia town that was developed by progressive Northerners in the period following the Civil War. George Endly and John E. Boyd, of Ohio and Pennsylvania, surveyed and platted approximately 2,123 acres that became the town of Chase City. Incorporated in 1873, the town was named for U.S. Supreme Court Chief Justice Salmon P. Chase, a friend of George Endly. Boyd and Endly appealed to fellow Northerners and English farmers to invest and settle in Chase City through promotional articles. Their efforts to persuade Northerners to move to town were so successful that the *New York Herald* proclaimed the town "the largest and wealthiest Northern colony in the Southern States" because "an exceedingly large amount of money had been invested by Northerners and Europeans."<sup>2</sup> Following this initial promotion and investment, the town of Chase City continued to grow and develop in the early twentieth century with public utilities and infrastructure, such as paved streets, electricity, water and sewer lines, as well as telephone service. After a devastating fire in 1903, the town enacted an ordinance requiring fireproof masonry construction in the densely-developed commercial center of town, an action that has accounted for significant aspects of the downtown area's built environment ever since. By the 1930s, the town had the largest population in the county and offered a full complement of public facilities, including a town hall, post office, public schools, and a library.

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### **Criterion A: Industry**

The district is significant in the area of industry as Chase City has served as a hub for the tobacco trade, lumber and other industries for Southside Virginia since it was first incorporated in 1873 and the citizens established a tobacco exchange and sawmill. With the completion of the Atlantic Richmond and Danville Railroad in 1883, the town became a trading and shipping center for the county and surrounding region. Industries such as the Chase City Manufacturing Company, Jeffreys-Spaulding Manufacturing Company, the Standard Overall Company (renamed the Standard Garment Company), Southside Supply Company, the Estes Express Line, and others established Chase City as an industrial center. By 1938, the town boasted four lumber plants, a flour mill, a tobacco re-drying plant, a work-shirt manufacturing plant and three warehouses. By 1960, local industrial employment reached approximately 1,200 employees, representing the largest number in Mecklenburg County.<sup>3</sup> At this time, four tobacco warehouses, two lumber firms, a shoe manufacturing plant, and two garment plants were still in operation providing employment to both whites and blacks. Key elements of the historic industrial infrastructure is still intact, such as the Southside Roller Mills and the Banner Tobacco Warehouse.

### **Criterion A: Commerce**

The district is also significant in the area of commerce as Chase City served as a commercial hub for Southside Virginia due to the economic activity generated by the numerous industries. As the largest center of employment in the area, it was natural for banks, stores, restaurants, recreational facilities, and other services to develop in Chase City. As a result, the district is predominantly commercial in character, with commercial buildings primarily constructed along Main Street, Second Street, and Sycamore Street. These commercial buildings, which date from the late-nineteenth century through the mid-twentieth century, reflect the development of the town as a commercial center

### **Criterion C: Architecture**

The Chase City Warehouse and Commercial Historic District is also eligible on the local level in the area of architecture as the buildings clearly express the town's role as an industrial and commercial center. The Main Street Commercial style dominates the architecture of the town's commercial core, with examples of Italianate, Queen Anne, Industrial Commercial, Gothic Revival, Art Deco and Moderne architecture reflecting the development of the town from the late-nineteenth century through the mid-twentieth century. Meanwhile, the architecture of the industrial buildings, dictated by their functional operation rather than popular styles, represent the evolving products, processes, and economy of Southside Virginia over the years. The styles and methods of construction reflect the period in which the buildings were built with pre-WWII buildings typically of brick construction and post-WWII buildings of CMU construction. Many of the buildings continue to feature pilasters and modest brick detailing such as patterned vents, corbeled parapets, and brick banding typical of early-to-mid-twentieth century commercial and industrial architecture.

## **Historical Background**

### *Early Settlement*

The land that would become the Town of Chase City was first settled in the 1730s as part of Lunenburg County. By 1751, the courthouse for Lunenburg County (predecessor of Mecklenburg County) had been constructed "near or within" the area that would become Chase City. The courthouse community was located one mile west of the intersection of Abbyville Road (presently Sycamore Street) and the City Road (presently Main Street/VA State Route 49).<sup>4</sup> When Mecklenburg County was created from Lunenburg County in 1765, the courthouse moved as Boydton became the new county seat.

