HISTORICAL AND ARCHITECTURAL SURVEY
OF
UNION COUNTY, SOUTH CAROLINA

Nathaniel Gist House, Union County, South Carolina

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FINAL REPORT

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I. PROJECT SUMMARY

Palmetto Conservation Foundation conducted this historic resources survey of Union County, South Carolina. The work was undertaken on behalf of Union County and the City of Union and was funded by Arthur State Bank. The survey was conducted for the purpose of identifying properties and districts that should be considered for possible local designation and/or NRHP designation within the county. The survey will be utilized for the creation and promotion of economic incentives for rehabilitation, education, and heritage tourism, and the information will aid local governments in future planning activities and cultural tourism development.

The boundaries for the survey were the Union County lines on the north, east, south and west. There were 1283 properties surveyed within a total area of approximately 515 square miles. The results of the architectural survey indicate that there are 464 properties surveyed in the rural areas of the county. Of these identified properties, seven are considered individually eligible for listing in the NRHP.

There were 530 residential, 88 commercial, 8 religious, 2 educational and 4 industrial properties identified within the municipal limits of the city of Union. One property within the city limits was determined to be individually eligible for listing in the NRHP. A second property was determined potentially eligible (additional information was needed on the home s history for an eligible determination).

There were 71 residential and 11 commercial properties identified within the municipal limits of the town of Jonesville. Of these identified properties, one is considered to be individually eligible for listing in the NRHP.

There were 23 residential structures and 3 commercial buildings identified within the municipal limits of the town of Carlisle. Of these identified properties, none are considered to be individually eligible for listing in the NRHP.

There were 11 residential structures, one entertainment venue, and one church identified within the municipal limits of the town of Lockhart. Of these identified properties, two are considered to be individually eligible for listing in the NRHP.

There were 8 residential structures and 2 commercial buildings recorded within the municipal limits of the town of Santuc. Of these identified properties, two are considered to be individually eligible for listing in the NRHP and two are considered to be potentially eligible.

Fieldwork for the project was conducted from November 2004 through April 2005. Ken Driggers, Director of Palmetto Conservation Foundation, supervised the survey, and Preservation Planner Jennifer Revels conducted the architectural survey and historical research.

II. PROJECT OBJECTIVES

The historic resource survey of Union County was undertaken in order to compile an up-to-date, accurate inventory of historic properties located within the County. The information was compiled in order to identify properties and districts that should be considered for possible local designation and National Register designation, as well as to aid the local governments in preservation planning and heritage tourism development.

Information gathered during the survey will be used to evaluate the loss of historic properties over time and the effects of new development on the historic fabric in the county s incorporated municipalities. The survey will also aid in future preservation-planning efforts by identifying historic properties and districts. This information can then be used when creating future zoning ordinances and local preservation ordinances.

By establishing a clear picture of the history of the county and how its architecture fits into that history, residents and local government officials will be able to make informed decisions regarding the adaptive reuse or demolition of historic properties. They will also be able to utilize the history in order to create an effective heritage tourism plan.

III. SURVEY METHODOLOGY

Field survey of Union County was undertaken in phases. The city of Union was surveyed initially, followed by the rural areas including the towns of Jonesville, Carlisle, and Santuc. The intensive field survey began in November 2004 and was completed in April 2005.

Before the survey began, a block of survey numbers was established. Each surveyed property received a number that was noted on the final survey forms and alongside the property on the appropriate topographic maps. A surveyable property is defined as any property that is at least 50-years old and retains a good level of historical integrity. The National Register Criteria deals with the quality of significance in American history, architecture, archaeology, engineering, and culture that is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. (National Register Bulletin 15, 1995:2). Any property eligible for listing in the NRHP must be significant under one or more of the following criteria:

> **Criterion A**. Any property that is associated with events that have made a significant contribution to the broad patterns of our history.

> **Criterion B**. Any property that is associated with the lives of persons significant to our past.

> **Criterion C**. Any property that embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic value, or that represents a significant and distinguishable entity whose components may lack individual distinction.

> **Criterion D**. Any property that has yielded, or may be likely to yield, information important to our nation s prehistory or history.

For a property to qualify for listing, it must meet at least one of the National Register Criteria listed above and retain historic integrity of those features necessary to convey its significance.

During the course of the field survey, all roads within the proposed survey areas were walked or driven, and all existing, surveyable, and accessible above-ground structures were recorded in a Survey Database in Microsoft Access 97 format. In addition, black-and-white photographs were taken of every surveyed property and any related outbuildings. The film rolls and frames were logged, and the location of each property was noted on a USGS 7.5 Minute Quadrangle map. At the conclusion of the field survey, all properties were entered into a Geographic

Information System (GIS) database to be added to the statewide information center located at the SCDAH. The GIS database includes the location of each recorded property as well as its historic name, historic use, and National Register eligibility.

While the properties were being recorded, they were examined for National Register eligibility using the Criteria established by the U.S. Department of the Interior and the National Park Service as set forth in 36 CFR 60.4 (listed above). When possible, the owners of the house/business were consulted regarding any relevant history of the property in question, including old photographs and records pertaining to the structure. All information from these interviews, including photographs and documents, were recorded and included either in the survey database or in the final report.

Once eligibility of individual properties had been determined, recommendations were made regarding possible designation of historic districts. According to the National Register Criteria, in order for a district to retain integrity as a whole, the majority of the components that make up the district s historic character must possess integrity even if they are individually unexceptional. In addition, the relationships among the district s components must be substantially unchanged since its period of significance. A component of a district is considered non-contributing if the structure has been significantly altered since the period of the district s significance or the structure does not share the historic association of the district.

All survey maps were clearly labeled with appropriate legends and depict the survey area boundaries, the locations of the surveyed historic properties (with survey numbers noted), and inaccessible areas. Boundaries for eligible districts are also noted and include the location of both contributing and non-contributing resources within each district.

IV. HISTORICAL OVERVIEW

EARLY SETTLEMENT IN THE SOUTH CAROLINA BACKCOUNTRY

South Carolina today, which consists of 31,113 square miles, is only a small portion of its original size. The state began as the province of Carolina in 1665. The original land grant given to the Lords Proprietors by King Charles II of England stretched north to south from the southern border of present-day Virginia to just above Daytona Beach, Florida and east to west from the Atlantic Ocean to the Pacific Ocean.[1] As settlement increased, the boundaries of the original grant were whittled down until the 1990s (*Georgia v. South Carolina* 497 U.S. 396 1990) when an agreement was finally reached with Georgia to draw the boundary between the two states down the Savannah River. In the mid-eighteenth century during the settlement of Union County, South Carolina had close to 75,000 residents as well as one of the most diverse European populations in British North America.[2]

In the early eighteenth century, the majority of European settlements remained in the state s low country. Coastal areas had developed well-organized societies that included seats of government, courts, schools, and churches and had accumulated a great deal of wealth as a result of rice and indigo production. In contrast, the small, self-sufficient townships throughout the midlands region were still in the frontier stages with sporadic development.

Beginning in the 1740s and 1750s, Europeans of Scottish, Irish, English, and German descent moved into the South Carolina Piedmont, drawn to the area by Governor Robert Johnson's township program. Since the overthrow of the Lords Proprietors in 1719, governmental officials had looked for ways to use the colony s frontier as a buffer from Indian and Spanish invasion. Officials also wanted to balance the increasing slave population with free settlers. Settlement in the backcountry was greatly accelerated after the 1755 treaty with the Cherokee and their subsequent defeat in the Cherokee War, which ended in 1761.[3]

In his township program, Governor Johnson promised fifty acres of free land for each family member that settled in the backcountry, a waiver of all rent payments on the land for ten years, and additional funding for their food and transportation. The promise of new land and opportunities brought a large influx of immigrants to South Carolina, most arriving from England, Scotland, and Ireland who established eleven settlements along rivers throughout the northern portion of the colony.[4]

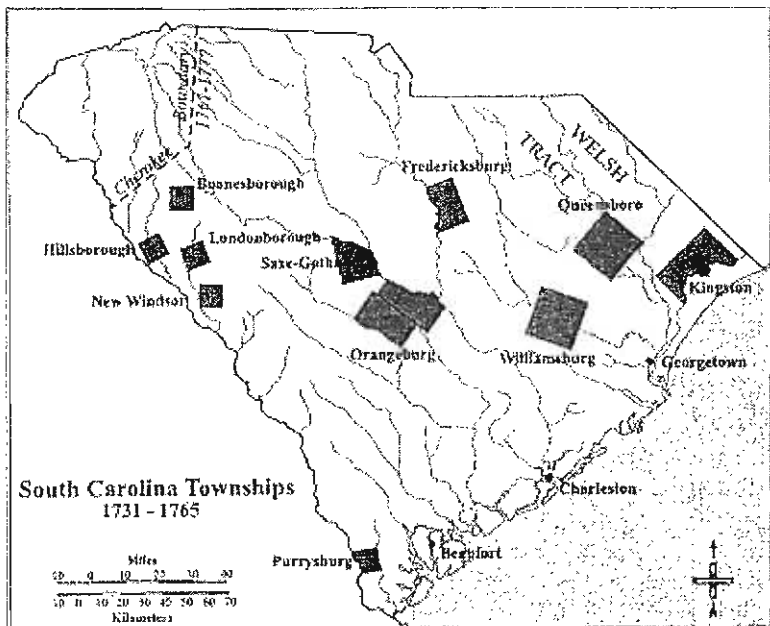1 Walter Edgar, South Carolina: A History (Columbia: University of South Carolina Press, 1998), 1

2 Edgar, South Carolina: A History, 52.

3 Edgar, South Carolina: A History 52, Charles, Allan D The Narrative History of Union County, South Carolina Spartanburg: The Reprint Company, 1987

4 Edgar, South Carolina: A History, 51-56.

Pioneers in the backcountry, for the most part, came into South Carolina from the north, creating settlements that were independent of the low country. Despite occasional contact between the two groups, they remained largely separated. The land between the Broad and Saluda Rivers, including present day Union, Laurens, Newberry, and Spartanburg Counties, became an inviting location for settlement. Until the mid-1700s, the land had been the hunting grounds of the Cherokee and was largely appealing to the settlers for the richness of its landscape, which consisted of forests with little undergrowth and large hickory, oak, and pine trees.[5]

Scots-Irish pioneers that settled in Union County and other portions of the South Carolina backcountry were descendents of Scots Protestants who immigrated to the new world decades earlier seeking religious freedom from the Church of England, which had become increasingly overbearing in its quest for conformity. Originally settling in Pennsylvania, the group quickly became disillusioned with the ridgid Quaker government and began a southern migration along the Great Wagon Road toward the Carolinas. Unlike the Germans before them, they did not seek to benefit from the free lands being offered by the state government. The Scots-Irish groups instead chose to settle in the northernmost portion of the state along a line that stretches from Lancaster to Abbeville.[6]

South Carolina Townships, as seen in Kovacik & Winberry, *South Carolina*.

In 1751, James McIlwaine led a group of settlers into the northern Union County area where they settled in a heavily forested area. Other pioneers followed shortly after, constructing homes, barns and churches from the areas large oak and hickory trees and clearing areas for farming. Union County s first settlement was at Pinkney s Ferry in 1775 by settlers who were traveling on the Wagon Road from Virginia. The Great Wagon Road stretched from Harrisburg,

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5 Thomas H. Pope, The History of Union County, Vol. II (Columbia: University of South Carolina Press, 1992), 1.

6 Edgar, South Carolina: A History, 56.

Pennsylvania through the Shenandoah Valley in Maryland and Virginia eventually ending in South Carolina. Pinckney s Ferry, also known as Pinckneyville served as the seat of the Pinckneyville District and was the chief town in the Union County area in the 1790s. Present-day Union County was part of an area where Scots-Irish formed the majority of the population.[7]

Also choosing to settle in the Union and Newberry County areas were the Quakers. These staunchly religious settlers arrived in the area in the mid-1700s and settled in an area that stretched from Cross Keys to Sedalia. Their stay would be short-lived, however. Refusal to participate in both the Cherokee War and the American Revolution drew immense criticism from other residents. The sudden increase in slavery, a practice that they were resolutely opposed to, forced them to relocate to Ohio in the early 19th century.

CONFLICT WITH THE CHEROKEE

The Cherokee are an Iroquoian-speaking group who migrated from Tennessee and North Carolina into the northwestern section of South Carolina in the sixteenth century. They occupied and hunted in lands that ranged from the Blue Ridge Mountains south to Abbeville County and southeast to the Broad River, where their territory abutted that of the Catawba. Their established towns remained in the more northern sections of their territory beyond the mountains, with only a few small towns in present-day Oconee County representing the most southern or lower part of their lands. Areas of Union County, similar to Abbeville County, were probably used as hunting grounds and for temporary encampments.

Despite their growing numbers, residents in the backcountry remained isolated from the everyday activity in South Carolina s coastal settlements. The frontier settlements had little interaction with the state government in Charleston, only occasionally coming in contact with a justice of the peace or tax assessor as they made rounds through the area. Roads in the upcountry were few and those that had been constructed made travel difficult. Travel estimates from the frontier towns to Charleston (on horseback under good conditions) ranged anywhere from ten days to two weeks, depending on the point of origin.[8]

Because of their distance from the coast and its protection, men living in these frontier townships were organized into militia units by the state legislature, but were in place in the low country for the most part to quell slave revolts and were not trained for serious combat. This relatively untrained militia proved useless in the face of the Cherokee Indian attacks that began in the late 1750s. In 1755, Governor James Glen signed a treaty with the Cherokee in which they ceded land that included present-day Union County. The newly acquired territory was

7 Charles, Allan D. The Narrative History of Union County, South Carolina. Spartanburg: The Reprint Company Publishers, 1987. pp. 2-10. Mabry, Mannie Lee. Union County Heritage, 1981. Winston Salem Hunter Publishing Company, 1981. pp. 279, 322-323.

8 Edgar South Carolina A History, 205.

joined with land farther south to create St. Mark s Parish (stretching from modern day Clarendon County through Spartanburg County).[9]

Because the Scots-Irish settlers refused to live in the established townships in South Carolina s backcountry, they were in constant conflict with the Cherokee. By the mid-eighteenth century, attacks by the Cherokee became so frequent that further settlement in the upcountry was officially discouraged by the state legislature. Frightened residents took refuge in makeshift forts scattered along creeks and rivers in the area. Beginning in 1759, stockade forts including Brooks Fort (on the Bush River near the present day city of Union), Otterson s Fort (looking south over the Tyger River Valley toward Whitmire), and Pennington s Fort (on the Enoree) were built along the Broad, Tyger, and Bush Rivers as refuges for scattered inhabitants of the backcountry.[10]

Within the forts, disease and corruption were rampant. Those who took refuge withstood the vicious attacks, but at a high price. The commanders placed in charge of these protective forts embezzled money provided by the state legislature for the refugees, and in turn charged high prices for essential food and supplies while militiamen outside the forts pillaged their abandoned houses.[11]

In May 1760, Colonel Archibald Montgomery and 1,200 regular Scots highlanders marched from Charleston with the purpose of expelling the Cherokee from the midlands. Montgomery and his men were ambushed and, after suffering only a handful of losses, retreated from the area. A mass exodus of settlers from the upcountry followed Montgomery s defeat as residents fled to Saxe Gotha Township or further toward the coast. Colonel James Grant led a second campaign against the Cherokee in 1761. Grant raided the Cherokee lands, setting fire to Indian camps and leaving fifteen villages in ruin. The Treaty of Charleston signed later that year officially ended the Cherokee War and the Indian occupation of the midlands.[12]

There was a large wave of immigration to the South Carolina backcountry following the Cherokee War, which resulted in a greater influx of white settlers as compared to the township program established forty years earlier. In the post-war years between 1760 and 1770, the percentage of the colony's white population living in the backcountry rose from about 50 percent to 75 percent.[13]

While the treaty ended any threat that the Indians posed to the upcountry settlers, the post-war years were filled with chaos and lawlessness. Abandoned homes across the upcountry invited theft and vagrants stole horses and cattle on

9 Edgar South Carolina: A History, 205 Charles, Allan Narrative History of Union County. pp. 17.

10 Edgar South Carolina: A History, 205, Charles, Allan D. The Narrative History of Union County, South Carolina. Spartanburg: The Reprint Company Publishers, 1987. pp. 9-10. Union County Historical Foundation. A History of Union County. Greenville, SC: A Press, Inc., 1977. pp. 2-3.

11 Edgar, South Carolina: A History, 206

12 Pope, The History of Newberry County, Vol. I, 21-29.

13 Weir, Colonial South Carolina, p. 209.

a regular basis.[14] The existing form of colonial government failed to bring the derelicts under control and local authorities were powerless to stop it. The closest courts were more than 100 miles away in Charleston, and local authorities, lacking real jurisdiction, could only issue warrants. Prosecutors and witnesses had to make the long trip to Charleston for trials, which from some points in the upstate could take up to two weeks, with no guarantee of a conviction.[15]

Residents in the rough-and-tumble backcountry were beginning to become increasingly impatient with what they perceived as a laxidazical coastal government. In March 1767, six outlaws were sent to Charleston for trial and all were convicted. After their conviction, however, newly appointed Governor Lord Charles Montague pardoned them all. The decision touched off several months of violence in the backcountry where vigilantes burned and vandalized homes and property of the six pardoned men. The group of vigilantes quickly grew until they became an organized military force deputized by the General Assembly as Rangers. They became known as the Regulators.[16]

At the time of the Regulator movement, the backcountry held at least half of South Carolina s population. Of that number, it is estimated that at least 6,000 men were active in the Regulator bands. Among them was Robert Cunningham whose family owned a plantation in Laurens County and who would become infamous during the Revolutionary War as Bloody Bill Cunningham.[17]

The situation improved with the passage of the Circuit Court Act of 1768, which divided the state into six districts, establishing the Courts of General Sessions and Common Pleas in each. Following closely behind was the Circuit Court Act of 1769, which was an improved version of the previous year s act. This legislation divided the state into seven judicial districts: Ninety-Six, Orangeburg, Cheraws, and Camden Districts would serve the residents of the upstate, with Beaufort, Charleston, and Georgetown serving along the coast.[18]

The Revolutionary War (1770 1785)

Until the 1760s, the Union County area was part of the parish system established by the colonial government. An operating judicial system was not established in the backcountry until after the Revolutionary War, depite the fact that districts had been organized in 1769. Union County was part of the Ninety Six District, which comprised a large area including present-day Abbeville, Greenwood, Laurens, McCormick, and Edgefield Counties.[19]

14 Pope, The History of Newberry County, Vol. I, 24.

15 Pope, The History of Newberry County, Vol. I, 24

16 Charles, Allan. Narrative History of Union County. pp. 19-21.

17 Charles, Allan. Narrative History of Union County. pp. 20.

18 Pope, The History of Newberry County, Vol II, 31-33.

19 Edgar, South Carolina, pp 212-221; Theresa M Hicks, South Carolina A Guide to County Records (Columbia Peppercorn Publications, Inc , 1998), p. 168.