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The area to become Chase City developed as a crossroads village in the northwest quadrant of the county during the late-eighteenth and early-nineteenth centuries. First referred to as Raine's Tavern, named for a tavern constructed at the turn of the nineteenth century at the junction of Abbyville and City roads, the settlement became the social and commercial center of the surrounding rural community. The crossroads town later became known as Christiansville or "City."<sup>5</sup> A map created by the Confederate State Engineer Corps in 1864 and published in 1870 illustrated the crossroads community with approximately ten buildings.<sup>6</sup>

#### *Town Development in the Late Nineteenth Century*

In the late 1860s, George Endly and John E. Boyd moved to Christiansville from Ohio and Pennsylvania to survey and plot off approximately 2,123 acres in what would become the town of Chase City.<sup>7</sup> Endly and Boyd were part of a larger movement of northerners and English immigrants moving to the South after the Civil War to take advantage of vacant land and favorable conditions for redevelopment. Although often viewed as outsiders by natives of the area, these new residents brought the necessary capital to boost the local economy. The efforts to persuade Northerners to move to town were so successful that the *New York Herald* proclaimed the town "the largest and wealthiest Northern colony in the Southern States" because "an exceedingly large amount of money had been invested by Northerners and Europeans."<sup>8</sup> The projection of the extension of the Roanoke Railroad in Chase City drew more outsiders to the region. Unfortunately, the difficulties from the financial panic of 1873 ceased construction on this railroad line permanently.<sup>9</sup> In spite of this initial setback, other railroad lines recognized the potential of the area and were constructed to serve the growing town. The Atlantic Richmond & Danville Railroad extended to Chase City in 1883 and the Southern Railroad built a spur to the town in 1912.

As a result of the influx of new residents to the area, the town of Chase City was incorporated on April 1, 1873. Chase City is named for U.S. Supreme Court Chief Justice Salmon P. Chase, a friend of George Endly. Although he never visited the town, as a native of Ohio he was familiar to many of the Ohio and Pennsylvania settlers. Thus, the naming of the town symbolized the power of Northerners' capital in the Reconstruction South.<sup>10</sup> That same year, the citizens formed a joint stock company to construct a tobacco exchange. A sawmill also moved to the new town.<sup>11</sup> By 1880, the population of the Chase City enumeration district had increased slightly to 2,708 and the population of the town totaled 251. The original commercial hub of the community at the intersection of Sycamore and Main streets expanded with the construction of several new stores.<sup>12</sup> The existing commercial buildings at 146, 152, and 156 N. Main Street date to this early period of development.

By 1870, the US Census records list the population of the Christiansville enumeration district, which included the village and the surrounding area, as 2,550 with 70% listed as African Americans. While this figure represents more than the village proper, the breakdown between whites and blacks reflects the racial makeup of Mecklenburg County at the time.<sup>13</sup> In 1873, the *Southside Virginian*, a county-wide publication, devoted an entire issue to promoting the area to English farmers. The progressive attitudes of northerners combined with the large number of African Americans in the county led to the establishment of the Thyne Institute in 1878 to educate black children. Located on property donated by John Thyne just north of Chase City on the Keysville Road (VA 47), the school was one of seventeen schools for African-Americans established throughout the South by the Mission Board to Freedmen of the United Presbyterian Church of North America. Initially operated by white missionaries, the Thyne Institute was the first school to serve African Americans in Mecklenburg County and also included boarding students from the Tidewater area.<sup>14</sup>

In 1883, the Atlantic Richmond and Danville Railroad extended to Chase City and ushered in a period of rapid growth. The line ran from Keysville, (Charlotte County) Virginia, to Durham, North Carolina.

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Richmond was now only three-and-a-half hours away by rail. Similar to South Hill and Clarksville (further east and south in Mecklenburg County), the town developed into a trading and shipping center for the northwest section of the county and the surrounding region. New and larger tobacco, lumber, and agricultural markets became accessible to Chase City residents and businesses. Passenger trains also came through town on the rail line. The growth of the town associated with the presence of the railroad prompted the establishment of new utilities, such as water tanks and telegraph service.<sup>15</sup> The 1880s were a decade of remarkable population growth. From 1880 to 1890, the population of the town increased by 367 to a total of 618 residents.<sup>16</sup> In 1884, Chase City's the *Clipper*, predecessor of the *Chase City Progress*, was first published in an office in the 100 block of Main Street.<sup>17</sup> The first public school, known as "the two-room school," opened in Chase City in 1885 on Boyd Street (between Second and Third streets) to educate white children; this building has since been demolished.<sup>18</sup> By 1888, several tobacco warehouses were built and sited near the rail line. During the offseason, these warehouses often held social and recreational events such as dances and circuses. Many new businesses were founded in the 1890s including The Chase City Manufacturing Company, also known as "The Wagon Factory," along the railroad tracks south of what is now East B Street, which employed many Chase City residents and boosted the local economy. The first volunteer Fire Department formed in 1894 and the telephone was introduced in 1898.<sup>19</sup>