Because of its proximity to Cherokee territory, Union County was drawn into the uncertain politics of the early Revolutionary War. Because of their distance from the heated politics of the coast, most back country residents were unaware of the grievances carried by their coastal neighbors against the mother country. Many back country residents remained loyal to England, particularly those who had received large grants of land from the King.[20]

Upcountry residents were also concerned by the lack of fair representation given by their coastal neighbors, the latent establishment of circuit courts, and the failure of state leaders to provide schools and churches in the upstate. Rumors of the Cherokee planning to take advantage of the colony's political divisions, ally with local British sympathizers, and attack backcountry settlements were rampant. Others suggested that the Low Country government would incite the Cherokee to subdue the back settlements, which largely supported the British.

South Carolina s first Provincial Congress met in 1775 to discuss the importation agreement proposed by the Continental Congress in Philadelphia. The agreement sought to prevent the import of British goods into the American colonies. Responding to the uncertainty of loyalty in the backcountry, the Provincial Congress in Charleston sent a delegation to the Ninety Six District in an attempt to win support from the locals. The group of representatives was led by William Henry Drayton, who owned land in the Union County area and an ironworks on Furnace Creek (an area that was later annexed into Cherokee County).[21]

With Drayton were the Reverends Oliver Hart of the Baptist Church and William Tennent of the Independent Church in Charleston. The men held a series of meetings in the backcountry speaking in churches and at crossroads and mustergrounds. Drayton later noted in his journal that the meetings went poorly and little progress was made. Residents were not hostile toward the provincial government; they just wanted to be left alone. In the end, the two parties reached an agreement; the upcountry residents would sign an agreement stating that they would remain neutral in exchange for the promise that they would no longer be bothered with talk of revolution.[22] The treaty did not hold, however, and violence continued in the area as groups fought over militia supplies and worried about Cherokee allegiances.

There was a standoff between the loyalists led by Colonel Thomas Fletchall and the patriots who were led by William Henry Drayton. Fletchall owned thousands of acres in Union County and had his home, Fair Forest on the Fairforest Creek. He had been a militia captain in the Cherokee war and counted among his most dedicated followers Robert Cunningham, Thomas Brown, and James

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20 Jacobs, The Scrapbook, p. 8

21 Mabry, Mannie, ed. Union County Heritage. 320 Charles, Allan. Narrative History of Union County. pp 27

22 Edgar, South Carolina: A History, 221-224. Charles, Allan Narrative History of Union County. pp. 27-28. Mabry, Mannie, ed. Union County Heritage. 320.

Robinson. Both the Patriots (Whig) and the Loyalists (Tory), despite signing the Treaty of Ninety-Six in 1775, maintained a volatile relationship.

The second Provincial Congress was held in November 1775. As South Carolina prepared for war, the state became the second colony to adopt a constitution, electing John Rutledge as president. In 1778, the Constitution was officially adopted. The new document called for the replacement of the Legislative Council with a Senate that would be elected by the people. In turn, the General Assembly became the House of Representatives and the president became the governor. The Senate and House of Representatives formed South Carolinas bicameral legislature in which, for many years, the Lower House would have the decisive voice. Under this new system of democratic government, any free white male who believed in God, was at least 21 years of age, who had lived in South Carolina for at least one year before Election Day, and owned either fifty acres of land or a town lot was allowed to vote.[23]

In the years immediately preceding the war and throughout the Revolution, upcountry residents and the state legislators were in constant conflict. It was in the Ninety-Six District where the second battle of the war would be fought, resulting in the first casualty of war in South Carolina. The death of one of their own was still not enough to sway the opinions of backcountry loyalists. It was not until the capture of Charleston by the British in May 1780 that the opinions of many who had remained loyal to the British changed.

Governor Rutledge was forced from the city while British soldiers and militia brutally punished the patriots that stayed behind, burning their homes and killing many. The cruelty exhibited by the British troops toward residents of Charleston and the Low Country angered South Carolinians. A group of residents from Union County led by Colonel John Thomas rallied at Brandon s Camp on Fairforest Creek five miles from present-day Union. Having been warned of the mobilization, Bloody Bill Cunningham launched a surprise attack on the camp, killing 70 to 80 Patriots. Known as Brandon s Defeat , the battle would be one of five skirmishes during the Revolution fought in the Union County area (Battle of Cedar Springs, Battle of Meadors, and Battle of Musgrove s Mill).[24] In the end, there would be more than 250 battles were fought in South Carolina during the Revolutionary War, more than almost any other state.

At the war s conclusion, South Carolina slowly began the process of reestablishing its government. At the close of the Revolution, Ninety-Six, Orangeburg, Cheraw, and Camden Districts, created in 1769, had become too large to effectively govern. In 1783, concerned that the majority of the free white population was concentrated in the four districts with the least representation, the state government decided to divide the existing districts into smaller counties of no more than 40 square miles. In 1785, the Ninety-Six District became Edgefield,

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23 Charles, Allan. Narrative History of Union County pp 31-32.

24 Charles, Allan. *Narrative History of Union County*. pp. 31-50.

Abbeville, Laurens, Spartanburg, Union, and Newberry (then spelled Newbury) Counties.[25] The following year, the legislature voted to move the state s capital from Charleston to a new town that would be constructed in a centralized location along the banks of the Congaree River. After a great deal of debate, it was decided that the new town would be named Columbia, a name that symbolized the new nation.[26]

COUNTY ESTABLISHMENT AND GROWTH (1785-1865)

In addition to the creation of the counties and the establishment of a new capital, a county court act was also passed. The 1785 act gave county courts jurisdiction in cases of common law up to fifty pounds and in criminal cases unless the act was punishable by death or corporal punishment. The courts also had responsibility of the roads, bridges and ferries, the power to levy taxes, and license tavern owners and fix prices for whiskey. [27] Commissioners appointed in the Ninety-Six District charged with laying out the new county boundaries were Andrew Pickens, Richard Anderson, Thomas Brandon (Union), Philemon Waters, Arthur Simkins, Simon Berwick and Levi Kasey.[28]

In March 1785, the first Court was held in Union County at the home of Alexander McDougal. Records show that McDougal owned 700 acres of property to the west of the present-day city of Union along the Rocky Creek. Court was held to install several local men as justices of the peace and to install William Farr as the first Sherriff of Union County and William Kennedy as county treasurer. Three months later the court reconvened to continue the establishment of county government.[29]

In 1789, preparations were made to construct a gaol (jail) and stocks and to contract to have a formal courthouse constructed within the town of Union. The new two-story granite building was designed by noted architect Robert Mills, who at the time was working as the State Engineer for Public Works in South Carolina. Land for the courthouse was donated by Colonel Thomas Brandon and the first session was held in the new building on March 27, 1786. At that same time, the town of Union was laid out with 82 lots located three-deep along Main Street then known as Union Street.[30]

The state was divided into judicial districts with one court located in each. The county court system, as it had existed, was a separate administrative body that handled all local affairs. The system functioned as a distinct and separate form of

25 Charles, Allan. *Narrative History of Union County* pp 51-52. Union County Historical Foundation. *A History of Union County*. pp. 4

26 Edgar, *South Carolina: A History*, 248

27 Pope, The History of Newberry County, Vol I, 61.

28 Union County Historical Foundation. *A History of Union County* pp 4

29 Union County Historical Foundation A History of Union County pp 4-5 Charles, Allan. *Narrative History of Union County*. pp. 51-54

30 Union County Historical Foundation. A History of Union County pp. 6-7. Mabry, Mannie Lee. *Union County Heritage 1981*. pp. 319-320

government. The establishment of judicial districts made it possible for the general assembly to control the government, allowing them to serve as election districts and a means to hold court.[31]

Although the creation of smaller counties and the removal of the state capital from Charleston brought the backcountry into the realm of state government, the area remained isolated from the main currents of South Carolina society. The introduction of cotton cultivation and exposure to evangelical Christianity in the late eighteenth century would change the face of the backcountry, which had long been excluded from the export-based economy that the coastal planters were dependent upon. The introduction of short-staple cotton gave backcountry planters a cash crop with a high market value. The subsequent arrival of evangelical Christian missionaries began to solidify the budding society by helping to establish houses of worship. Church services brought together isolated rural households, establishing a community identity and code of conduct.[32]

Cotton and Christianity, in many cases, directly contradicted one another. Eli Whitney s cotton gin made it possible to process cotton on a grand scale, increasing farmers dependency on slave labor. The Methodist and Quaker denominations were both opposed to the institution of slavery and would not allow its members to be slaveholders. The Methodist General Conference convened in 1784 and decreed that holding slaves in one s possession was an offense punishable by expulsion from the church. In addition, in 1800 they forced all of their clergy to sell any slaves that they might be holding. Ministers of the Presbyterian Church also preached on the evils of slavery but were not as stringent in their membership requirements. Opposing views of the congregations and the clergy dissuaded many upcountry farmers from joining churches during the late eighteenth century.[33]

Despite the initial protests from backcountry congregations to the institution of slavery, the widespread opposition had ceased by the early nineteenth century. The Quaker community, however, took a hardened stance. Adamantly opposed to slavery, the group chose to leave South Carolina for Ohio, Indiana, and Illinois in the early 1800s. Quaker minister Zachary Dicks visited South Carolina in 1803 preaching against slavery and pointing to slave uprisings in Santa Domingo and Haiti as a warning of what was to come. It was shortly after his visit that the Quaker community and many others left the state.[34] The slave population continued to grow and South Carolina s black community outnumbered white residents well into the early twentieth century.[35] Union County census records show the percentage of enslaved persons growing from 16% in 1800 to more

31 Pope, The History of Newberry County, Vol I, 73.

32 Lacy Ford, Origins of Southern Radicalism: The South Carolina Upcountry 1800-1860. Oxford. Oxford University Press, 1988. pp 1-5

33 Edgar, South Carolina, 259

34 Edgar, South Carolina, 294.

35 Census of 1810, Union County

than 50% by 1850 the year which the black population became the majority population within the county.

Prior to the introduction of the cotton gin, most upcountry farmers concentrated on subsistence crops. The landscape was dotted with small family farms that existed to provide the owners with food while producing little capital. Indigo cultivation brought wealth to South Carolina, but the Revolution had introduced overseas competition and resulted in the loss of the Crown s bounty. As the indigo industry waned tobacco became the main cash crop for the backcountry and, despite poor yields, would remain so until shortly after 1800. The introduction of the cotton gin in the late 1790s created a shift in the backcountry s economic status. Staple crops that were not easily adaptable to the soil and climate of the upstate, such as rice and Sea Island cotton, generated a large percentage of South Carolina s early wealth. Short staple cotton and the cotton gin allowed upstate farmers access to the wealth and opportunities that had been previously reserved for coastal planters. The possibility of making a large profit from the sale of their cotton crop was the driving force behind the shift in interest. In 1818, cotton sold for 30.8 cents per pound and by 1826, cotton was the upstate s staple crop.[36]

Cotton production, unlike rice production, required very little capital investment. All that was required to begin production was land, tools for planting, and machines for processing the cotton after it was grown. Because one acre of planted land could yield anywhere from 150 to 250 pounds of cotton, it was possible for farmers with relatively little land to produce a cash crop that would in turn lead to larger, more sophisticated homes and larger land holdings. The only limitation to the small cotton farmer was harvesting. On an average day, a single person could pick anywhere from fifty to eighty pounds of cotton.[37]

The prosperity that accompanied the upstate cotton boom gave residents a feeling of optimism and brought many households into the slaveholding ranks.[38] In 1800, black residents totaled 16 percent of Union County s population. That figure increased to 30% by 1820, 40% by 1830, 44% percent by 1840, and 52% in 1850.[39] After 1830, the free white population began to decrease as cotton lands became overworked and planters moved west and south to new territory in Mississippi, Alabama, and Texas. The predominantly agricultural and trade-based society of Union grew into one of the state s largest cotton producing areas. With this new interest in upstate cotton production, South Carolina was continuing its economic pattern an agricultural economy focusing on staple crops produced for the world market by black slave labor.

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36 Ford, Origins of Southern Radicalism, 5-8

37 Edgar, South Carolina A History, 271

38 Ford, Origins of Southern Radicalism, 19-21

39 United States Census http //fisher lib virginia edu/census accessed April 2005.

Prior to 1800, South Carolina exported approximately 94,000 pounds of long staple cotton from the coastal counties. By 1800, export numbers skyrocketed to over 20 million pounds   most of which was the new short staple cotton grown in the upstate regions. Cotton brought wealth not only to those who cultivated it, but also to those who helped to process the crops. In many small towns, business savvy entrepreneurs opened public gins and warehouses where farmers from the surrounding countryside could come and have their cotton processed and stored for a percentage of their profit. Because the South Carolina community relied so heavily on cotton production during this period, its prosperity rose and fell with the fluctuating cotton market.[40]

The vast majority of persons who lived in Union County in the early to mid-nineteenth century lived on farms and plantations. Fed by the British textile market, Piedmont farmers purchased the greatest amount of land and slaves they could afford in order to grow cotton.[41] The dominance of the crop spread so quickly, and to such a great extent, that as early as the 1820s, agricultural reformers began to suggest alternate crops and methods to curtail soil exhaustion. Robert Mills wrote of soil exhaustion in 1826, "The same erroneous system of cultivating our lands is pursued in this district as in others, so destructive to the soil and detrimental to the permanent advantage of the country . We wish to see them giving back to the soil some portion of nourishment which they take from it."[42]

The change from small farms to larger plantations is further evidenced in the census records for Union County. The largest slaveholder in the district was Chancellor Johnstone, who owned 183 slaves in 1850. Other large slaveholders included Barrum Bobo, owner of Cross Keys (**site 0553**); Nathaniel Gist, owner of Wyoming (**site 0069**) and the Nathaniel Gist House (**site 0287**), Governor William Gist, owner of Rose Hill (**site 0296**); George Tucker (**site 0514**); and William Wallace, who owned the Jasper Gibbs House (**site 0509**). By 1860, there were approximately 786 farms and more than 675 slaveholders within Union County indicating that nearly everyone who owned a farm at that time had some form of slave labor. The average number of slaves owned would continue to increase until the Civil War.[43]

For those who were enslaved, life on upcountry cotton plantations differed greatly from that on lowcountry rice plantations. Slaves were usually forced to work in a gang system, in which they worked set hours each day, usually sunrise to sunset. These schedules differed from the task system, in which slaves were assigned a task to accomplish each day, and were often able to use their free time if the task was accomplished early.[44] Slave houses were two or three-room

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40 Edgar, South Carolina A History, 270-273.

41 Kovacik and Winberry, The Making of a Landscape, pp. 88-90.

42 Mills, Statistics, p. 610

43 Slave Schedule for 1850, Agriculture of the United States in 1860 compiled from the official returns of the Eighth Census, Washington, Government Printing Office, 1864, pp 214, 237, 128-131.

frame or log buildings with stone, brick, or stick chimneys, scattered around the plantation rather than on a street. Overseers lived with their families on the plantation in larger or more elaborate housing than that given to the slaves.[45]

The increasing practice of cotton monoculture and slavery acted to change the landscape of Union County. As more farmers began to plant cotton, wooded areas were cleared to create fields and frame slave cabins and outbuildings such as barns and cotton presses were constructed to support production. As their finances increased, farmers began to replace their small log houses with larger, two-story frame houses, often in a form known as the Carolina I-house.[46] Documented examples of this building type include the Byrd-Murphy House, built ca. 1794 (**site 0441**); the George Tucker House in Tuckertown, built ca. 1836 (**site 0514**); the Reverend John Gibbs House, built ca. 1850 (**site 0492**); **site 0097** on New Hope Church Road and **sites 0172** and **0178** both constructed ca. 1850 along Mt. Tabor Church Road. Many of these early houses have some outbuildings surviving, built in various years through the mid-twentieth century and used for differing purposes. These outbuildings include well houses, smokehouses, barns and tenant houses.

Several local planters gained enough wealth to build more elaborate homes. These include Rose Hill (**site 0296**), a two-story stucco home constructed in 1832 by William H. Gist. William J. Keenan built a Georgian style home just outside of downtown Union in 1855 (**site 0778**) and Nathaniel Gist constructed his second home (**site 0287**) near the Broad River in 1855. The classically influenced brick home is perfectly symmetrical with two-story porticos on the front and rear facades.

Accompanying the cotton boom during the first portion of the nineteenth century was a period of statewide nationalism and expansion. South Carolina congressional representatives were strong supporters of the War of 1812 and the Monroe Doctrine. They also greatly favored internal improvements including new roads and canals that would help to connect the upper and lower parts of the state areas that had been separated for years both physically and economically. In 1818, the General Assembly established a Board of Internal Improvements to oversee a $1 million program of roads and canals to improve the state s transportation network, beginning a major transportation enhancement campaign.[47] The construction of locks and canals began in order to make rivers in the upstate navigable, and construction started on a state road from Charleston to North Carolina that ran along the Broad River north Greenville District.[48]

44 Edgar, South Carolina, pp. 311-316

45 George P. Rawick, ed., The American Slave: A Composite Autobiography (Westport, CT: The Greenwood Press, Inc., 1979), Supplement Series 1, Vol 11, pp. 126-139, http://newdeal.feri.org/asn/asn09.htm New Deal Network, http.//newdeal.feri org, accessed 6 February 2002

46 Kovacik and Winberry, The Making of a Landscape, p. 89.

47 Edgar, South Carolina: A History, 282.

48 Edgar, South Carolina: A History, 281-284

The state s canal system was a great disappointment. The plan proposed by the Board of Internal Improvements called for eight canals. Four were to be located on the Catawba and Wateree Rivers above Camden. The Lockwood and Columbia Canals along the Broad River were intended to open up traffic 110 miles north of Columbia and the Saluda and Dreher Canals along the Saluda River were meant to open up river traffic to Laurens and Abbeville.[49] All eight canals were completed and totaled 25 miles of canals and 59 locks that connected every district in the state except Greenville. The system was plagued with problems from the outset. Shoddy construction and damage from flooding resulted in the poor operation of the locks and by 1840 six of eight canals were abandoned. Public disinterest added to operational problems. Lack of use by the public resulted in a failure to generate the needed revenue to pay the lock keepers salaries.[50]

The state road fared little better than the canals. The new corridor was planned as a toll road running from Charleston through the upstate to North Carolina. The road from Charleston to Columbia was completed in 1829, but residents refused to pay the high tolls and continued to travel along back roads. The road was only heavily used later when the tolls were lifted. By 1837, the South Carolina economy was experiencing a downturn and was in need of an effective means of transporting goods from the upcountry to the coastal region.[51]

Like so many other frontier towns at the end of the eighteenth century, there was a small village that had developed around the Union Court House. In September 1785, the Union County court ordered that the Court House and other public buildings for the benefit and use of the County be entered upon Joseph Jones land on the summit of the hill between said Jones and Caldwell s, by order of Zachariah Bullock, Thomas Brandon, John Henderson, Charles Sims, William Kennedy, and John Birdsong, Esquires, Justices of said County Court of Union . Justice Thomas Brandon then conveyed upon the town two acres of land on which to construct other public buildings.[52]

Many residents living in Union at this time wanted to call the burgeoning town Brandonburgh in honor of Thomas Brandon, but the name failed to gain popularity. Eventually the town became known as Union Court House or Unionville depending on the source of reference. The name Unionville was more widely used until the 1870s when it was shortened to its current form.[53]

The town s first Court House, a small log structure at the corner of Judgement and Union Streets, soon became too small to accommodate the needs of the

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49 Edgar, South Carolina: A History, 282-284.

50 Ford, Origins of Southern Radicalism, 16.

51 Derrick, Samuel Centennial History of the South Carolina Railroad (Columbia: The State Company, 1930), 1-19.

52 Union County Historical Foundation. A History of Union County South Carolina. Greenville: A Press, Inc., 1977. 5-6.

53 Charles, Allan D. The Narrative History of Union County. Spartanburg: The Reprint Co , Publishers, 1987. 103, 259

county. Therefore, in 1799 a two-story brick courthouse was constructed. The building had a courtroom on the first floor and office space on the second floor to accommodate county officials and other community groups.[54]

Several other small communities in the late eighteenth and early nineteenth century developed along major roadways, often organizing around a stagecoach stop or tavern, post office, or church. These communities or crossroads offered places to gather for mustering, political rallies or worship and many did not survived past the 1800s.[55] By 1883, there were 9 small crossroad communities with open general stores. These included: Asbury

Those communities that did survive developed into small villages and towns with the coming of the railroads. Many of the present day communities in Union County developed around the early Post Offices including towns such as Meansville (Means Crossroads ca. 1820), Jonesville (1828), Kelton (1858), Fish Dam (now Carlisle,1860), and Cross Keys (1809).[56]

One of the earliest settlements in the Union County area was at Brown s Creek, four miles northeast of the present city of Union. A land grant was issued in 1752 to Gabrielle Brown and a group of Scotch-Irish Presbyterians moved to the area and organized Brown s Creek Church. This settlement is significant because the Brown s Creek Church was later renamed Union Church the gathering from which the city and county derived its name.[57]

The area documented on Mills' Atlas with the name Captain Bobo s P.H. was the cross-road community of Cross Keys. The area was settled in the 1750s by residents of Virginia and Pennsylvania that were fleeing the Indian violence that developed from the French and Indian War. The area was described as: being in the District of Union where the road leading from Union Court House Campbridge, intersects the Charleston Road on the ridge between two rivers. In short, two of the most important travel routes in the county intersected at Cross Keys, making it an ideal spot for commerce and development. The term Cross Keys had been used in England and America as a name for inns, post-houses, taverns, book stores and towns and it is likely that settlers to the area named it as such.[58]

What is now known as the Cross Keys House (**site 0553**) was constructed by Barrum Bobo in 1812. Between each pair of end chimneys, there is a date stone beneath the gable. Carved into one of these stones is the completion date of the house (1814), the original owner's initials (B.B.) and a set of crossed keys,

54 Charles, Allan D. The Narrative History of Union County. 103-104

55 Edgar, South Carolina. 288-289.

56 Mills, Robert Mills Atlas of South Carolina 1825 Greenville: Southern Historical Press, Inc , 1980. Union County. Charles, Allan D The Narrative History of Union County 175. Union County Historical Foundation A History of Union County 101-104

57 Charles, Allan D. The Narrative History of Union County. 78 Mabry, Mannie Lee, ed Union County Heritage. Winston Salem: Union County Heritage Committee, 1981. 334-335.

58 Mabry, Mannie Lee, ed. Union County Heritage. 336.

thought to be the insignia of Barrum Bobo who worked at one time as a ship's purser. Bricks used to construct the house were made on site, the home serving as the centerpiece of a large plantation.[59]

Churches were also an important part of community development throughout the nineteenth century, and a religious revival movement in the early nineteenth century encouraged the organization of several congregations. These religious communities offered a forum for social interaction among isolated farms and plantations. While some denominations initially opposed the growing practice of slavery, particularly the Methodist Church, church leaders and evangelicals resigned themselves to converting slaves and masters.[60] While most of these congregations are still active, many of their houses of worship have lost architectural integrity from this period. Most congregations have built new structures as their original churches were destroyed or as the congregation outgrew their original building.

Padgett s Creek Baptist Church (**site 0308**) was organized in November 1784. It was originally known as the Church of Christ on the Tyger River. The portions of the church now standing were constructed in 1844 and 1958 respectively.[61]

Mt. Vernon Presbyterian Church (**site 0388**) sits on land that was part of a grant from the King of England to Samuel McJunkin in 1768. The current building was likely constructed in the 1850s from lumber cut on the property. Mt. Vernon was a branch of the Cane Creek Church of Santuck until 1877.[62]

Jonesville United Methodist Church (**site 0654**) is located on Pacolet Street in the heart of Jonesville. The church parsonage was constructed in 1847 before a formal congregation had been organized. Reverend J.B. Wilson preached his first sermon at the Masonic Hall in 1875. Local Methodist churches that fell into the Jonesville charge were: New Hope, Bethlehem, Flat Rock, Wesley Chapel, and Bogansville. Jonesville s Methodist church was constructed in 1878 and had 13 charter members (nine men and four women). In 1914, the original church structure was moved to the rear of the lot and covered with a brick veneer and a new sanctuary constructed in front.[63]

Grace United Methodist Church (**site 1141**) congregation was organized in 1826 in Unionville. At that time, Methodists dominated the religious scene in Union County. In October 1859, plans were made to construct a new house of worship on South Church Street which is where the Grace Church stands today, however, the Civil War put off construction of the new building until 1872. In

59 Catawba Regional Planning Council Historic Sites Survey, Union County. November 1976 pp 7-8.

60 Lacy K Ford, Jr., Origins of Southern Radicalism: The South Carolina Upcountry, 1800-1860 (New York Oxford University Press, 1988), pp. 19-24.

61 Mabry, Mannie Lee, ed. Union County Heritage 367-368. South Carolina Historical Marker

62 Mabry, Mannie Lee, ed. Union County Heritage. 366

63 Mabry, Mannie Lee, ed Union County Heritage. 361-362. Charles, Allan. The Narrative History of Union County. 323.

1880, the church purchased William H. Gist s town house (**site 1185**) to serve as its parsonage.[64]

RAILROAD DEVELOPMENT IN THE UPCOUNTRY

The middle of the nineteenth century saw the construction of a statewide railroad network. The push for railroad development grew out of an economic depression in Charleston. The city of Savannah, located at the mouth of the Savannah River, was surpassing Charleston as the main commercial seaport on the Atlantic Coast. In the years between 1820 and 1830, imports into Charleston saw a marked decline. Also on the decline were retail profits resulting from the establishment of stores throughout the upcountry, taking business that had normally been done in Charleston into the Piedmont.

As cotton production migrated farther north, so did the wealth. The cost of trade with the interior was high and Augusta, located on the Savannah River, became the chief port through which cotton was exported. Planters in both Georgia and South Carolina began utilizing the Augusta port because of the ease of transport down the Savannah River rather than over land or down poorly constructed canals. Use of the Savannah River translated into cheaper shipping costs and higher profits.[65]

The Charleston business community attempted to bypass Savannah by petitioning for a canal and railroad system to be constructed from Augusta to Charleston. The first bill that came before the State Legislature was rejected, but in December 1827, the South Carolina Canal and Railroad Company was established. Plans for the proposed canal were ultimately abandoned and instead construction of the railroad began. By 1833, the South Carolina Railroad was completed from Charleston to Hamburg. Visionaries throughout the state wanted a rail line that would connect Charleston with the west. A convention was held in Louisville, Kentucky in 1836 to promote the Louisville, Cincinnati, and Charleston Railroad. While the westward railroad expansion never materialized, other rail lines that connected parts of the upstate to the coast were gaining momentum.[66]

In Union County, talk circulated about a line that would connect the city of Union to the Charlotte & South Carolina Railroad (C&SC RR) at Alston on the Broad River. In 1851, the Spartanburg & Union Railroad (S&U RR) was chartered for $750,000. A stagecoach line was established a short time later to connect Union, the Glenn Springs Resort and Spartanburg with the C&SC line at Chester and by

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64 Mabry, Mannie Lee, ed. Union County Heritage. 359-360.

65 Samuel Derrick, Centennial History of the South Carolina Railroad, 1-19.

66 Ford, Origins of Southern Radicalism, 224-227

1855 the S&U RR had reached Lyle s Ford on the Broad River and scheduled services were offered from the Ford to Alston and onto Columbia and Charlotte.[67]

The City of Union, in anticipation of the arrival of the S&U RR, constructed their first depot. The building was designed with a stage and dressing areas at one end and benches at the other so that it doubled as the town s first opera house. It was October of 1858 that the first train rolled into the city with great fanfare. In November of the following year the train line reached Spartanburg and regular rail service was begun.[68]

The 1880s saw a shift in population growth from the rural to urban areas. Small towns across the upstate scrambled to find funding and create projects that would draw the railroad through their area, fully aware of the economic benefits that the railroad would bring. The arrival of the railroads in combination with the rise in cotton prices and bumper crops had a major impact on small communities across the upstate. Towns began forming along proposed routes as soon as word came that the railroad would be coming through. Forward thinking entrepreneurs in these small towns opened stores hoping to capitalize on the business that would come with the railroad. Rail development brought economic benefits to communities across the state, many doubling, or tripling in size just a few years after the railroad began operation. In Jonesville, the shift in the town s center became evident after the construction of the depot and rail line through town in 1859.[69]

The railroad boom not only created new businesses, it also increased the volume of business transacted in upstate towns. In 1848, prior to railroad construction and the cotton boom, the value of merchandise held in stores throughout the upstate was just over $725,000. Four years later in 1852, after the construction of seven rail lines, the value was over $1,100,000, a 77 percent increase. In some towns the increase was more than 100 percent, triggering the increase in property value across the region.[70]

Upstate towns began to emerge as important centers of the cotton trade. The railroad gave merchants a quick and reliable connection with the coastal cotton market. By the late 1850s, the cotton buyer had become as familiar in most upstate towns as the local grocer, blacksmith, or merchant (many of whom were cotton brokers themselves).[71] A majority of the leading mercantile firms in the upstate were involved in the cotton trade and were among the most respected and successful in the region. Success in the cotton production had a direct impact on the slave trade, increasing the demand for workers as the cotton market expanded. Many slave traders during the 1850s captured run away

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67 Charles, Allan. The Narrative History of Union County 145-150.

68 Charles, Allan The Narrative History of Union County. 145-150

69 Ford, Origins of Southern Radicalism, 235-237 Charles, Allan. The Narrative History of Union County. 153-154, 246-247.

70 Ford, Origins of Southern Radicalism, 236-238.

71 Ford, Origins of Southern Radicalism, 239

slaves and sold them illegally while others set up slave pens to supply slaves for local planters. Traders shared the wealth of the cotton boom, although their illegal practices and corrupt dealings alienated them from the prestige enjoyed by cotton brokers and merchants.[72]

The increase in commercial activity throughout the upstate led to the establishment of banks in several area towns. Prior to 1850, there were no banks located in the upstate and local merchants and planters had to depend on notes from Charleston as their source of currency. The creation of small private lending houses pressured major Charleston banks to establish agencies in several upstate towns including Newberry, Laurens, Clinton, Yorkville, and Abbeville. Despite heavy emphasis on agriculture as a result of the cotton boom, the banks focused their attention on the budding commercial activity in the upstate. Prior to 1872, Union had only a branch bank that was run out of the city of Newberry. That year, the Merchants and Planters National Bank was opened on the second floor of the H.L. Goss General Store. By 1896, the bank had relocated to a free-standing brick building at the corner of Main and Gadberry Streets.[73]

CIVIL WAR

The arrival of the Civil War ended the prosperity brought by construction of the railroad. South Carolinians worried that Abraham Lincoln s victory in the 1860 election would lead to freedom for the black population and the end to their newfound wealth that relied heavily on slave labor. Ministers across the state compounded the hysteria by preaching of black men marrying the daughters of white congregation members and the mixing of the two races.[74] Upon hearing of Lincoln s victory, communities across South Carolina convened to discuss what action would be taken in retaliation.

It can be said that Union County led the way to South Carolina s secession from the Union. It was the area s own native son, Governor William H. Gist of Union County who called for South Carolina s secession from the Union if Abraham Lincoln were to be elected President of the United States. Governor Gist sent his first-cousin, State s Rights Gist, to communicate with the other southern governors and to ascertain their feelings about secession and whether or not they would stand behind South Carolina in her decision. The rest is history and from that point on, Gist would always be referred to as the secession governor.[75]

South Carolinians chose secession, in their view, to preserve their families, homes, and way of life that were being threatened by the Republican

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72 Ford, Origins of Southern Radicalism, 241-242.

73 Charles, Allan The Narrative History of Union County. 257-258

74 Edgar, South Carolina A History, 350-351

75 Charles, Allan Narrative History of Union County. 169-171 Mabry, Mannie, ed Union County Heritage. 328.

administration and the abolitionists. Many feared that once freed, the slaves would take up arms against their former masters as they had done years before in Haiti. Others felt that if freed, the black population would either be an ineffective labor force and a burden to society or they would create job competition for the white working class men. Because of their large numbers, freed blacks allowed to vote would easily overwhelm the white vote and blacks would gain control of the state altogether. With all these factors in mind, South Carolinians felt that they had no other choice but to secede from the Union.[76]

Secession was a unanimous decision for the delegates at the convention, but the drafting and acceptance of the state s constitution became another matter entirely. Union County delegates played a key role at the convention as well. The secession document was drafted by Benjamin F. Arthur, Sr., secretary to Governor William Gist and secretary to the convention. The table on which the constitution was drafted was kept by Arthur at his home in Union and can be viewed at the Union County Library to this day. Arguments over amendments and subtleties throughout the document prevented a speedy resolution. It was not until April 1861 that the South Carolina constitution was passed, nine days later the first shots of the war were fired by Citadel cadets at Fort Sumter.[77]

The Civil War in South Carolina concluded with the burning of Columbia and General William T. Sherman s march north. Union braced itself for Sherman s attack, gathering volunteers to protect the town. Fortunately for the town of Union, the Union forces traveled in the direction of Winnsboro and they were spared. However, one flank of Sherman s army pillaged homes in the county, taking any food and clothing that they could find.[78]

Soldiers returned home to Union District from the war to find desolation. While the price of cotton during the early post-war years was high, most land-owners did not have the man power to continue production on the pre-war scale. Newly freed blacks had no desire to continue working in the white owned fields and other labor sources proved highly unreliable. Historians Francis Simkins and Robert Woody described the five reasons behind the post-war plight of South Carolina:

> [First was the] influence of the blockade; second, the necessities of war had prompted the neglect of processes of production essential to the normal functioning of the community; third, there was a great sacrifice of man power; fourth, most of the surplus wealth was expended in the cause of the Confederacy and the defeat blasted hopes of its future redemption; fifth, the social discipline of the community was disrupted by the destruction of slavery. [79]

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76 Edgar, South Carolina: A History, 352

77 Edgar, South Carolina: A History, 356-358.

78 Mabry, Mannie, ed. Union County Heritage. 329.

79 Charles, Allan. Narrative History of Union County. 211-240 F B. Simkins and R.H. Woody, South Carolina During Reconstruction (Chapel Hill, North Carolina, 1932), 8-9

COMMUNITY GROWTH & INDUSTRIAL EXPANSION (1865-1960)

After the Civil War concluded in 1865, daily life in Union County changed for both the white and black populations. Former slaves left the farms and plantations where they had worked in search of family members who had been sold. Others left to find work in southern towns and cities while some stayed near their homes and negotiated contracts with their former owners for wages. Because a majority of former slaves had little education and most were illiterate, these contracts often took advantage of their situation, sometimes offering conditions that were equally restrictive as those under which they were enslaved. [80]

In the post-war years, the majority of Union County residents continued to farm. Cotton's post-war market price continued to fluctuate but remained low causing problems for all those involved in its growth and production. Farm owners divided their plantations into smaller tracts, which were then tended by tenants or sharecroppers. Tenants, black and white, often moved from farm to farm in an attempt to secure the best arrangement and the best land. Some had their own tools and animals and only rented the land (cash renters); others borrowed everything from the landowner (sharecroppers).[81] While few tenant houses remain extant, from the late nineteenth century to the mid-twentieth century they could have been found along nearly every road. In the survey area, the majority of tenant houses were identified near larger farmhouses, preserved as outbuildings for storage or other uses.