#### *Early Twentieth-Century Growth*

The turn of the century brought significant financial growth to Chase City. One of the biggest economic drivers was the Mecklenburg Hotel (demolished), which opened in 1903. The town boasted two mineral springs that were rare in their proximity to one another and in their distinct medicinal uses. The Mineral Springs Corporation of Chase City built the Mecklenburg Hotel as a combination hotel and sanitarium – one of the first of its kind in the United States.<sup>20</sup> The hotel, which stood between Second and Sycamore Streets on the east side of Main Street, featured numerous social and recreational spaces, such as ballrooms, private parlors, tennis courts, dance pavilions, and a gymnasium. A bottling house was also located on the grounds for the commercial distribution of the mineral water. Patrons were also offered services from the hotel's private physician and hydrotherapist, Dr. J.C. Walton. Many notable guests stayed at the hotel, including John Philip Sousa, Ellen Glasgow, and Judge and U.S. Senator John T. Jones. Unfortunately, the financial growth associated with the hotel was short lived, as it burned in 1909. Eventually, the hotel grounds were surveyed and platted and presently serve as residential and business lots.<sup>21</sup>

In 1903, a devastating fire destroyed a handful of frame commercial buildings in downtown Chase City. The town council declared thereafter that it would be "unlawful to erect any but brick or stone buildings within 100 feet of Main between 5<sup>th</sup> and Sycamore, nor on either side opposite the corner of Sycamore and Main and the Southern Railroad."<sup>22</sup> The same year the first automobile arrived in town.<sup>23</sup> The building at 301 N. Main Street was constructed ca. 1905 for the town hall and post office. By 1906, Chase City featured modern enhancements such as electric lights, running water, a sewage system, and macadamized streets.<sup>24</sup> Three banks were in operation by 1907.<sup>25</sup> An armory (demolished) was constructed on Main Street in 1909 as the headquarters for the Mecklenburg Guards.<sup>26</sup>

During the 1910s, the town gradually shifted from an agriculturally-based economy to a more industrial economy. Between 1900 and 1910, the town's population rose significantly at 206.6%, from 542 to 1,662.<sup>27</sup> The establishment of several industrial and commercial operations in town followed this dramatic growth in population. In 1910, Robert M. Jeffreys, a farmer and real estate developer, established Jeffreys-Spaulling Manufacturing Company in Chase City. His business, located between Boyd Street and the railroad tracks north of Academy Lane, is credited with having a substantial and steadying effect on the local economy. In February 1912, The South Side Supply Company was incorporated in Chase

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City to manufacture or deal in ice, coal, wood, lumber, grain, meal, flour, cold storage, and cotton.<sup>28</sup> The first building project of this company was the South Side Roller Mills which produced up to 400 pounds of flour per hour. The flour was then packed into either 200-pound barrels or 100-pound flour sacks. The flour was sold as Wide Awake Flour. The mill also ground cornmeal sold as Hoe-Cake in either bulk or paper bags. On June 10, 1912, Charles Howell, the founder and president of the South Side Supply Company, signed a contract with the Southern Railroad to construct a railroad spur along the west property line of the roller mills.<sup>29</sup> The oldest, continuously family-owned-store in town, The Chase City Department Store, opened in 1915 at 410-420 N. Main Street.<sup>30</sup> In 1917, the streets were paved as the automobile abounded in town.<sup>31</sup> The Peoples Bank & Trust Company, the only bank in town to survive the Great Depression, was built at 319 N. Main Street in 1916.

#### *Continued Growth Between WWI and WWII*

In spite of a slight decline in population, the 1920s saw further development of downtown and the economy boomed in the years prior to the Great Depression.<sup>32</sup> In 1921, the first hospital in the county, Chase City Hospital, opened in a house on Boyd Street, to the north of the historic district boundary.<sup>33</sup> As the automobile became the dominant form of transportation in town, service stations were constructed on corner lots along Main Street, such as the Piedmont Service Station at 5 N. Main Street and the Inge Gas Station at 1 S. Main Street. The building at 144 N. Main Street was constructed ca. 1925 as the town's post office and several commercial buildings in the two hundred block of Main Street were erected during this period, including the Pruden and Hutchinson Department Store at 225 N. Main Street. Local businessman, C. E. Geogehan, developed part of the 500 block of N. Main Street with the first movie theater, the Cozy Theater, at 504 N. Main Street and a large wholesale grocery at 514 N. Main Street, both constructed ca. 1920.<sup>34</sup> In September 1930, the Robert E. Lee Primary School opened for white students on Second Street, across from the site of the town's original elementary school. The Thyne Institute, which had been accredited in 1914 by the Virginia Department of Education, continued to operate as a private school for African American students just north of the town.<sup>35</sup>