Union County s black residents responded to continued white political and social oppression by banding together to create their own communities. Churches were established to unite local citizens and provide religious and secular leadership. In these areas it was often the schools and churches that became the impetus for community development. The most popular denominations in Union County were both established northern congregations. The African Methodist Episcopal Church (AME) was formed in Philadelphia in 1816 and has become the most popular denomination among black communities today. Also established during this time was the African Methodist Episcopal Zion Church which had been organized in New York City in 1796. In addition, the Methodist denomination established the Colored Methodist Episcopal Church of American in 1866.[82]

Post war years also saw the continuing development of the state s railway system. Towns across the upstate began to once again grow and prosper as the railroad continued its expansion and as cotton production continued to increase. Many of these towns became major cotton markets as trains running through the area allowed the easy shipment of cotton and other agricultural products.

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80 Edgar, South Carolina, pp 378-381 and 428-429; Kovacik and Winberry, The Making of a Landscape, pp. 105-108

81 Kovacik and Winberry, The Making of a Landscape, pp. 107-108.

82 Pope, The History of Union County, Vol 1, pp 290.

However, growth and expansion coupled with the shift in focus from Charleston to other commercial markets came at a high price for towns that were not located on the main rail routes.

Throughout the course of the Civil War, the south had lost a good portion of its rail lines to sabotage. Construction in the 1870s meant the south would gain 3,000 miles of new track, an increase of more than 30% from its pre-war mileage. South Carolina gained 364 miles of track by 1877. It was around that time that the larger railroad companies began to buy sections of South Carolina s rail line to add into their cross-country lines. The Southern Railway bought out the South Carolina Railroad and the Charlotte, Columbia & Augusta Railroad in 1899 creating a connection between South Carolina and the Ohio River Valley. The Atlantic Coast Line, formed in 1898 ran from Richmond to Jacksonville and incorporated the Charleston & Savannah Railroad as part of its route through the state. It also took over the Wilmington, Columbia & Augusta Railroad to give its passenger s access to Columbia. Finally, the Seaboard Airline Railroad ran from Virginia to Atlanta via Chester and Greenwood with a second route from Richmond to Florida via Columbia.[83]

As the rail lines began to consolidate, freight rates began to increase in various sections of the country   mainly within the South. An increase in the number of rail lines in the post-war years meant an increase in competition between rail companies. Because of this increase, it was difficult for railroads to make a profit while still offering competitive rates, so company owners created pools and back-door deals to try and reduce price cutting. Rail line presidents such as Vanderbilt, Garrett, and Tom Scott would meet and decide on high shipping rates that would benefit all parties involved.[84]

Towns that were served by single rail lines as opposed to those with competing lines ended up paying the higher rates. In addition, rates were higher on finished goods shipped from south to north than for raw materials shipped to northern factories. This was done in order to assure the profitablility of the northern textile industry and to prevent southern business owners from becoming too profitable. Still others felt that the rates favored larger shippers and manufacturers as opposed to smaller conglomerates who shipped a smaller percentage of goods. All-in-all, the practice of rate discrimination was widespread prior to 1887 when the United States Interstate Commerce Commission stepped in and intervened.[85]

For Union County, higher freight rates for short haul materials meant losing business to the Spartanburg Railroad hub, which was a main-line crossroad for Southern Railway and the Atlantic Coast Line. Rates on freight shipped from

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83 Kovacik and Winberry, The Making of a Landscape, pp. 119-120. Stover, John F. The Routledge Historical Atlas of the American Railroads. (New York: Routledge, 1999) 72-73, 78-79, 80-81.

84 Stover, John F. Historical Atlas of American Railroads. 38-39. http://www.econ/ilstu edu/dloomis/335web/spapers/railroads.pdf accessed 05/06/2005

85Friedman, David. The Bell Journal of Economics, Vol 10, NO. 2 Autumn 1979 http://freepages.history rootsweb com/~cescott/freight html accessed 05/06/2005, http://www.lib.uiowa.edu/exhibit/friends/railroad.html accessed 05/06/2005

Union were 60% higher than the same freight shipped out of Spartanburg. A higher freight rate meant higher prices in local stores and a decrease in commercial activity. In 1886, the Spartanburg & Union Railroad was renamed the Spartanburg, Union & Columbia Railroad and the main offices were relocated from Union to Spartanburg.[86]

In the meantime, ambitious upstate businessmen were planning further economic development in an attempt to diversify the state s economy. Textiles became a key source of income for many upstate counties. Individuals that were a part of the coastal, pre-war elite provided much of the start-up capital for the upstate mills, beginning a shift in economic interest and investment from the lowcountry to the upstate. Many wealthy Charlestonians invested heavily in upstate mills, as did local businessmen and farmers.

In the city of Union, Excelsior Mill was constructed in 1896, manufacturing 12,000 pairs of ladies hose per day in four separate colors. After a renovation in 1924, the mill continued to manufacture hose until its purchase in 1941 by Milliken and Company, who switched its focus to woolen materials. Ground was broken in 1900 on the Monarch Cotton Mill just outside of the city of Union and began operation one year later with 10,000 spindles and 300 looms. Also organized in 1900 was the Jonesville Manufacturing Company, which was constructed to produce men s hosiery.[87] Five years later, ground was broken on the Aetna Cotton Mill (later known as Ottaray), which began operations in 1902 with 12,000 spindles and 350 looms. Shortly thereafter it was expanded and transformed into a print cloth mill.[88]

Within Union County, widespread interest in the creation of cotton mills began in 1900. T.C. Duncan planned to construct a mill on his family s ancestral land on Buffalo Creek. When it was completed it included the most state-of-the-art equipment available to date and operated 35,000 spindles and 1200 looms driven by electricity. Duncan also constructed a railroad spur that would connect the mill to the City of Union four miles to the east.[89]

The rapid increase in cotton production in the post-war years led to the abandonment of food crops and eventually to a statewide agricultural crisis. Prior to the introduction of cotton, farms had been small and self-sufficient, producing their own food. Eager to make a profit, most farmers reclaimed fields that had previously been reserved for food crops to accommodate cotton production. When prices began to fall, farmers became desperate to pay off overdue bank loans and in turn over-planted fields, used substandard land for planting, and

86 Charles, Allan. The Narrative History of Union County. 260-261. Stover, John F. Historical Atlas of American Railroads. 72, 79.

87 Mabry, Mannie Lee. Union County Heritage. 399-401 Charles, Allan. The Narrative History of Union County. 303-5

88 Mabry, Mannie Lee Union County Heritage 399-401

89 Charles, Allan. The Narrative History of Union County 304-306.

heavily fertilized their crops in the hopes that increased production would lead to increased profits.[90]

In 1860, South Carolina produced 353,412 bales of cotton and by 1890 the figure had reached 747,190 bales. Because cotton production replaced regular food crops, South Carolinians became dependent on outside sources for cornmeal, flour, and other basic foodstuffs. Eventually, the market became flooded with cotton resulting in a drop in the price per pound. Prices fell gradually, but consistently from 1881 through 1886 leaving farmers not only without money, but also without a source for food. Several ambitious farmers began trying to introduce alternate forms of income to their communities. The Tobacco Growers Association was formed in the later part of the nineteenth century and tobacco began to be grown on several local plantations. However, cotton would continue to be the main cash crop in the state until the end of World War II.[91]

Simultaneously, the coastal region s rice-dependent economy was suffering from an increase in competition. The newly opened Suez Canal made it easier for Asian rice cultivators to ship their crops to Europe. Rice production in the small coastal fields could not compete with the large-scale production of the Far East and Burma. Eventually production in the United States shifted from the small fields of South Carolina and Georgia to the larger fields in Texas, Louisiana, and Arkansas.[92]

The drop in cotton prices hurt South Carolina farmers, but aided the upstate manufacturers. The South Carolina textile industry saw a dramatic increase with 61 mills either built or expanded between 1895 and 1907.

In 1915, Greenville hosted the Southern Textile Exposition to showcase the state s industrial growth. The exhibition was such a great success that Greenville became the permanent home of the Southern Textile Exposition event and Textile Hall was constructed solely to house the show. The success of the exposition further reinforced the fact that South Carolina had grown into the largest textile-producing state. The textile industry in the upstate became a source of jobs and revenue as well as community growth. With the increased wealth, residents had money to spend on recreation.

As Union County communities continued to grow and prosper, school districts in the county responded to a statewide effort to improve educational facilities, in most cases for white students only.[93] Schools were added in rural areas, most being one- or two-room frame buildings, such as **site 0154**, **site 0207**, and the Carlisle School (**site 0530**). Other communities constructed larger, brick schools

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90 Edgar, South Carolina A History, 427-429

91 Edgar, South Carolina A History, 427-428 Pope, Thomas. History of Union County Vol. II. pp. 154-155.

92 Edgar, South Carolina: A History, 427-430

93 Edgar, South Carolina, pp. 489-490

such as the West Springs School (**site 0083**), Jonesville School (**site 0688**) and the Union High School (**site 1072**).

Industrial growth in the county reflected not only the economic success and growth of the town of Union, but also the success of its farmers, gin and seed oil mill operators, and merchants in the rural areas. The textile mills and the demand for uniforms and fabric during World War I fueled the continuing dominance of cotton agriculture. The guano and cotton warehouses that lined the railroad tracks in Union and Prosperity reflected the precarious life cotton farmers led, growing and constantly fertilizing their soil, hoping to make enough to pay off debts and to secure seed and supplies for the next season.[94] Many gins and cottonseed oil mills remain on the rural landscape.

An economic depression hit South Carolina in 1921 almost a decade before it was felt throughout the rest of the country. The collapse of cotton and tobacco prices, overseas competition, and the introduction of the boll weevil took a heavy toll on the local economy. The boll weevil arrived in South Carolina from Mexico in 1917, but the effects were not felt until the harvest of 1921, when the Sea Island cotton crop was completely eliminated. It was not until 1922 that the short staple cotton crops were affected. Williamsburg County production dropped from 37,000 bales in 1920 to 2,700 bales in 1922 and a McCormick County farmer reported that in 1921 he produced 65 bales as compared to 6 in 1922.[95] Cotton, the economic lifeline of Union County, drew 33 cents a pound in 1920 and by 1921 the price had plummeted to a mere 13 cents. The price would rebound slightly, but remained low until World War II.

The arrival of the 1930s saw an agricultural system on the brink of collapse. Farmland and associated buildings stood at half of their original value and many farms across the state were mortgaged with owners surviving on borrowed money. Over-planted and over-fertilized land resulted in major erosion problems (most notably in the upstate) and by 1934, eight million of the state s farming acreage had been declared useless.[96]

Many farmers began to terrace their fields to prevent erosion. Terraces can still be seen today in rural Union County.

The agricultural crisis of the 1920s and 1930s triggered a mass

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94 Edgar, South Carolina, pp. 480-481. Sanborn-Perris Map Co Sanborn Fire Insurance Map for the City of Union. New York, December 1900 Sanborn-Perris Map Company. Fire Insurance Map for Prosperity, Union County, South Carolina in January 1901. New York, 1901

95 Edgar, South Carolina: A History, 485.

96 Edgar, South Carolina: A History, 485

exodus of residents from the state. In Union, the exodus consisted primarily of the African American population many of which moved from the area s rural atmosphere into the larger cities. The decline would continue from the 1920s until the 1970s and 1980s. In Union County as a whole, however, census figures show a steady drop in total population only in the decade between the 1950s and the 1960s.[97]

World War II finally brought an end to the depression in Union. The war years saw an increase in agricultural production and manufactured products, as many South Carolina businesses received coveted government contracts. More than 3500 Union County citizens joined the armed forces during the war. Unemployed residents found opportunities for work in Charleston at the Naval Yard or in the upstate mills. Many workers traveled up to seventy miles to work each day. At the war s close, veterans came home with renewed ambition and many quickly stepped forward as leaders of their communities. Soldiers took advantage of the GI Bill, obtaining an education and utilizing their newly developed skills throughout the community.[98]

The late 1940s marked the end of freight-rate discrimination, a practice that favored northern manufacturers and limited opportunities for southern industrial development. Freight shipped from northern cities cost 39 percent less than that shipped from the south for the same distance. In 1947 the United States Supreme Court ruled that the discriminatory rates were illegal paving the way for a new era in southern economic development.[99]

Although freight service continues on the railroads through the county, increased automobile ownership meant that fewer people used the railroads for travel. Passenger service generally ended in Union County in the early 1970s. Construction of Interstates 26 and 385 also changed where and how people lived, traveled, and did their business; helping some communities grow, while cutting others off from the new main mode of transportation. By 1961, Interstate 26 was completed through the upstate and Highway 276, the "Expressway" from Clinton to Greenville, was also opened (later Interstate 385). While Interstate 385 was beneficial to travelers looking for a short-cut from Greenville to Columbia

THE END OF SMALL TOWN LIFE IN UNION COUNTY

As you drive through the county today, the heyday of the railroad and Union s cotton boom is still evident despite the many obstacles residents there have had to overcome. The architecture of the commercial districts and the grand Victorian and Neoclassical residences are a reminder of a once wealthy society of farmers and businessmen. While the people of Union County remain hardworking, the

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97 1930, 1940, 1950, 1960 United States Census, Union County

98 Charles, Allan Narrative History of Union County 421-422

99 Pope, The History of Union County, Vol II, 138.

county has never fully recovered from the loss of passenger service along the railroad and the failure of the cotton and textile industries.

Passenger service along the rail lines had ceased to exist by the 1960s, but the demise of small railroad towns across the state had begun long before. In Union County, the last passenger train ran on December 5, 1968. At the Union Depot, Annie Johnson boarded the final steam engine train and rode to the town of Carlisle. The railroads were originally established to transport agricultural products from the upstate to the midland for distribution or to ports along the coast. The United States Postal Service also utilized rail lines. When railway mail service began, mostly letter mail was sorted on the cars, which were not equipped to distribute other kinds of mail. By about 1869, other mail, except packages, was sorted as well.[100]

In 1930, more than 10,000 trains were used to move the mail into every city, town, and village in the United States. Following passage of the Transportation Act of 1958, mail-carrying passenger trains declined rapidly. By 1965, only 190 trains carried mail; by 1970, the railroads carried virtually no First-Class Mail. On April 30, 1971, the Post Office Department terminated seven of the eight remaining routes. The lone, surviving railway post office ran between New York and Washington, D.C., and made its last run on June 30, 1977.[101]

Passenger service along the rail lines, while never the intended use for this particular mode of transportation drastically changed the landscape of nineteenth-century South Carolina. Citizens of the state were enjoying the cotton boom and had, for the first time, expendable income. It was possible for families to travel from outlying towns into cities such as Greenville, Union, or Columbia to do their shopping on the weekends. Shopkeepers in small towns and larger towns alike benefited from the influx of customers who either came into town to shop or simply to pick up their mail. It was during this period that small railroad towns thrived.[102]

Since the time of the early settlers in South Carolina, the state road system had been less than desirable. Roads throughout the state and country during the mid-nineteenth century were crude, dirt lanes that were dusty when the weather was dry and impassible after a hard rain. The upkeep on the roads was overseen by state government officials and at times was lacking if not nonexistent. In 1908, Henry Ford introduced the Model T to America, making it possible for the average family to own personal transportation. As more and more citizens owned cars, they were becoming frustrated with the lack of suitable roadways. Pressure from motorists and organizations such as the American Automobile Association (AAA) led to the passage of the Federal Aid Road Act of 1916. The act authorized $25 million to improve rural post roads. The funds would be

100 United States Postal Service, 2001. Charles, Allan. Narrative History of Union County 446

101 United States Postal Service, 2001.

102 Kovacik, C. and Winberry, J. South Carolina, The Making of a Landscape (Columbia: University of South Carolina Press, 1989) 105-129.

apportioned to the states half on the basis of population and half based on mileage of rural delivery and star mail delivery routes (a "star route" was a delivery route awarded by contract to a private carrier). All work would be under the supervision and control of the states. Beginning in 1920, any state receiving aid had to create a state highway agency. South Carolina s county roads were paved in the 1930s.[103]

The creation of new highway and rural road systems in combination with the arrival of airmail and trucking began to bring about the demise of the railroad towns across the state. Both forms of transport offered a wider array of destinations, a factor that could not be ignored by forward thinking entrepreneurs. By trucking their goods rather than shipping them by train, they could deliver them in less time to a range of destinations that the train could not reach. During the depression and World War II, Americans were unable to afford personal automobiles but by the late 1940s and early 1950s the burgeoning American economy again made car ownership possible for most middle class families. Families that purchased their own personal transportation no longer relied on the train to get where they need to go. Families and businessmen could now travel at their own leisure and pace without planning around the train s schedule and speed.[104]

The halt of railroad passenger service resulted in the demolition of depots in many railroad towns, and businesses began to suffer. However, despite the removal of passengers from the rail, there were still people traveling through these small towns in their cars. Many early highways ran parallel to the rail routes. These small, two lane highways wound through the countryside to major cities across the country. However, as technology improved and cars became faster, the demand for larger roadways increased. Interstate Highways replaced State Highways, bypassing small towns in favor of an uninterrupted stretch of road that would save drivers time and money.[105]

The interstate road system was devastating to small towns across the state. Areas that were not affected by the main interstate re-routing were damaged by smaller bypasses, which pulled drivers off of slow moving Main Streets and shuttled them around the town to make travel quicker. Many small towns depended on through traffic to attract customers into their stores. Once that had been taken away, many had to close their doors. Customers began to abandon Main Street shops with little parking in favor of strip malls with amble parking spaces and the convenience of multiple resources at one stop. As jobs were lost, residents were forced to relocate leaving the former booming railroad towns struggling to survive.[106]

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103 Pope, The History of Union County, Vol. II, 282.

104 Weingroff, R. Federal Aid Road Act of 1916: Building the Foundation (Public Roads Online, 1996)

105 Kovacik. South Carolina, The Making of a Landscape 147-149

106 Kovacik. South Carolina, The Making of a Landscape. 147-149.

Today, many of these small rail towns are experiencing resurgence as urban sprawl from several larger South Carolina cities is turning the ailing towns into bedroom communities for Columbia and the Greenville/Spartanburg area. Many of the original buildings associated with the railroad have been lost through the years but, in most cases, evidence of a once wealthy society can still be seen. It is reflected in the old storefronts along Main Street and the decorative detailing on the homes surrounding the old downtowns.

V. ARCHITECTURE IN UNION COUNTY

RURAL ARCHITECTURE

The homes of rural Union County reflect the era during which they were constructed. Before the advent of the railroad, structures built a great distance from water transport were limited to locally available building materials. Wood from the surrounding forests and local fieldstone were widely used as building materials. Development of the railroad industry made it possible to transport lumber and other materials necessary for construction. As a result, lumberyards were standard fixtures in towns all along the new rail lines and it became possible for rural homeowners to acquire brick, machine-sawn lumber, and fashionable wooden detailing for their homes at a reasonable cost.

The industrial revolution that accompanied the railroad was also reflected in the architecture of the time. The vernacular forms of the pre-railroad homes were not lost; they were merely altered when constructed with different techniques. For example, the use of lighter roof framing allowed for the construction of massed-plan houses with larger roof spans. Milled lumber made it possible to build homes with balloon and brace framing and two story homes became more commonplace in the post-railroad years.[107]

Rail transportation not only allowed the transport of building materials, but it also allowed for the transport of ideas. Passenger service on the train exposed travelers to building styles and techniques that they otherwise would not have been privy to and designs were subsequently distributed beyond their area of traditional dominance. Traveling craftsman also introduced new ideas and building techniques. Older house design, in conjunction with new forms and ideas, created a unique housing stock that can be connected to the prosperity and innovation of the railroad era.[108]

Pre-milled and machine carved lumber also made it easier to construct homes with elaborate detailing. Simple one and two room homes were transformed into elaborate one and two story structures, many times only by adding decorative elements. It is not uncommon across upstate South Carolina to find a log cabin that was enveloped by a larger structure as money and materials became available making a larger house possible.[109]

Architectural styles and trends in Union County can be divided into two categories   rural and urban. The architecture in each area was developed and designed for different needs and lifestyles and represent different trends in design and construction. Michael Southern notes in his article on I-houses in the

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107 McAlester and McAlester, A Field Guide, pp. 89-101.

108 McAlester and McAlester , A Field Guide, pp. 89-90.

109 McAllister A Field Guide to American Houses, 89-101

North Carolina Piedmont that there appears to be a delay in the transfer of popular styles from the urban to the rural areas and that by the time certain styles become widely popular and used in rural architecture, they are out of style in the urban centers. Because of this delay, rural styles tend to survive past traditional dates for architectural styles and trends. [110]

Early vernacular housing forms in rural Union County, as in most southeastern, inland regions during the eighteenth and early nineteenth centuries, were simple in design and construction. During this pre-railroad era, only those families living on or around navigable waterways had access to domestic and/or imported building supplies, limiting those living in rural areas to locally available building materials.[111] These early one-story homes were linear in design consisting of one or two rooms. Large fieldstones were often used as foundation piers and the structure was constructed with frames of hand-hewn timber that were occasionally covered with thin strips of wood, or weatherboard, to create a weatherproof exterior.[112]

Pre-Railroad Vernacular Housing forms, taken from McAlester's *Field Guide to American Houses*

As the south began to experience renewed wealth through agricultural successes, larger scale homes began being built. Families that could afford to expand into a larger home did so in one of two ways: they added on to their current dwelling, eventually encasing the original home inside a much larger structure or they built a wholly separate house on their property. Fred Kniffen states that the basal structure was often a simple, one-story dogtrot house; with economic affluence a second story was added and the whole structure weatherboarded. [113] Homes standing today that retain an earlier structure within their interior are rare and difficult to identify without close inspection.

There are five basic housing forms found in the southeast prior to the widespread construction of the railroad in the mid-nineteenth century (left). First is the one-room, linear plan house. These homes had a laterally placed gable roof with one exterior end chimney and one entry door on the main facade. Second is the hall-and-parlor home. These one-and-one-half story residences were linear in plan consisting of two rooms divided by an entry hall and

110 Michael Southern, The I-house as a Carrier of Style in Three Counties of the Northeastern Piedmont, in Carolina Dwelling: Toward Preservation of Place in Celebration of North Carolina's Vernacular Landscape (Raleigh North Carolina State University Student Publication of the School of Design vol. 26, 1978), pp. 70-71.

111 McAlester and McAlester, A Field Guide, pp. 75-87

112 McAlester and McAlester, A Field Guide, p. 75

113 Fred Kniffen, Folk Housing: Key to Diffusion, Annals of the Association of American Geographers: December, 1965, p 9.

stair. Exterior end chimneys provided heat to each room. The third style is known as the extended hall-and-parlor home. These structures are an expanded version of the hall-and-parlor with rear shed rooms and a shed porch on the main façade. The fourth housing style of the pre-railroad era is the I-house. This housing form is simply a two-story version of the hall-and-parlor home and is the only style of the five housing forms that can be seen from the early eighteenth century, through the arrival of the railroad, and into the early twentieth century. The fifth and final pre-railroad housing form is a derivation of the I-house form known as the extended I-house. This two-story version of the extended hall-and-parlor home is often constructed with a rear ell and is the most common housing form found in the rural sections of Union County.[114]

DOG TROTS & DOUBLE PEN HOUSES

Tenant housing and early worker housing is scattered throughout the rural areas of Union County. These homes were constructed in single pen, double pen, or dogtrot forms and housed both transient farm hands and permanent workers on large farms. The dogtrot form is rare in Upstate South Carolina and no examples were identified during the course of fieldwork for this survey.

Extant homes of log construction, often referred to as log cabins are a rare find. This form of vernacular housing was popular in the eastern states because of the readily available source of lumber and was often constructed as temporary shelter later to be replaced with larger, frame houses once time and money became available.[115] A majority of these homes have been lost either through neglect, or torn down by families for use as firewood or scrap wood once a more substantial home was completed. Homes of log construction are also difficult to identify without close inspection of the property, which was not possible during the course of this survey.

Double pen, saddlebag, and multi-room dwellings were commonly used in the early twentieth century to house tenant farmers. Chimneys that once belonged to these homes can be seen dotting the landscape, standing alone and overgrown in many agricultural fields throughout the area. These modest dwellings can often be linked with larger farmhouses and many have associated outbuildings that were used by the tenants to store tools and crops. The most common form of tenant housing found in the county is the saddlebag. Saddlebag homes consist of

114 McAlester and McAlester, A Field Guide, p. 80

115 McAlester and McAlester, A Field Guide, pp 75-87

two rooms with separate exterior access divided by a central chimney. The central placement of the chimney stack allows for the buildings to be used for multi-dwellings giving the tenant in each portion of the home access to a heat source.
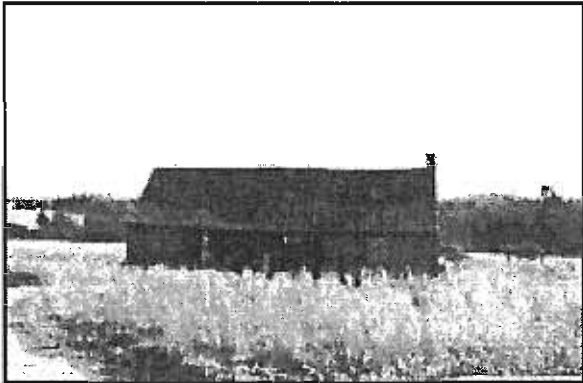
A second form of tenant house identified during this survey was the double pen, linear plan house. A double pen structure is made up of two rooms that are accessed through doors on the exterior of the home and can vary depending on chimney placement. Unlike the saddlebag homes, ordinary double pen homes have either one or two exterior end chimneys.

These small single-family and multi-family dwellings were constructed by farmers throughout Union County and were continually used until the mid-twentieth century. Census data from 1920 shows that Union County had 149,627 acres of land in tenant farms consisting of 2,138 tenant-operated farms. By 1940, the total number of tenant-operated farms had decreased to 1,273 with only 92,652 acres invested in the farms.[116] As mentioned above, intact homes from the early periods of settlement are rare and most tenant homes from the early twentieth century often stand abandoned or have been lost. The decrease in tenant farming toward the middle of the twentieth century accounts for the high number of homes that have been abandoned.

THE I-HOUSE

The I-house style, derived from British folk housing, is the predominant architectural form found in rural Union County. While the overall form remains consistent throughout the survey area; the traditional I-house form differed depending on location, and varied in material, chimney placement, and floor plan. Front and rear additions such as porches, ells and shed rooms appeared in great variety, however, the lateral gable form that was two rooms wide, one room deep, and two stories in height remained consistent.[117]

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116 ICPSR, Historical Census Data Browser." accessed 20 June 2005

117 Kniffen, Folk Housing, p 8.

The trend that saw many rural farming families moving from smaller, one-room homes to these much larger homes with four or more rooms and a formal central hallway can be attributed to the growing wealth of rural farmers in the mid-nineteenth century. Pioneers that were some of the first settlers in the backcountry regions of the state soon found themselves being joined by wealthy entrepreneurs who were eager to try their hand in cotton growth and production. These new inhabitants did not settle in simple one- or two-room linear homes, but according to Southern, constructed larger dwellings that symbolized economic achievement and social respectability in the growing agrarian society. [118]

The I-house form also began to grow in popularity with the already established rural farming families who began to benefit from the growth and sale of cotton. Both groups chose the I-house form because it allows for the largest, most impressive façade to be seen from the road giving the illusion of a much larger structure than actually existed. With the new housing form came the creation of a formal hallway, which suggests a movement by the rural farming community toward the more formal culture of the coastal aristocracy. However, many scholars dismiss this idea, believing that the centrally placed hallway merely served as a cooling device during the hot summer months.[119]

Early I-house forms were simple extensions of the hall-and-parlor plan. This central hallway style existed as early as 1800, but did not become common until after 1820. By the middle of the nineteenth century, the central hallway arrangement became the preferred building method for both one and two story homes. The two-story home was popular among wealthy planters prior to the Civil War, although the one-story home was more common. In the post-war era, the two-story I-house form dominated the rural environment through the turn of the century.[120]

The added central hallway is the area of the house that was considered a symbol of progression from simple, laid back agrarian life to a more formalized social interaction. Early homes often had several entries on the main façade that allowed visitors immediate access to the family areas or formal parlors.

118 Southern, The I-house as a Carrier of Style, p 71

119 Williams, Michael Ann, Homeplace. The Social Use and Meaning of the Folk Dwelling in Southwestern North Carolina (Athens: University of Georgia Press, 1991), pp 93-114.

120 Southern, The I-house as a Carrier of Style, p 72. Southern gathered this statistical information regarding popular housing styles in rural North Carolina during the nineteenth century from files located at the North Carolina Division of Archives and History in Raleigh, NC.

GEORGIAN

The Georgian style of architecture, popular in the northern colonies in the 1700s, can be found in the south until the 1830s. It is characterized by symmetrical facades, double-hung sash windows with nine or twelve panes which are typically five-ranked and symmetrically balanced with the center door, and paneled doors with decorative crowns and/or transom windows above. In the southern colonies, brick tended to be the main building material used in this style of house, but there are some frame examples that remain. It was also more common to have exterior end chimneys rather than the central or interior chimneys found in the middle and northern colonies. Again, this speaks to the need to have heat exit the home in the summer and during the milder winters rather than have heat constantly generated within the walls of the home.[121]
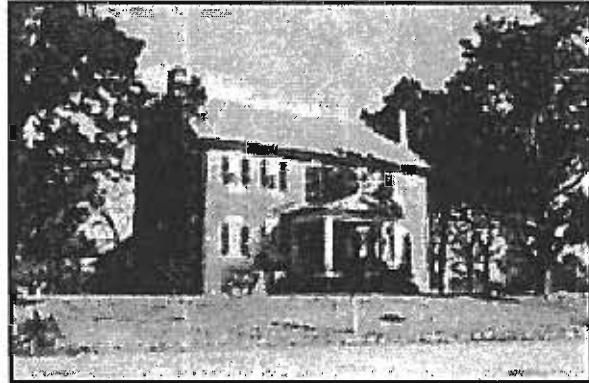
In rural Union County, there are several examples of Georgian style architecture. The earliest is Wyoming **(site 0069)**, home to Colonel Nathaniel Gist constructed in the early 1800s.[122] The home has been relocated in recent years to make way for the newly constructed Hwy 76. The two-story frame building has two exterior end chimneys, but the window placement and shadows on the building s exterior indicate that it originally had paired exterior chimneys a hallmark of the Georgian style.

A second example is the Cross Keys House **(site 0553)**, constructed by Barrum Bobo in 1812. The house was the center of a large and prosperous plantation located at the intersection of two stagecoach roads. In 1809 a post office was located at the site. Two milestones indicating the distance to Columbia and Union remain in front of the house. The home is characteristic of southern Georgian examples because it was constructed of brick with the paired end chimneys and five-ranked front façade.

Other homes in the rural areas constructed in this style include: the Meador House, ca. 1855 **(site 0321)** and Woodland, ca. 1855 **(site 0546)**.

CLASSICAL REVIVAL

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121 McAlester and McAlester, A Field Guide, pp. 138-151.

122 Catawba Regional Planning Council Historic Sites Survey, Union County. 41.

The Classical Revival style was found during the same period as the Georgian, but its influence stretched farther into the nineteenth century and is found even later in the southern colonies. Noted for the prominent entry porch, homes of the Classical Revival style can be found in one-story, two-story or gable front and wing designs. The earlier homes of this type resemble those of the Greek Revival period with the entry surrounds, cornice lines, and simple Doric or Tuscan columns being the three distinct features.[123]

In rural Union County, there are a number of examples of the Classical Revival style. The most pronounced example is Hillside (**site 0545**), found just north of the town of Carlisle in eastern Union County. Hillside was constructed in 1832 by James Hill on the estate acquired by his father in 1791. All of the materials used in the construction of this house were produced and finished on the property including the locks and other iron hardware that was forged on the site in the blacksmith shop. Slaves working on the Hillside plantation had their own chapel, cemetery and quarters.[124]

A second example, that is decidedly different in design and form than Hillside is the Nathaniel Gist House (**site 0287**). The home, constructed in 1855, has symmetrical massing with two interior brick chimneys and two-story porticos on the front and rear facades. The porticos are supported by four simple, Doric columns that appear to be painted stucco. The paneled entry doors on the first and

second floors are surrounded by leaded transom and sidelights. The gable ends of the porticos contain Palladian windows.

Other examples of the Classical Revival style found in rural Union County include: Cedarcrest (**site 0617**) constructed by William Tucker in 1857 and was originally located on a 4,000 acre plantation and was used as the railroad station for the town of Ada. The Rice House (**site 0294**), originally known as the Reuben Rice House, this home was constructed in what was known as the Goshen Hill section of Union County in 1840. It sits about 25 yards south of the old Columbia Stage Coach Road or Old Buncombe Road. To the right of the walk is evidence

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123 McAlester and McAlester, A Field Guide, pp. 168-175.

124 Catawba Regional Planning Council Historic Sites Survey, Union County, 19-20.

of a formal garden that has boxwood bushes transplanted in 1846 by an English landscape gardener.[125]

QUEEN ANNE

The Queen Anne style gained popularity in the last decades of the nineteenth century. Steeply pitched roofs with irregular floor plans characterize the style as does a dominant front facing gable, decorative shingles, and decorative detailing along the porch. There are several distinct types of ornamentation that can be found on Queen Anne homes including spindlework detailing and turned columns along the porch (Spindlework), classical columns grouped together in twos or threes (Free Classic), and half timbering in the gables (Half-Timbered).[126] This architectural style is very distinct and is usually found in urban areas where there was a concentration of wealth and high style homes. In rural areas one can occasionally find a classic example of the Queen Anne style; however, it is more common to find vernacular adaptations of the style.

Queen Anne and Vernacular Queen Anne were by far the most abundant styles found within the urban areas. Each example of vernacular Queen Anne architecture in Union County displays different elements of style; however, these homes begin with the same basic core shape and differ only in the type and placement of stylistic elements. Whether constructed in one or two-story forms, these vernacular homes have a consistent element that binds them all together   that of the front projecting gable wing. By adding these projecting wings, the common I-house form was given the characteristic irregular floor plan and the implied movement common to the Queen Anne style.

These vernacular Queen Anne homes, unlike their high-style counterparts, were constructed to serve practical functions. The Queen Anne style was adapted to one-story, central hallway homes as well as the two-story I-house forms. Each home of this type recorded during the survey had the same overall linear core shape with differing heights, chimney locations, porch shapes,

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125 Catawba Regional Planning Council. Historic Sites Survey, Union County. 35-37.

126 McAlester and McAlester, A Field Guide, pp. 263-264

and decorative detailing. Large, front gables that are accented with shingles, vents, and/or windows break the lateral gable roofline on these vernacular homes and are hallmarks of the style.