One of the largest and most successful new commercial enterprises for Chase City, Estes Express Lines, was founded in 1931 by Webb W. Estes. During the Depression, Estes, a farmer, started the Line to make ends meet. Eventually, the Line became a common carrier for interstate freight. Its original headquarters were in a building in the 300 block of N. Main Street in Chase City (demolished). Ultimately, however, the headquarters moved to (the Manchester area of) Richmond for efficiency. By 1941, ten terminals were located around the state of Virginia, as far away as Arlington, Winchester, and Newport News. By 1974, the Estes Express Line was a twelve-million-dollar business.<sup>36</sup> Another new industry that opened in Chase City was the Standard Overall Company, which moved into the warehouse at 7 N. Fifth Street in 1935. This new industry provided employment to both whites and blacks, although a dividing wall segregated the workplace, and the pay was not equal.<sup>37</sup> Originally manufacturing overalls, the company changed its name to Standard Garments, Inc. in the early 1940s as they changed their chief product to work shirts.<sup>38</sup> In 1938, the Chase City Chamber of Commerce published a promotional edition of the *Chase City Progress* to encourage people to move to Chase City, which at the time "boasted four lumber plants, a flour mill, a tobacco re-drying plant, a work-shirt manufacturing plant and three warehouses where an average of 3,000,000 pounds of tobacco were sold yearly." Census records indicate that the industries and businesses of Chase City were successful in attracting people as the population of the town increased by 19% between 1930 and 1940 while the population of the larger (and more rural) Chase City enumeration district declined by 44% during the same period.<sup>39</sup> African Americans comprised 35% of the population of Chase City in 1940 with many working in the local lumber, tobacco and garment industries.

The social and cultural life of Chase City also expanded during the period. Although Jim Crow laws dictated a segregated society with African Americans denied equal access to facilities and employment,

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the whites and blacks of Chase City lived and worked in relatively peaceful coexistence with mutual respect according to some members of the African-American community.<sup>40</sup> There were a number of black-owned businesses – including Carter’s Barber Shop, Tisdale Cleaners, and a funeral home – along Fifth Street, on the west side of the railroad tracks. However, the J.W. Davis Café, later known as the Red Door Restaurant, and the Green Door Restaurant located next door, which have since been demolished, would have stood in the district between 8 W. Fifth Street and 102 East Fifth Street. Both restaurants were featured in *Green Books* travel guides for African Americans from the 1950s and 1960s. Yet Jim Crow circumscribed African Americans’ opportunity for equal participation in many other social aspects of life in Chase City. While white-owned stores and restaurants in the center of town also served black customers, blacks were not allowed to try on clothes inside the stores and were served from the back doors of restaurants.<sup>41</sup> The Chase City Public Library was established in 1936 on the second floor of town hall. Around 1936, the Mecca Theater opened at 347 N. Main Street. Ridley Green built the theater for \$40,000. The theater contained 600 seats and a soda shop. The WPA’s 1940 *Virginia—A Guide to the Old Dominion*, stated that “among the stores, tobacco warehouses, comfortable homes and churches, a motion picture house with ultra-modern decorations is conspicuous.”<sup>42</sup> African Americans were allowed access to the theater; however, they had to enter from a side door, purchase their tickets from a rear window of the box office and could only sit in the balcony.<sup>43</sup> Other recreational activities, such as the roller-skating rink in a former warehouse, allowed African Americans access on specified days.<sup>44</sup>

#### *Annexation and Growth Post-WWII to Present*

During WWII, the lumber industry in town, including the Butler Lumber Manufacturing Plant, located along the railroad line south of B Street, was inundated with orders for products to support the war effort.<sup>45</sup> The town experienced steady growth in the decades following World War II. Between 1940 and 1950, the town doubled its size through annexation and the population grew by 623 (32%) to a total of 2,519, with African Americans comprising one-third of the town’s residents. Buildings continued to be constructed along Main Street and its side streets, infilling the open lots among the pre-WWII buildings. The 100 block of Main Street features several buildings of this era. The Jeffreys Motor Company and the Fitz Motor Company, automobile sales and service operations, were both established during the 1940s. In 1947, the Mecklenburg Mineral Springs golf course was subdivided and platted with the lots sold at auction. The first commercial building in this new subdivision was the Fitz Motor Company. The Home Telephone & Telegraph Company of Virginia was also constructed in the late 1940s in the new subdivision, one block east of Main Street.<sup>46</sup>

In 1946, the county purchased the Thyne Institute, the private black school located just north of town, to become part of the public-school system. The school’s enrollment reached its peak with 650 African American students and a graduating class of 140 in 1951<sup>47</sup>.

By 1960, the population had increased an additional 27% to a peak of 3,207, with the racial distribution remaining constant with African Americans representing one-third of the population. Local industrial employment reached approximately 1,200 employees, representing the largest number in Mecklenburg County.<sup>48</sup> At this time, four tobacco warehouses, two lumber firms, a shoe manufacturing plant, and two garment plants were still in operation providing employment to both whites and blacks. A few more commercial buildings were constructed along Main Street. In 1962, the Virginia Electric and Power Company and the Mecklenburg Electric Cooperative supplied electric power to the region. Both companies were headquartered in Chase City.<sup>49</sup>

Chase City began to gradually integrate in the 1960s. Integration of the public schools began with the elementary schools in 1964 before the integration of all schools by 1969. The Thyne Institute became the Chase City Primary School in 1954 and was later demolished for a new elementary school in the 1970s. The school board integrated in 1972 with Mr. Thad Carter becoming the first black member and serving