CRAFTSMAN

The Queen Anne style continued to be reflected in construction throughout the rural areas of the county until the 1920s when Craftsman style bungalows began to grow in popularity. The Craftsman style was considered to be the dominant style for smaller homes constructed in the early decades of the twentieth century. Originating in Southern California, the style spread in popularity through the publication of design books and magazines. Pattern books and mail-order homes also increased the popularity of the bungalow, which quickly became the most popular and fashionable small family home in the country until the mid-1930s.[127]

Homes constructed in the Craftsman style found in rural Union County are vernacular or bungalow adaptations that are represented in both one- and two-story buildings with weatherboard and brick exteriors. Roof shapes, chimney placement, and window treatments vary throughout the rural areas. As far as could be ascertained, these homes all belonged to small family farms and each had at least one associated outbuilding. In some cases, the plans for this style of housing was provided by the extension service to help poor farming families construct newer, more modern homes in the post-depression era.[128]

Throughout the rural areas of Newberry County building continued at a steady pace from the 1940s to the present. Today the landscape of the rural areas is dominated by the presence of new construction and trailer parks. In many cases, older farmhouses have been demolished and the open lot occupied by a trailer home. In these locations, the outbuildings remain extant and it is obvious by the landscape and the location of older trees that perhaps an I-house or a Queen Anne farmhouse once occupied the land where the trailer now stands. The demolition or neglect of many older farmhouses in the area and the preference for newer, more temporary housing begs the question: Why do families abandon these homes in favor of something newer and smaller just yards away?

To most preservationists, it is frustrating to drive through these areas and see homes in extreme states of disrepair or being used for the storage of farm

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127 McAlester and McAlester. A Field Guide, pp. 452-463.

128 Taylor, Dennis Rural Life in the South Carolina Piedmont. Charleston: Arcadia Publishing, 1999 23

Union County Historical & Architectural Survey   42

equipment when the family lives in a newer home less than fifty yards away. During interviews with several homeowners throughout the course of the survey the reason became clearer. Most of these older farmhouses have been kept in the same family since their construction. Parents pass on the home to their children who live there and work the farm until they pass it along to their children. In many cases, the children who inherit the home have started lives elsewhere and do not wish to return to what becomes known as the Homeplace. In these instances, the homes stand abandoned and eventually deteriorate beyond repair. In other cases, the home simply becomes too large and to expensive to maintain. Many families who are unable to continue to live in the house for monetary reasons often do not sell the property because of strong emotional ties, leaving the structure to deteriorate. Michael Ann Williams discovered in her interviews with the aging rural population in northern North Carolina that a special association is given to these family homes that for most family members is unbreakable.[129]

URBAN ARCHITECTURE

Union County has two large communities located outside of the City of Union Carlise and Jonesville. The town of Carlisle has retained little of its historic resources and today consists mainly of the Post Office and a handful of early twentieth century homes. Jonesville, however, has maintained an intact historic commercial center, but has lost many of the buildings associated with the railroad. In addition, the town has lost its textile mill and a majority of the homes associated the mill and railroad era have been altered to the point that their integrity has been compromised.

The city of Union was organized in the late 1700s when the Courthouse was constructed. Jonesville and Carlisle have shorter histories, each becoming heavily settled after railroad expansion in the mid-nineteenth century, although the areas were inhabited long before then. Despite the difference of age in the three communities, the influence of railroad expansion and the wealth that accompanied the cotton boom is evident in the architecture of each. While the individual communities retain buildings from the pre-railroad era, the bulk of the housing dates from the mid-nineteenth to mid-twentieth centuries.

UNION

Like so many other frontier towns at the end of the eighteenth century, there was a small village that had developed around the Union Court House. In September 1785, the Union County court ordered that the Court House and other public buildings for the benefit and use of the County be entered upon Joseph Jones land on the summit of the hill between said Jones and Caldwell s, by order of

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129 Williams, Homeplace, pp 115-136

Zachariah Bullock, Thomas Brandon, John Henderson, Charles Sims, William Kennedy, and John Birdsong, Esquires, Justices of said County Court of Union . Justice Thomas Brandon then conveyed upon the town two acres of land on which to construct other public buildings.[130]

Many residents living in Union at this time wanted to call the burgeoning town Brandonburgh in honor of Thomas Brandon, but the name failed to gain popularity. Eventually the town became known as Union Court House or Unionville depending on the source of reference. The name Unionville was more widely used until the 1870s when it was shortened to its current form.[131]

The town s first Court House, a small log structure at the corner of Judgement and Union Streets, soon became too small to accommodate the needs of the county. Therefore, in 1799 a two-story brick courthouse was constructed. The building had a courtroom on the first floor and office space on the second floor to accommodate county officials and other community groups.[132]

One hundred years later, in 1890, the town of Union had grown to include a population of 1,609 persons. In addition, there was a new Court House and a newly constructed jail designed by Robert Mills (**site 0980**), a new school building, and a long list of merchants that had opened shops along Main Street. It was the picture of a bustling society with an estimate of annual business transactions placed at one million dollars.

The Spartanburg & Union Railroad arrived in Union in October 1858. The town s first railroad depot was destroyed in the fire of 1877. The passenger depot still extant today (**site 0942**) was constructed in 1902. The Union Hotel was open for business along with several prominent boarding houses and many of the town s wealthy merchants and planters had constructed their homes downtown including: the Gage House (**site 1243**), the Jeter House (**site 0788**), the Meng House (**site 0947**), and The Shrubs (**site 0929**).

Architecture within the city of Union continued to reflect the town s evolution and the changing social atmosphere of the nineteenth and twentieth centuries. Early

130 Union County Historical Foundation. A History of Union County South Carolina. Greenville A Press, Inc., 1977 5-6

131 Charles, Allan D. The Narrative History of Union County. Spartanburg: The Reprint Co., Publishers, 1987. 103, 259

132 Charles, Allan D. The Narrative History of Union County 103-104.

wooden stores within the downtown area evolved into larger, brick buildings in the late nineteenth century after it was discovered that wooden structures were too easily destroyed by fire. Union s Main Street became lined with one, two and three-story brick buildings housing everything from dry goods stores, to jewlers, to banks and building and loan institutions. The Merchant s and Planters National Bank building (**site 0755**) was constructed in 1896 on the corner of Main and Gadberry Streets (later the Belk Department Store). Prosperity in Union fluctuated with the railroad. When travel along the S&U RR line was down, so was the local economy.

Homes constructed along Main Street and within the South Street area of downtown reflect the economic boom that came with the success of King Cotton and the later railroad expansion. The South Street area was developed from land previously owned by farmer Columbus Gage. Gage lived on hundreds of acres to the south of Union s Main Street with the main entry to his property being located on the site of the First Presbyterian Church. His home (**site 1243**), now located on Woodlawn Street, is still extant and is said to have been constructed ca. 1790. Along South Street, homes of the nouveaux-riche stand beside those of some of the county s earliest distinguished citizens. William Gist s town house (**site 1185**), constructed in the Georgian Style, stands next to a high-style Victorian home (**site 1186**) constructed at the turn-of-the-century. Throughout downtown, Classical Revival homes such as the Meng House (**site 0947**) and Merridun (**site 0778**) stand mixed with elaborate Queen Anne homes such as (**site 1197**) and (**site 1338**) and Tudor-style homes like (**site 1330**) (left).

As the city of Union moved into the twentieth century, the growth and development of smaller, middle class neighborhoods began to emerge. Local farmers and merchants who owned large tracts of land, like Columbus Gage, began to section off their holdings and create neighborhoods. It was an easy way to make money at a time when agricultural trends were on the downturn. Captain James T. Douglas owned a home to the eastern end of Main Street (**site 1095**) and began to parcel out his land in the early 1900s. His home was originally located on a hill at the end of a long drive (now Douglas Heights). He relocated his home along the road and began to sell off lots. The resulting Douglas Heights neighborhood is lined with homes from the early 1900s Queen

Anne style, to Craftsman bungalows, to Tudor and Minimal Traditional homes from the 1940s.
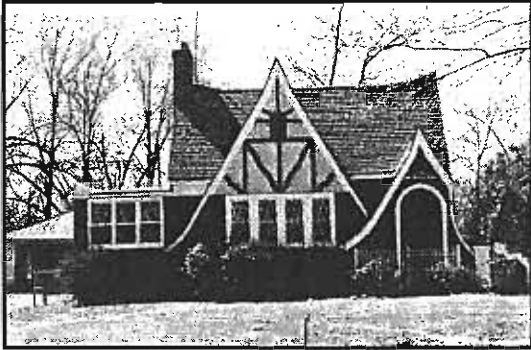
These neighborhoods differed not only in the style, but in square footage and lot size of their earlier counterparts. These street car suburbs , as they became known, were located near the city limit lines, were geared toward the working classes and were the precursor to modern-day neighborhood developments.

As you move toward the outskirts of the City of Union, development patterns become more pronounced as modern-day neighborhood planning begins to take hold. Street layouts become less linear and tend to wind together. Lot sizes begin to become more uniform and the housing designs becomes more uniform from neighborhood to neighborhood and now begin to include garages while doing away with front porches in favor of back-yard decks and patios. This trend begins in the post World War II era and is attributed to both the social culture of the time and the increasing emphasis on the family car.

JONESVILLE

Settlement in the Jonesville area may have started as early as 1770 but widespread settlement did not begin until the 1850s. The town is named for Charles Jones, who constructed a home one mile north of the now demolished Southern Railway Depot off of present-day Highway 9. Jones was the local postmaster and called his home the Wayside Inn (**site 0065**). Originally constructed in an I-house form, the home has been enlarged in later years. The Inn was the Exchange Post for the stage-coach line that ran between Charleston and Asheville, NC. It was there that the passengers

disembarked and allowed to eat and rest before continuing their journey. The home and land were later sold to Nathaniel Gist.[133]

The second largest town in Union County, the town of Jonesville began to prosper with the arrival of the railroad in 1858. It was that year that the depot was constructed with W.H. Long serving as the station agent. Early photographs of Main Street show a burgeoning town with brick and wood frame commercial buildings. At the turn-of-the-century, Jonesville had approximately 200 inhabitants. That figure rose sharply after 1900 with the organization of the Alpha Cotton Mill. Later known as Jonesville Manufacturing Company, the mill was incorporated for the production of yarns for hosiery and underwear. The company was expanded in 1906 to produce sheeting.[134]

With the success of the textile industry and the revenue brought into town by travelers on the rail line, Jonesville became a bustling community. In 1905, a brick school building was constructed along Main Street (**site 0688**). The town also boasted a Baptist Church, Methodist Church, and Presbyterian Church by 1920.[135]

Homes throughout the Jonesville community are modest in scale and design a far cry from what one finds on the main drags of the City of Union. The western section of town is dominated by the Jonesville Manufacturing Company s mill village. The mill has been demolished, leaving a large hole in the center of the village.

Residential areas along Hames Avenue, Pacolet, Gideon and Academy Streets contain homes constructed shortly after the turn of the century with Queen Anne and Classical Revival styles dominating the landscape. Despite the architectural detailing on these homes, most remain modest in size with small to medium size

133 Mabry, Mannie Lee. Union County Heritage 337-338

134 Mabry, Mannie Lee. Union County Heritage. 402.

135 Mabry, Mannie Lee. Union County Heritage. 337.340

lots, indicating that Jonesville may have been more heavily dominated by a working-class than by aristocrats or planters and merchants.

Later neighborhood development is evident on the town s outskirts. Areas along Park Drive and off of Alman Street contain homes from the 1950s and 1960s, but there is little evidence of recent development.

CARLISLE

Originally known as Fishdam, the town of Carlisle began as a rail-junction for the Spartanburg and Union Railroad and the Seaboard Railroad. The area had been occupied by settlers since the 1790s, and up until the Civil War, it was home to prosperous planters who used their proximity to the Broad River to ship their cotton crops to market. Planters such as James Hill who constructed his home, Hillside (**site 0545**), in 1832 just north of the current Carlisle town limits; and James Jeter who constructed Woodland (**site 0546**) approximately one mile north along present-day Hwy 219.

In 1891, the town was officially chartered. It was laid out into lots with the main streets being: Fishdam Avenue, Spring, Church, Boundary, Cambridge, Pinckney, Columbia and Cottage Streets. Because it was located at a major railroad junction, by the 1920s, the town had blossomed to include two banks, two hotels, seven stores, two schools, and more than 40 homes. The Great Depression took its toll on Carlisle. It was during that time that both the banks and hotels closed their doors and many citizens left the area in search of work. In 1957, Cone Mills was opened on the outskirts of town, creating a surgein population and a building boom. The finishing plant there does commission printing and finishing of home products fabrics and employed approximately 1,000. In 1999, the plant was forced to lay off 250 workers in an effort to restructure, but it remains in operation today.

The prosporous era of the 1920s is barely evident in Carlisle today. The Seaboard Coast Line Railroad and Southern Railroad cross at the center of town, but the passenger depot (**site 0532**) has been relocated to a pasture on the outskirts of town and is boarded up and unused.

Carlisle s old railroad passenger depot and an old frame store building sit abandoned.

There are several homes scattered throughout the town that stand as reminders of the prosperous era of the railroad. These vernacular Queen Anne homes were common at the turn of the century in rural areas such as Fish Dam and are characteristic of railroad era construction. Homes like **sites 0535** and **0537** were commonly found in railroad towns and communities. These larger homes were made possible by premilled lumber that was being transported along the rail lines.

Several other one-story hall and parlor style homes were also identified during the survey, however, the majority of homes located in Carlisle today are from the 1930s-1950s. These one-story bungalow style homes are scattered throughout the area with newer construction from the 1980s.

Homes in Carlisle such as sites 0535 (right) and 0537 (left) stand as reminders of the prosperous railroad era.

LOCKHART MILL & VILLAGE

The town of Lockhart, as opposed to those smaller communities that grew around the railroad, grew around its textile mill. The area had been settled long before the mill came. In 1826, Robert Mills writes of the existence of the Lockhart Canal, consisting of seven locks made from local granite. The shoals around Lockhart were considered a prime spot to locate a mill because of the huge amount of horsepower the falls generated. In 1889, New York City investors began to eye the shoals for the county s first industrial venture. Lockhart Mill was opened in 1894 and expanded just one year later and by the peak of its production, employed over 750 people.[136]

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136 Charles, Allan Narrative History of Union County 134-135, 297-298. Comer, Josh. Lockhart s Survival: The Closing of Lockhart Mill and Its Effects . 22 April 2004 USC-U Senior Seminar paper.

Mill Number 1 and Mill Number 2, as they became known, had 51,000 spindles and 1, 604 looms making it the second largest mill in the county. Everything in town was owned and operated by the mill company. Electricity for the mill and the village came from the Lockhart Power Company, which was owned by Milliken & Company. Today, the Lockhart Power Company continues to generate power to the canal, the town and 5 surrounding counties, making it an important source of revenue.

In 1994, it was announced that Milliken & Co. were going to close the Lockhart Mill. In the years before the mills closure, the town had four churches, a hospital, a post office, restaurant, and several stores. In the 1990 census, Lockhart was recorded as having 69 residents, 66.7% of which were employed in manufacturing. By 2000, the population had fallen to 39, 13.9% of which were unemployed.

There are several structures located in and around the town of Lockhart that have exceptional architectural value. The most important of which is the J. Roy Fant House (**site 0270**). Constructed for Fant by Rodger Milliken in 1925, the home exhibits the half-timbering of the Tudor style of architecture but also has many characteristics of the Craftsman style including the arched stone entry portico. Milliken, who owned the Lockhart Mills, hired Fant to manage the mills. Fant, who had a large family (7 children total), required a larger home than was available to mill superintendants in the village. A smaller house formerly located on the hill overlooking the mill and canal was moved across Lockhart Road to make room for the new 14-room mansion.

Located just down the hill from the Fant house is the Lockhart Presbyterian Church (**site 0271**). Constructed ca. 1915, the building has a gable entry with decorative shingles in the gable end, paired stained glass windows, tower on the left side of the main façade, paired gable dormers toward the rear on each side elevation, paired entry doors with transom, gable bay on the rear façade flanked by hip roof porches and stone buttresses on the side elevations.

The mill village sits on a hill that slopes upward from the mill and canal. As with most villages constructed to house mill employees, there are several different housing styles dependent on the rank of the employee. There are singe-family, multi-family, and superintendent housing all evident within the village. The homes were sold to the workers by Milliken & Co. in 1955. At that point, residents were

free to alter the homes in whatever manner they chose, so it was at that point that the village lost its continuity and each home became unique to the owner.

Lockhart Mill Village, looking north from the Mill Site.

BUFFALO MILL & VILLAGE
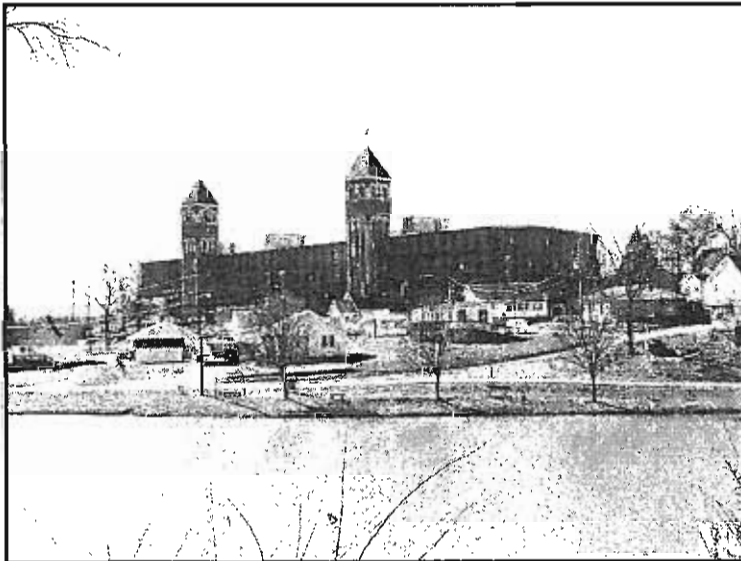
The Buffalo Mill sits among the mill worker housing with the mill pond in the foreground. The mill building was designed and built b, W.B. Smith Whaley & Co. and is similar to Whaley s Olympia Mill in Columbia, South Carolina.