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for twenty years. The Volunteer Rescue Squad formed in 1968 and included Mr. Thad Carter and two other blacks among the initial forty-five members. By the 1970s, the Fire Department was also integrated when Mr. Ernest Hatcher became a member; he would later serve as Fire Chief for nineteen years. Mr. Arnold Garrett Wood, who had worked as a janitor at the People's Bank & Trust Company, became the first African American bank teller in 1967.<sup>50</sup>

Beginning in 1968, the population of Chase City declined for the first time in four decades, decreasing by 9.3% to 2,909.<sup>51</sup> The late 1960s also saw a decline in railroad service as the highway network became the preferred means of commercial and industrial transportation, which led to a weakening of the town's economy. The population has steadily declined since 1970 as the mills and manufacturing companies have closed. Tobacco and other types of farming remain the largest economic driver in town.

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## 9. Major Bibliographical References

### Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Bracey, Susan L. *Life by the Roaring Roanoke: A History of Mecklenburg County, Virginia*. Mecklenburg County, VA: The Mecklenburg County Bicentennial Commission, 1978.

Brown, Douglas Summers. *Chase City and its environs: the southside Virginia experience, 1765-1975*. Berryville, VA: Virginia Book Co., 1975.

Caknipe, John, Jr. *Images of America: Chase City*. Charleston, SC: Arcadia Publishing, 2008.

Caknipe, John, email correspondence, April 25-26, 2019.

Carter, Thad, Ernest Hatcher, Cheryl Carter Ireland, Pauline Keaton, and Beverly Wood. Interview, January 22, 2020.

Nurse, Joanne. "Margaret Elizabeth Campbell, matron Thyne Institute, Chase City, Virginia: 1903-1908." Unpublished paper, June 1999. Accessed March 4, 2020 at <https://www.vagenweb.org/mecklenburg/thyne.htm>

Sanborn Insurance Company, Sanborn Fire Insurance Maps. Town of Chase City, Mecklenburg County, VA: 1902, 1907, 1913, 1914, 1921, 1928, 1942. New York, NY: Sanborn Insurance Company.

U.S. Federal Census Records: 1880, 1900, 1910, 1920, 1930, 1940, 1950.

Virginia Humanities, "Thyne Institute Memorial, Inc.," AfroVirginia, accessed March 4, 2020, <http://afrovirginia.org/items/show/428>.

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### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Virginia Department of Historic Resources, Richmond, VA

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**Historic Resources Survey Number (if assigned):** DHR File No. 186-5005

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## 10. Geographical Data

### Acreage of Property 26.73

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

|                        |                       |
|------------------------|-----------------------|
| A. Latitude: 36.802358 | Longitude: -78.461531 |
| B. Latitude: 36.802615 | Longitude: -78.461449 |
| C. Latitude: 36.802460 | Longitude: -78.460005 |
| D. Latitude: 36.801346 | Longitude: -78.457944 |
| E. Latitude: 36.802058 | Longitude: -78.459038 |
| F. Latitude: 36.798197 | Longitude: -78.458957 |
| G. Latitude: 36.798821 | Longitude: -78.456109 |
| H. Latitude: 36.797898 | Longitude: -78.456325 |
| I. Latitude: 36.796269 | Longitude: -78.458105 |
| J. Latitude: 36.796314 | Longitude: -78.459369 |
| K. Latitude: 36.797948 | Longitude: -78.460222 |
| L. Latitude: 36.798771 | Longitude: -78.460505 |
| M. Latitude: 36.799669 | Longitude: -78.461030 |
| N. Latitude: 36.799585 | Longitude: -78.461411 |

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

|          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

### Verbal Boundary Description (Describe the boundaries of the property.)

The boundary includes all tax parcels indicated on the attached Chase City Warehouse & Commercial Historic District Sketch Map/Photo Key, which shows the district's true and correct historic boundaries.

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**Boundary Justification** (Explain why the boundaries were selected.)

The Chase City Warehouse and Commercial Historic District comprises the area of Chase City most closely related to the industrial and commercial development of the town between 1873 and 1968. The main artery through this district is North Main Street (VA Route 47), which runs north to south. Cross streets include East Fifth Street, West Fourth Street, East Third Street, East Second Street (VA Route 49), Walker Street, Mecklenburg Avenue, and East Sycamore Street. Portions of Randolph Street, Boyd Street, Grace Street, and Marshall Street, which run parallel to North Main Street, are also included in the district. All known historic resources as well as the district's historic setting as a commercial and industrial center are captured within the boundary. Historic residential areas surround the district.