The Buffalo Mill was organized in 1900 by T.C. Duncan, who just four years earlier had started the Excelsior Mill in the city of Union. Buffalo, located four miles outside of the Union city limits, cost an estimated $600,000 and incorporated all of the latest technology. The 35,000 spindles and 1200 looms were run by electrical generators as opposed to coal generators found in the early mills. A village was constructed around the mill to house the workers. Duncan also constructed a

rail line to the mill from Union that continued to Carlisle and the Southern Railway line in order to ship the goods and receive supplies that would be required for the mill s operation. Designed by Northern architects, the buildings, including the mill, often looked as if they could have come from New England. Many houses were two-story frame "saltboxes" with peaked roofs. L-shaped and T-shaped houses were also common. A person's job in the mill, not the number of people in his family, determined the size of his company-based house. Many families lived in three rooms: some in six-room duplexes and some in single-family houses. The supervisors' homes had up to nine rooms. Rent was deducted from workers' pay.

By 1925, all houses in Buffalo had electricity and plumbing. Most were heated with coal. In 1990, Buffalo was listed in the National Register of Historic Places. The district includes 2006 acres, 190 buildings, and 2 structures.

UNION MILL & VILLAGE

In 1893, Emslie Nicholson, John A. Fant, and T.C. Duncan pooled their capital and began the task of constructing Union County s first mill. The three managed to complete the largest mill in the south (at that time) on a budget of $35,000. Actually begun after Thomas Carey s mill at Lockhart, the Union Mill began operations slightly before. The mill was designed by W.B.S. Whaley of Columbia and had a Hahn clock on the tower so tthat workers could always know the time.[137] Upon opening, the mill had 12, 762 spindles and 340 looms. In 1896, work was completed on Union Mill No. 2. The newer, larger building operated 73,000 spindles and was considered the largest in the south at that time. [138]
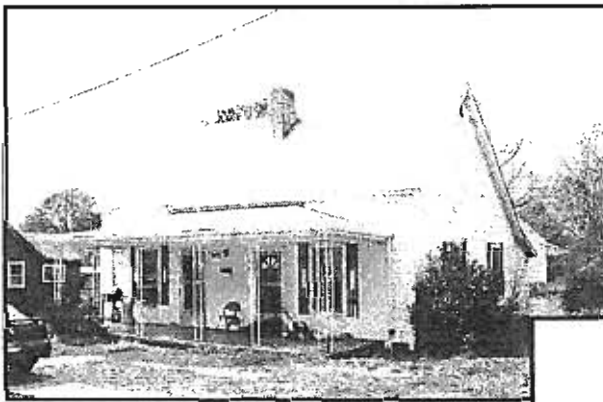
The Union Mill building burned in 1998, leaving behind only the sprawling mill village as testimony to this once grand textile industry. Within the village, there are at least 8 distinct housing styles ranging from single to multi-family, and one to two stories.

The Union Mill Village has many different styles of housing; most are multi-family dwellings with central chimneys and two entry doors on the main façade.

137 Charles, Allan Narrative History of Union County. 300.

138 Charles, Allan Narrative History of Union County 300. Mabry, Mannie Lee. Union County Heritage. 398-401.

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VII. DATA GAPS

During the course of the survey, there were several properties in the rural areas that were inaccessible and therefore were not surveyed. USGS topographic quadrangle maps indicated several areas where possible historic complexes were located; however, private property restrictions prevented access to these structures. Homes located on property that was inaccessible could not be evaluated for historic integrity and, therefore, were not recorded during the survey. When possible, any and all information that could be gathered from the public right of way was recorded and photographs were taken. Only those properties that were not clearly visible from the public right of way were not recorded. If possible, permission to access and examine these properties should be gained in the near future and the homes evaluated at that time.

There are several post-World War II housing developments located within the city of Union that warrant further investigation. It was evident from fieldwork that a great deal of construction was done in the post-War years. Because there is such a large concentration of these homes scattered throughout the city limits, and because their age falls on the cut-off line for survey eligibility, these neighborhoods were not recorded during the course of this survey. It is recommended that a follow-up survey of these areas be done in the year 2010 to evaluate the history and local significance of these developments.

VIII. RECOMMENDATIONS

During fieldwork, 1284 properties were identified within the survey boundaries. The majority of resources identified were residential and range in date of construction from 1796 to 1950. The towns of Jonesville and Carlisle were surveyed in their entirety, and information was gathered to identify individual properties and districts for potential National Register designation. Information was also gathered to determine the need for local preservation planning activities and issues regarding threats to locally significant properties.

RURAL RESOURCES

The survey identified 534 properties in the rural areas of Newberry County. Properties within these areas range in date from 1830 to 1940 and represent an array of architectural styles. A majority of the homes in the rural areas that date before 1915 have either been abandoned and are in need of repair, or they have had inappropriate alterations making them ineligible for consideration for the NRHP. Several of these properties are eligible for their architecture. Within the rural areas, there are 5 properties that are individually eligible for listing in the NRHP.

UNION

The survey identified 636 properties within the municipal limits of the town of Union, including 530 residential structures and 88 commercial structures. The resources within the city limit range in date of construction from 1796 to 1955. Currently, within the city of Union, there are 3 historic districts listed in the National Register of Historic Places. Additionally, there are 14 structures within the city limits listed individually in the National Register of Historic Places.

During fieldwork, there were no new properties identified that would be individually eligible for listing in the National Register of Historic Places. Additionally, there were no potentially eligible districts or areas where current districts could be extended.

JONESVILLE

The survey identified 86 properties within the municipal limits of the town of Jonesville including 71 residential and 11 commercial structures. A majority of the resources identified were residential and range in date of construction from 1890 to 1950. There is one residential property within the town limits that is listed in the National Register of Historic Places   the McWhirter House (**site 0690**). Residential structures along Hames Avenue identified within the survey area may form a potential historic district. The South

Carolina Department of Archives and History should be consulted regarding eligibility of a National Register district within the town limits.

CARLISLE

The survey identified 28 properties within the municipal limits of the town of Carlisle. The resources identified were a combination of residential, commercial and educational and range in date of construction from 1890 to 1940. Residences and commercial structures identified within the survey area are irregularly spaced and would not form a cohesive district. Additionally, the town has lost most of its early structures relating to the railroad and the commercial activity that accompanied the railroad s construction. There are several brick commercial buildings scattered throughout town, but the depot has been moved and there is no sense of a town center remaining. It was our finding that there was no eligible district within the town of Carlisle nor were there any homes or buildings individually eligible for listing.

XI. LOCAL PRESERVATION RECOMMENDATIONS

There are several developmental threats to historic properties within the city of Union. The area is quickly becoming a resort community for Lake Murray to the south and Lake Greenwood to the west, as well as a bedroom community for Columbia and is beginning to feel development pressures associated with expansion and road widening projects. The city has already been damaged by the loss of several key historic properties including homes of the city s early residents, railroad depots, commercial buildings in the downtown area, and other historic housing stock. In addition, many key properties have been either lost through neglect or damaged by irresponsible additions, addition of inappropriate exterior siding, and the loss of historic detailing. The protection of the remaining historic fabric within the city should be a priority and can be accomplished by utilizing several tools including community involvement and the establishment of local preservation ordinances.

PUBLIC AWARENESS

Public awareness is the first step to successful local preservation programs. Steps should be taken to educate the public on proper preservation procedures for their homes using the Secretary of Interior s Standards for the *Treatment of Historic Properties* as a guideline. These standards are not strict technical guidelines, but they promote sound preservation practices by considering four factors: the building s importance to history, the physical condition of the building, the proposed use of the building, and the local code requirements. These standards can be used to create a local preservation ordinance for individual homes or entire historic districts. A general understanding of these guidelines would aid the community and local planning officials when making decisions regarding design guidelines and approval of private rehabilitation projects.

Workshops and preservation handbooks for residents living in historic homes or within historic districts would prove beneficial. These handbooks outline the styles of architecture found within each of the historic areas, explaining the history of the style and ways to identify what style of house the residents own. Additionally, the handbooks explain the dos and don ts of caring for their historic property, lending suggestions on proper additions, paint colors for the style of home in which they live, and suggestions on who to contact for information on repairs. These handbooks are essentially a how-to for historic homeowners that would aid them in keeping the city s historic districts uniform and historically accurate.

PRESERVATION ORDINANCES

Local preservation ordinances are needed to ensure the protection of historic structures within the community. While workshops and handbooks encourage homeowners to do the right thing when it comes to caring for their historic house, ordinances establish set guidelines for the treatment of historic properties within the municipal limits by establishing criteria for their treatment. By creating these guidelines, the town can prevent the inappropriate treatment of properties as a result of new development. These ordinances would establish a Board of Architectural Review (BAR) that would help to ensure that the proper consideration is given to these properties that have been determined significant.

The BAR would serve as a governing body and would review proposals to alter, relocate, or demolish any structure within National Register Historic Districts as well as properties listed individually in the National Register, properties determined eligible for the National Register and properties determined to be eligible for local designation. The BAR should be composed of seven City residents who have a demonstrated knowledge of and interest in the preservation of local historic buildings, structures, and sites. Members are appointed by the Mayor and serve for a term of three years. In addition to bringing their own professional expertise, members are required to attend annual statewide training sessions on historic architecture, design review procedures, and historic preservation issues. Members of the committee should also have a working knowledge of the town s history, the role that key historic properties played in that history, and knowledge of the Secretary of Interior s Standards for the Treatment of Historic Properties.

Because a BAR plays such an important role in creating local preservation policy, it should remain in close contact with other state and federal preservation organizations including the South Carolina State Preservation Office and the National Park Service. Each of these organizations will provide technical support in the form of advice and/or written information that will guide the BAR when making decisions regarding the fate of local historic properties. There is a great deal of literature that can aid the review board in their policy and decision-making. *Preservation Briefs* and *Preservation Tech Notes*, both published by the National Park Service, offer advice and establish guidelines for the preservation of the built environment. Staff members from the State Historic Preservation Office are also available for consultation.

Now that a survey has been done to identify historic properties within the County and City, a local register of historic sites and districts can be identified and established. This process includes establishing Historic Overlay Districts, which can be a useful tool when planning for new construction and zoning changes and is a tool that the city can use to better protect areas, sites, and buildings that

meet recognized standards of architectural and historical significance. Historic Overlay Districts are established when the City Planning Commission adopts an amendment to the City s zoning map. Any citizen or organization can propose the establishment of a district, which may consist of a single property or a group of related properties. These locally designated districts hold a high quanity of historic properties that might lack the overall integrity to be listed in the National Register of Historic Places but have played an important role in local history or are associated with influential local persons. They can also be previously listed districts or districts that have been determined to be eligible for formal listing but have not been listed.

HISTORIC PRESERVATION TAX INCENTIVES

The use of Federal and State funded tax incentives is another way to encourage local citizens and property owners that are interested in the preservation of local historic properties. Federal tax incentives can be used on income producing historic properties and are an excellent way to revitalize downtown commercial districts. A ten percent Federal tax credit can be taken on non-residential properties that were constructed before 1936. A 20 percent Federal tax credit can be taken on certified non-residential historic structures that are 50-years old. In addition, a State tax credit of 10 percent on income producing properties and 25 percent on historic residential properties took effect in January 2003. These state credits will be available on properties that meet the Preservation Office s criteria and can be applied for in addition to the federal credits. Certification of these properties, based on the results of this survey, can be obtained from the State Historic Preservation Office. These incentives are an excellent resource when attempting to revitalize a commercial area.

LAND USE PLANNING

Land use planning involves the analysis of trends and resources in order to create guidelines for development. There is an increased amount of development on the eastern edges of the city of Union confined to a stretch along Hwy 76 and State Hwy 219. After seeing a population increase to a high of 31,360 county-wide in 1940, Union County has steadily decreased in population until 1980, when numbers appear to be back on the rise. This population increase has led to an increase in growth and infrastructure. By 2000, the city of Union contained 4,240 housing units and 29.4% of the county s total population. It was 33rd in South Carolina for total population in 2000, down from 29th in 1960.[139]

Common practice in South Carolina has found that the average consumption of land in unincorporated areas to be .34 acres per person which can be allocated

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[139] http //www.sciway net/data/county-population/2000-rankings-table.html, http.//www.census gov/ both sites accessed 21 June 2005.

among four categories: public, industrial, commercial, and residential. Land use planning will help to pinpoint where future industrial growth will be concentrated, where residential areas will be located, and where commercial space will be concentrated. Each of these growth areas will be determined by the available infrastructure, transportation systems, and zoning. A growth and development impact summary is necessary to determine all of these factors to allow for responsible growth.

HISTORICAL AND ARCHITECTURAL SURVEY OF UNION COUNTY

NATIONAL REGISTER EVALUATIONS

The following determinations are based on evaluations of the Union County Survey by the State Historic Preservation Office (SHPO) of the S.C. Department of Archives and History. It is the opinion of the SHPO that the properties meet the eligibility criteria for inclusion in the National Register of Historic Places. These determinations are based on the present architectural integrity and available historical information for the properties included in the survey area. Properties may be removed from or added to this list if changes are made that affect a property's physical integrity. Historical information that is brought to the attention of the National Register Coordinator/Architectural Historian 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 National Register Coordinator to properties that may have been overlooked during this evaluation.

National Register determinations of eligibility were made during and following a site visit to Union County on October 4, 2005, by SHPO staff Andrew W. Chandler and David P. Kelly, and in consultation with Jennifer Revels of Palmetto Conservation Foundation.

Site No.	Property Name or Address	National Register Criteria
Jonesville Quad		
0652	119 Academy Street	C: Architecture
0687	101 Main Street	C: Architecture
Leeds Quad		
0287	162 Fant Acres	B: Association with Nathaniel Gist
		C: Architecture

Lockhart Quad

0270	Fant, J. Roy House (315 Lockhart Rd)	C: Architecture
0271	Lockhart Presbyterian Church	C: Architecture

Sedalia Quad

0294	Rice House	C: Architecture

Union East Quad

0321	Meador House (1730 Neal Shoals Rd)	C: Architecture
0327	Juxa Plantation (143 Wilson Rd)	C: Architecture
0334	N. Side of Tinker Creek Road, Approx. ¼ mile E. of Hwy. 215	C: Architecture
0339	298 Tinker Creek Road	C: Architecture

Union West Quad

0488	Nicholson's Mansion (Hwy. 49, S. side, approx. ¼mile W of Fairforest Creek)	C: Architecture
0790	Coca Cola Bottling Company (Thompson Blvd)	A: Commerce C: Architecture

Whitmire North Quad

0611	Seven Springs (838 Santuc Dr)	C: Architecture

PROPERTIES WORTHY OF FURTHER INVESTIGATION

The following list includes historic properties that are worthy of further investigation. Additional information about these properties may qualify or disqualify them for listing in the National Register. We encourage property owners or interested citizens to contact the National Register staff at the S.C. Department of Archives and History with additional information that may be helpful in making this determination.

Union East Quad

0333	2698 Santuc-Carlisle Highway (Highway 215)
0353	2805 Santuc-Carlisle Highway (Highway 215)

Union West Quad

1243	Gage House (107 Woodlawn Avenue)

Survey Inventory

Site No	Historic Name	Address/Location	City	Date	Eligibility
Carlisle					
0511		477 Edwards Rd.		ca. 1920	Not Eligible
0512	St. Luke's AME Zion Church	539 St. Luke's Rd.		ca. 1910	Not Eligible
0513		Tuckertown Rd., W side, approx. 2 1/2 mi. N of int. w/ St. Luke's Rd.	Tuckertown	ca. 1900	Not Eligible
0514	Tucker, George House	Tuckertown Rd., E side, approx. 2 3/4 mi. N of int. w/ St. Luke's Rd.	Tuckertown	ca. 1836	Not Eligible
0515		Tuckertown Rd., E side, approx. 2 3/4 mi. N of int. w/ St. Luke's Rd.	Tuckertown	ca. 1910	Not Eligible
0516		Tuckertown Rd., W side, approx. 3 1/2 mi. N of int. w/ St. Luke's Rd.		ca. 1910	Not Eligible
0517		4605 King-Kennedy St.	Carlisle	ca. 1930	Not Eligible
0518		4522 King-Kennedy St.	Carlisle	ca. 1915	Not Eligible
0519		King-Kennedy St., NE side, approx. 200 yds. NW of int. w/ Fishdam Ave.	Carlisle	ca. 1915	Not Eligible
0520		end of Old Whitmire Rd.	Carlisle	ca. 1920	Not Eligible
0521		Fishdam Ave, N side, approx. 300 yds. E of int. w/ King-Kennedy St.	Carlisle	ca. 1890-1900	Not Eligible
0522		Fishdam Ave, N side, approx. 350 yds. E of int. w/ King-Kennedy St.	Carlisle	ca. 1920	Not Eligible
0523		Fishdam Ave., S side, approx. 350 yds. E of int. w/ King-Kennedy St.	Carlisle	ca. 1940	Not Eligible
0524		4015 Kennedy St.	Carlisle	ca. 1915	Not Eligible
0525		156 Henrietta St.	Carlisle	ca. 1925	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0526		138 Henrietta St.	Carlisle	ca. 1940	Not Eligible
0527		132 Henrietta St.	Carlisle	ca. 1940	Not Eligible
0528		English Ave., S side, approx. 100 yds. E of int. w/ Kennedy St.	Carlisle	ca. 1930	Not Eligible
0529		4303 Pinckney Rd.	Carlisle	ca. 1920-25	Not Eligible
0530		corner of Fishdam Ave & Academy St.	Carlisle	ca. 1920	Not Eligible
0531		Fishdam Rd., S side, 1 block E of int. w/ Academy St.	Carlisle	ca. 1925	Not Eligible
0532	Carlisle Railroad Depot	Cambridge Ave., S side, approx. 1/2 mi. E of int. w/ Academy St.	Carlisle	ca. 1890	Not Eligible
0533		NW corner of int. of Cambridge Ave. & Academy St.	Carlisle	ca. 1915	Not Eligible
0534		412 Cambridge Ave.	Carlisle	ca. 1915	Not Eligible
0535		Cambridge Ave., N side, approx. 100 yds. W of int. w/ Academy St.	Carlisle	ca. 1910	Not Eligible
0536		532 Pinkney St.	Carlisle	ca. 1910	Not Eligible
0537		210 Sartor Ave.	Carlisle	ca. 1910	Not Eligible
0538		111	Carlisle	ca. 1940	Not Eligible
0539			Carlisle	ca. 1910	Not Eligible
0540			Carlisle	ca. 1915	Not Eligible
0541			Carlisle	ca. 1920-25	Not Eligible
0542		SE corner of int. of Hwy 121 & Fishdam Rd.	Carlisle	ca. 1910	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0543		NE corner of int. of Hwy 121 & James G. Goree Rd.	Carlisle	ca. 1940	Not Eligible
0544		SE corner of int. of James G. Goree Rd. & Carlisle Rd.	Carlisle	ca. 1920	Not Eligible
0545	Hillside	4214 Hwy 219		1832	Listed
0546	Woodland	3435 Hwy 219		ca. 1855	Listed