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**11. Form Prepared By**

name/title: Alison Blanton and Kate Kronau  
organization: Hill Studio  
street & number: 120 Campbell Avenue SW  
city or town: Roanoke state: VA zip code: 24011  
e-mail: ablanton@hillstudio.com; kkronau@hillstudio.com  
telephone: (540) 342-5263  
date: March 6, 2020

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Photo Log**

Chase City Warehouse and Commercial Historic District  
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County and State

Name of Property: Chase City Warehouse and Commercial Historic District  
City or Vicinity: Mecklenburg County, Town of Chase City  
State: Virginia  
Photographer: Katie Gutshall and Kate Kronau  
Date Photographed: December 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

- Photo 1 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0001  
400 block, North Main Street, view SW
- Photo 2 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0002  
400 block, North Main Street, view SE
- Photo 3 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0003  
300 block, North Main Street, view NE
- Photo 4 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0004  
200 block, North Main Street, view SE
- Photo 5 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0005  
200 Block, North Main Street, view NE
- Photo 6 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0006  
100 Block, North Main Street, view SW
- Photo 7 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0007  
100 block, North Main Street, view SE
- Photo 8 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0008  
200 block, East Sycamore Street, view SE
- Photo 9 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0009  
100 Block, East Fifth Street, view NE
- Photo 10 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0010  
Banner Tobacco Sales Warehouse, 416 Boyd Street, view NW
- Photo 11 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0011  
South Side Roller Mills, 6 East Third Street, view NW
- Photo 12 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0012  
Robert E. Lee Primary School, 121 East Second Street, view SE
- Photo 13 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0012  
Fitz Motor Company, 342 East Second Street, view NE
- Photo 14 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0012  
300 Block, Randolph Street, view NW
- Photo 15 of 15: VA\_MecklenburgCounty\_ChaseCityWarehouse&CommercialHistoricDistrict\_0012  
Service Station, 5 North Main Street, view NE

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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## Endnotes

- <sup>1</sup> Douglas Summers Brown, *Chase City and its environs*, 162-163
- <sup>2</sup> Brown, 125
- <sup>3</sup> <https://population.us/va/chase-city/>; Brown, 205
- <sup>4</sup> Brown, 12
- <sup>5</sup> Brown, 18
- <sup>6</sup> Brown, 37-39
- <sup>7</sup> Brown, 93-94
- <sup>8</sup> Brown, 125
- <sup>9</sup> Brown, 119-120
- <sup>10</sup> Brown, 124
- <sup>11</sup> Brown, 122-123
- <sup>12</sup> Brown, 137
- <sup>13</sup> US Census, 1870; <https://www.census.gov/library/publications/1872/dec/1870a.html>
- <sup>14</sup> Virginia Humanities, "Thyne Institute Memorial, Inc.," *AfroVirginia*, accessed March 4, 2020, <http://afrovirginia.org/items/show/428>.
- <sup>15</sup> Brown, 137
- <sup>16</sup> <https://population.us/va/chase-city/>
- <sup>17</sup> Brown, 144
- <sup>18</sup> Brown, 145
- <sup>19</sup> Brown, 153
- <sup>20</sup> John Caknipe Jr., *Images of America: Chase City*, 9
- <sup>21</sup> Brown, 167-169
- <sup>22</sup> Brown, 162-163
- <sup>23</sup> Brown, 164
- <sup>24</sup> *Ibid*
- <sup>25</sup> Brown, 170
- <sup>26</sup> Brown, 175
- <sup>27</sup> <https://population.us/va/chase-city/>
- <sup>28</sup> Susan L. Bracey, *Life by the Roaring Roanoke*, 375
- <sup>29</sup> Caknipe, 43-47
- <sup>30</sup> Brown, 174
- <sup>31</sup> Brown, 172
- <sup>32</sup> US Census, 1930; <https://www.census.gov/library/publications/1933/dec/1930a-vol-02-population.html>
- <sup>33</sup> Brown, 186
- <sup>34</sup> Caknipe, 53
- <sup>35</sup> Virginia Humanities, "Thyne Institute Memorial, Inc.," *AfroVirginia*, accessed March 4, 2020, <http://afrovirginia.org/items/show/428>.
- <sup>36</sup> Brown, 191
- <sup>37</sup> Carter, et al, January 22, 2020
- <sup>38</sup> Brown, 191d
- <sup>39</sup> US Census 1930 and 1940, <https://www.census.gov/library/publications/1933/dec/1930a-vol-02-population.html>
- <sup>40</sup> Carter, et al, January 22, 2020
- <sup>41</sup> *ibid*
- <sup>42</sup> Brown, 190
- <sup>43</sup> Carter et al, January 22, 2020
- <sup>44</sup> Carter et al, January 22, 2020
- <sup>45</sup> Brown, 194
- <sup>46</sup> Caknipe, 93
- <sup>47</sup> Virginia Humanities, "Thyne Institute Memorial, Inc.," *AfroVirginia*, accessed March 4, 2020, <http://afrovirginia.org/items/show/428>.

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<sup>48</sup> <https://population.us/va/chase-city/>; Brown, 205

<sup>49</sup> Brown, 205

<sup>50</sup> Carter et al, January 22, 2020

<sup>51</sup> <https://population.us/va/chase-city/>



**Legend**

**Digital Location Map**

Chase City Warehouse & Commercial Historic District  
VDHR ID# 186-5005  
Chase City, Mecklenburg County, VA

A. Latitude: 36.802358 Longitude: -78.461531

B. Latitude: 36.802615 Longitude: -78.461449

C. Latitude: 36.802460 Longitude: -78.460005

D. Latitude: 36.801346 Longitude: -78.457944

E. Latitude: 36.802058 Longitude: -78.459038

F. Latitude: 36.798197 Longitude: -78.458957

G. Latitude: 36.798821 Longitude: -78.456109

H. Latitude: 36.797898 Longitude: -78.456325

I. Latitude: 36.796269 Longitude: -78.458105

J. Latitude: 36.796314 Longitude: -78.459369

K. Latitude: 36.797948 Longitude: -78.460222

L. Latitude: 36.798771 Longitude: -78.460505

M. Latitude: 36.799669 Longitude: -78.461030

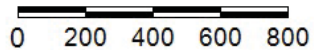
N. Latitude: 36.799585 Longitude: -78.461411

WGS84

Map Source: VCRIS



Feet



1:9,028 / 1"=752 Feet



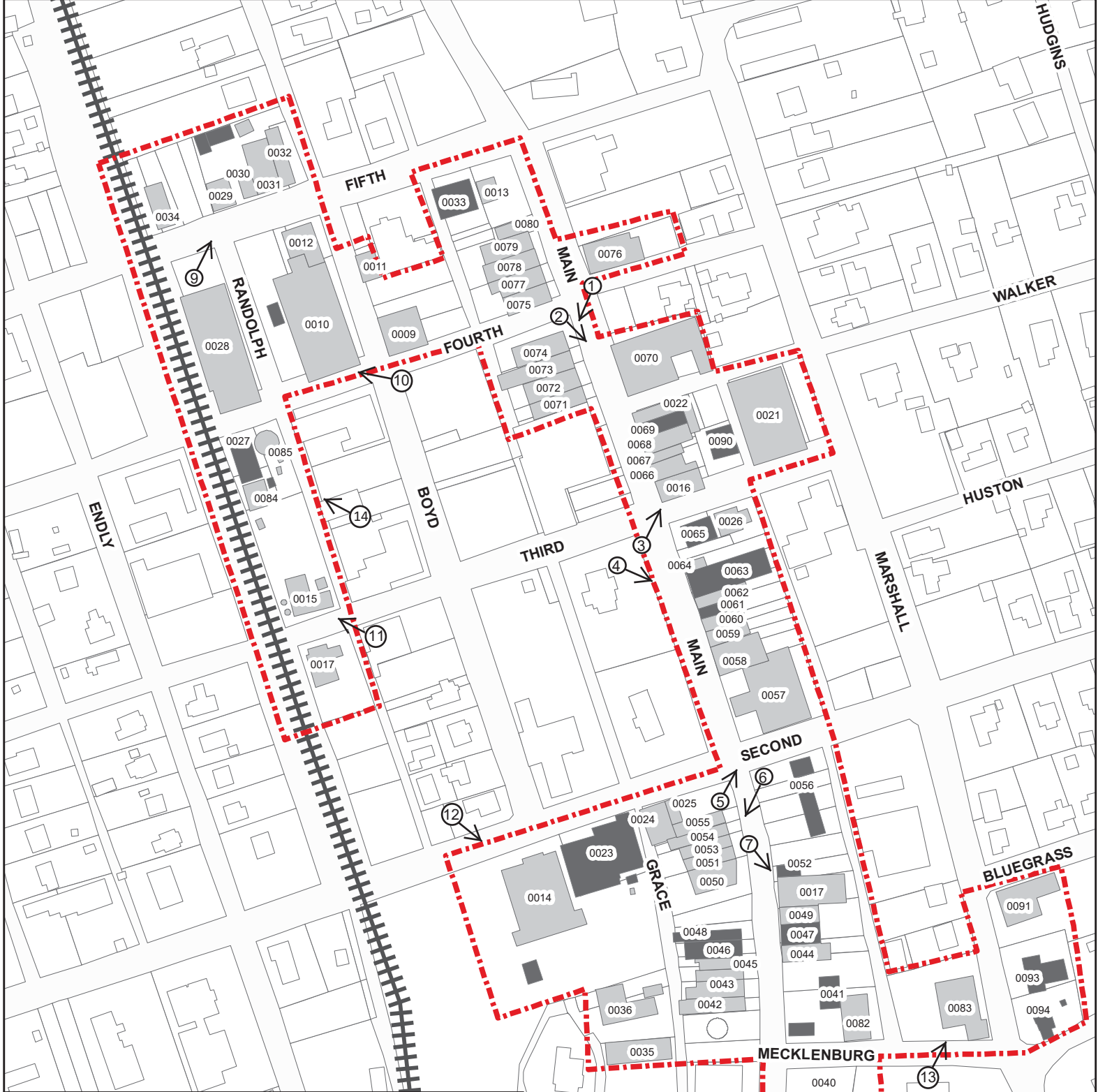
**Title: Chase City Warehouse & Commercial Historic District**

**Date: 3/2/2020**




*DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.*

*Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*

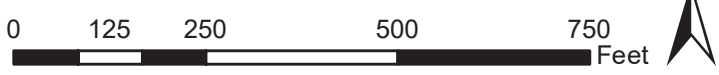




**Sketch Map/ Photo Key**  
**Chase City Warehouse & Commercial Historic District, Mecklenburg County, VA, DHR #108-5005**

-  Historic District Boundary
-  Contributing
-  Non-Contributing

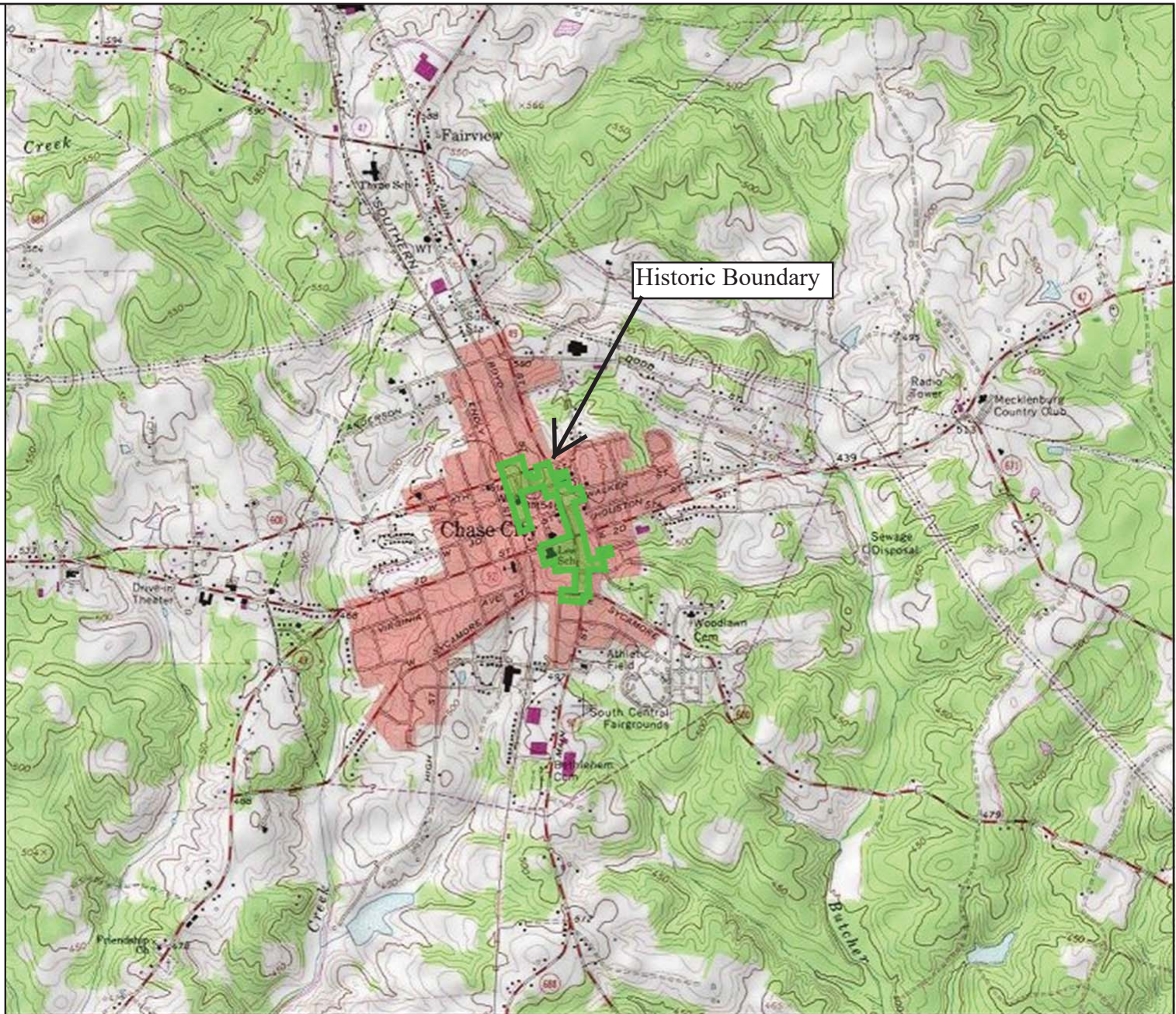
1 inch = 250 feet





**TOPOGRAPHIC MAP**

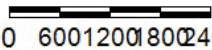
Chase City Warehouse and  
Commercial Historic District  
Mecklenburg County, VA  
DHR No. 186-5005



Historic Boundary



Feet



1:36,112 / 1"=3,009 Feet

**Title:**

**Date: 10/29/2020**

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