Cross Anchor

Site No	Historic Name	Address/Location	City	Date	Eligibility
0547		Blackstock Rd., W side, approx. 1 mi. N of int. w/ Hwy 49		ca. 1935-40	Not Eligible
0548		5519 Hwy 49		ca. 1950	Not Eligible
0549		166 Compton Cir.		ca. 1905	Not Eligible
0550		239 Compton Cir.		ca. 1910	Not Eligible
0551		Fincher Rd., S side, approx. 200 yds. W of int. w/ Hwy 49		ca. 1890	Not Eligible
0552		Hwy 49, N side, approx. 1/2 mi. W of int. w/ Fincher Rd.		ca. 1890	Not Eligible
0553	Cross Keys House	int. of Jone's Ford Rd. & Old Buncombe Rd.	Cross Keys	1812-1814	Listed
0554		222 Jones Ford Rd.	Cross Keys	ca. 1900	Not Eligible
0555		373 Old Buncombe Rd.		ca. 1910-15	Not Eligible
0556		Old Buncombe Rd., N side, approx. 1 mi. E of int. w/ Hwy 49		ca. 1920-25	Not Eligible
0557		Old Buncombe Rd., S side, approx. 3/4 mi. E of int. w/ Hwy 49		ca. 1840	Not Eligible
0558		Old Buncombe Rd., S side, approx. 3/4 mi. E of int. w/ Hwy 49		ca. 1890	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0559		SE corner of the int. of Old Buncombe Rd. & Hwy 49	Cross Keys	ca. 1910	Not Eligible
0560		4639 Hwy 49	Cross Keys	ca. 1910	Not Eligible
0561		Hwy 49, S side, approx. 1/4 mi. W of int. w/ Old Buncombe Rd.	Cross Keys	ca. 1920	Not Eligible
0562		Hwy 49, N side, approx. 1/4 mi. E of int. w/ Old Buncombe Rd.	Cross Keys	ca. 1910	Not Eligible
0563		4074 Hwy 49		ca. 1880	Not Eligible
0564		4085		ca. 1900	Not Eligible
0565		Sugar Creek Rd., W side, approx. 1/2 mi. S of int. w/ Joe Eubanks Rd.		ca. 1925	Not Eligible
0566		Sugar Creek Rd., W side, approx. 1/2 mi. S of int. w/ Joe Eubanks Rd.		ca. 1925-30	Not Eligible
0567		3035 Mt. Lebanon Rd.		ca. 1925-30	Not Eligible
0568		Putman Rd., W side, approx. 1/4 mi. N of int. w/ Mt. Lebanon Rd.		ca. 1920	Not Eligible
0569		454 Putman Rd.		ca. 1925-30	Not Eligible
0570		390 Putman Rd.		ca. 1940-50	Not Eligible
0571		359 Putman Rd.		ca. 1910	Not Eligible
0572		Putman Rd., W side, approx. 3/4 mi. S of int. w/ Hwy 215		ca. 1900	Not Eligible
0573		Hwy 215, SW side, approx. 100 yds. SE of int. w/ Putman Rd.		ca. 1925	Not Eligible
0574		Putman Rd., E side, approx. 100 yds. S of int. w/ Hwy 215		ca. 1930	Not Eligible
0575		139 Putman Rd.		ca.	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0576		SEC of int. of Putman Rd. & Hwy 215		ca. 1920	Not Eligible
0577		3729 Hwy 215		ca. 1940	Not Eligible
0578		Buffalo-West Springs Hwy, N side, approx. 100 yds. E of int. w/ Hully Springs Rd.		ca. 1880	Not Eligible
0579		NW corner of int. of Buffalo-West Springs Hwy & Lee Rd.		ca. 1915	Not Eligible
0580		3945 Buffalo-West Springs Hwy		ca. 1915	Not Eligible
0581		Hwy 215, N side, approx. 1/2 mi. E of int. w/ Putman Rd.		ca. 1925-30	Not Eligible
0582		Hwy 215, N side, approx. 3/4 mi. E of int. w/ Putman Rd.		ca. 1930	Not Eligible
0583	Scott's Grocery	Hwy 215, N side, approx. 3/4 mi. E of int. w/ Putman Rd.		ca. 1910-15	Not Eligible
0584		2946 Mt. Lebanon Rd.		ca. 1930	Not Eligible
0585		2463 Mt. Lebanon Rd.		ca. 1910	Not Eligible
0586		Hully Bridge Rd., W side, approx. 1 mi. N of int. w/ Mt. Lebanon Rd.		ca. 1900	Not Eligible
0587		Hully Bridge Rd., E side, approx. 1 mi. N of int. w/ Mt. Lebanon Rd.		ca. 1925	Not Eligible
0588		Mt. Lebanon Rd., W side, approx. 1 mi. N of int. w/ Dutchman Creek Rd.		ca. 1940	Not Eligible
0589		Mt. Lebanon Rd., W side, approx. 300 yds. S of int. w/ Molasses Mill Rd.		ca. 1930-35	Not Eligible
0590		Mt. Lebanon Rd., across from int. w/ Molasses Mill Rd.		ca. 1940-45	Not Eligible
0591		Molasses Mill Rd., S side, approx. 300 yds. E of int. w/ Mt. Lebanon Rd.		ca. 1920	Not Eligible
0592		Mt. Lebanon Rd., E side, approx. 1/2 mi. N of int. w/ Dutchman Creek Rd.		ca. 1925	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0593		Dutchman Creek Rd., E side, approx. 1/2 mi. S of int. w/ Mt. Lebanon Rd.		ca. 1915	Not Eligible
0711		Hwy 49, N side, approx. 100 yds. W of int. w/ Blackstock Rd.		ca. 1930	Not Eligible

Glenn Springs

Site No	Historic Name	Address/Location	City	Date	Eligibility
0074				ca. 1910	Not Eligible
0075		3005		ca. 1910	Not Eligible
0076		West Springs Hwy		ca. 1880	Not Eligible
0079		NW corner of int. of West Springs Hwy & SC 215	West Springs	ca. 1900	Not Eligible
0080		4485 SC 215	West Springs	ca. 1860	Not Eligible
0081		4321 SC 215	West Springs	ca. 1915	Not Eligible
0082		Furman Rd., N side, approx, 1/2 mi. S of int. w/ Bogan Rd.		ca. 1910	Not Eligible
0083		SC 215, N side, approx. 500 yds. N of int. w/ West Springs Hwy	West Springs	ca. 1920	Not Eligible
0084		122 West Springs Ballfield Rd.	West Springs	ca. 1900	Not Eligible
0085		SC 215, S side, approx. 1/4 mi. W of int. w/ West Springs Hwy	West Springs	ca. 1900	Not Eligible
0086		SC 215, N side, approx. 1 mi. W of int. w/ West Springs Hwy		ca. 1910	Not Eligible
0087		4875 SC 215		ca. 1915	Not Eligible
0088		Lee Rd., E side, approx. 1/4 mi. S of int. w/ John Hart Rd.		ca. 1925-30	Not Eligible
0089		461 Lee Rd.		ca. 1850	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0248		246 Lee Rd.		ca. 1930-40	Not Eligible

Jonesville

Site No	Historic Name	Address/Location	City	Date	Eligibility
0065	Jones House	130 Littlejohn Rd.		ca. 1811	Not Eligible
0066		1180 Old Spartanburg Hwy		ca. 1890-1900	Not Eligible
0068		Chapman Rd.		ca. 1940	Not Eligible
0069	Wyoming	1084 Cedar Grove Rd.		ca. 1820s	Not Eligible
0070	Kennedy House	Fowken Farm Rd.		1847	Not Eligible
0071		160 Fowken Farm Rd.		ca. 1920	Not Eligible
0072		Morris Farm Rd.		ca. 1910-15	Not Eligible
0073		437 Morris Farm Rd.		ca. 1910	Not Eligible
0077		1234 West Springs Hwy		ca. 1890	Not Eligible
0078		Cedar Creek Rd., W side, approx. 1/2 mi. N of int. w/ West Springs Hwy		ca. 1880	Not Eligible
0090		1715 Mud Bridge Rd.		ca. 1910	Not Eligible
0091		Mud Bridge Rd., N side, approx. 1/4 mi. E of int. w/ Lee Rd.		ca. 1910	Not Eligible
0092		Mud Bridge Rd., S side, approx. 1/4 mi. E of int. w/ Lee Rd.		ca. 1920	Not Eligible
0093		1229 Mud Bridge Rd.		ca. 1920	Not Eligible
0094		1297 Mud Bridge Rd.		ca. 1925	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0095		Gist Bridge Rd., N side, approx. 100 yds. E of int. w/ Mud Bridge Rd.		ca. 1925	Not Eligible
0096		618 New Hope Church Rd.		ca. 1915	Not Eligible
0097		172 New Hope Church Rd.		ca. 1870	Not Eligible
0098		18 Jonesville Hwy		ca. 1925	Not Eligible
0099		122 Bales Loop		ca. 1930	Not Eligible
0100		Thornridge Rd., S side, approx. 300 yds. E of int. w/ Oakland Rd.		ca. 1915-20	Not Eligible
0101		Thornridge Rd., E side, approx. 1 1/4 mi. from int. w/ Oakland Rd.		ca. 1900	Not Eligible
0102		Oakland Rd., E side, approx. 1/2 mi. N of int. w/ Meansville Rd.		ca. 1920	Not Eligible
0103		1297 Meansville Rd.		ca. 1915	Not Eligible
0104		NE corner of int. of Meansville Rd. & Oakland Rd.		ca. 1940	Not Eligible
0105		1349 Meansville Rd.		ca. 1940-45	Not Eligible
0106		Ben Black Rd., N side, approx. 1/4 mi. W of int. w/ Meansville Rd.		ca. 1930	Not Eligible
0107		334 Ben Black Rd.		ca. 1910-15	Not Eligible
0108		Meansville Rd., W side, approx. 100 yds. N of int. w/ Bailey Rd.		ca. 1915	Not Eligible
0109		1509 Meansville Rd.		ca. 1930	Not Eligible
0110		Meansville Rd., E side, approx., 1 mi. N of int. w/ Oakland Rd.		ca. 1930	Not Eligible
0111		2730 Meansville Rd.		ca. 1910	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0112		136 T Bishop Rd.		ca. 1910	Not Eligible
0113		T Bishop Rd., N side, approx. 1/4 mi. W of int. w/ New Hope Church Rd.		ca. 1920	Not Eligible
0114		SE corner of int of Deer Trail Rd. & Vernon Foster Rd.		ca. 1920	Not Eligible
0115		Vernon Foster Rd., E side, approx. 1/2 mi. N of int. w/ Oakland Rd.		ca. 1920	Not Eligible
0116		2071 Jonesville Hwy		ca. 1890	Not Eligible
0117		2001 Jonesville Hwy		ca. 1930-40	Not Eligible
0118		152 Edgewood Dr.		ca. 1925	Not Eligible
0119		143 Bonham Station Rd.		ca. 1915	Not Eligible
0120		Bonham Station Rd., approx. 300 yds. S of int. w/ Edgewood Dr.		ca. 1930	Not Eligible
0121		Jonesville Hwy, W side, approx. 1/2 mi. S of int. w/ Oakland Rd.		ca. 1915	Not Eligible
0122		1644 Jonesville Hwy		ca. 1910-15	Not Eligible
0123		1421 Jonesville Hwy		ca. 1940	Not Eligible
0124		277 Pineland Rd.		ca. 1940	Not Eligible
0125		106 Sonoco Rd.		ca. 1930	Not Eligible
0126		Bob Little Rd., W side, approx. 1/2 mi. S of int. w/ Sonoco Rd.		ca. 1925	Not Eligible
0127		267 Bob Little Rd.		ca. 1920	Not Eligible
0128		124 Wheatfield Rd.		ca. 1920	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0129		811 Hwy 9		ca. 1900	Not Eligible
0130		120 Fire Tower Rd.		ca. 1930	Not Eligible
0131		Hwy 9, N side, approx. 300 yds. W of int. w/ Bobby Faucette Rd.		ca. 1890	Not Eligible
0132		280 Belue Rd.		ca. 1870	Not Eligible
0133		Hwy 9, S side, approx. 1 mi. W of int. w/ Bobby Faucette Rd.	Lockhart Junctio	ca. 1925	Not Eligible
0134		Bobby Faucette Rd., approx. 1 mi. N of int. w/ Hwy 9		ca. 1910-15	Not Eligible
0135		124 Maime Gault Rd.		ca. 1930	Not Eligible
0136		Buck Gregory Rd., W side, approx. 3/4 mi. from int. of Bobby Faucette		ca. 1880	Not Eligible
0137		Bobby Faucette Rd., W side, approx. 2 mi. N of int. w/ Hwy 9		ca. 1915-20	Not Eligible
0138		SE corner of int. of Gaffney Hwy. & SC 114		ca. 1890	Not Eligible
0139		310 Parks Farm Rd.		ca. 1880	Not Eligible
0140		end of Birch St.		ca. 1915-20	Not Eligible
0141		Pineneedle St. @ int. w/ Elm St.		ca. 1930	Not Eligible
0142		end of Foster's Chapel Church Rd.		ca. 1925-30	Not Eligible
0143		156		ca. 1890	Not Eligible
0144		111 Spencer Rd.		ca. 1915-20	Not Eligible
0624		430 Main St.	Jonesville	ca. 1910-15	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0625		106 Franklin St.	Jonesville	ca. 1925	Not Eligible
0626		125 Whitlock St.	Jonesville	ca. 1920	Not Eligible
0627		205 Webber St.	Jonesville	ca. 1915-20	Not Eligible
0628		217 Webber St.	Jonesville	ca. 1925	Not Eligible
0629		221 Webber St.	Jonesville	ca. 1925	Not Eligible
0630		225 Webber St.	Jonesville	ca. 1925	Not Eligible
0631		229 Webber St.	Jonesville	ca. 1925	Not Eligible
0632		101 Lybrand St.	Jonesville	ca. 1920	Not Eligible
0633		Lybrand St., E side, approx. 300 yds. N of int. w/ Webber St.	Jonesville	ca. 1920	Not Eligible
0634		131 Lybrand	Jonesville	ca. 1920	Not Eligible
0635		Lybrand Rd., W side, approx. 400 yds. N of int. w/ Webber St.	Jonesville	ca. 1920	Not Eligible
0636		134 Lybrand St.	Jonesville	ca. 1920	Not Eligible
0637		123 Lybrand St.	Jonesville	ca. 1880	Not Eligible
0638		133 Lybrand St.	Jonesville	ca. 1915	Not Eligible
0639		308 Haille St.	Jonesville	ca. 1925-30	Not Eligible
0640		406 Main St.	Jonesville	ca. 1945-50	Not Eligible
0641		410 Main St.	Jonesville	ca. 1950	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0642		414 Main St.	Jonesville	ca. 1915	Not Eligible
0643		422 Main St.	Jonesville	ca. 1900	Not Eligible
0644		Pacolet St., W side, approx. 300 yds. S of int. w/ Long Ave.	Jonesville	ca. 1940	Not Eligible
0645		150 Pacolet St.	Jonesville	ca. 1930	Not Eligible
0646		121 Gault St.	Jonesville	ca. 1915	Not Eligible
0647		115 Gideon St.	Jonesville	ca. 1900	Not Eligible
0648		129 Gideon St.	Jonesville	ca. 1900	Not Eligible
0649		107 Academy St.	Jonesville	ca. 1910	Not Eligible
0650		112 Academy St.	Jonesville	ca. 1915	Not Eligible
0651		116 Academy St.	Jonesville	ca. 1915	Not Eligible
0652		119 Academy St.	Jonesville	ca. 1910	Eligible
0653		129 Academy St.	Jonesville	ca. 1915	Not Eligible
0654	Jonesville United Methodist Church	Pacolet St., E side, approx. 1/4 mi. N of int. w/ Long Ave.	Jonesville	ca. 1900	Not Eligible
0655		304 Pacolet St.	Jonesville	ca. 1940	Not Eligible
0656		308 Pacolet St.	Jonesville	ca. 1900	Not Eligible
0657		312 Pacolet St.	Jonesville	ca. 1900-10	Not Eligible
0658		121 Stehle St.	Jonesville	ca. 1910-15	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0659		127 Park Dr.	Jonesville	ca. 1915	Not Eligible
0660		SEC of int. of Park Dr. & Pacolet St.	Jonesville	ca. 1910	Not Eligible
0661		232 Gilead St.	Jonesville	ca. 1900	Not Eligible
0662		214 Hames Ave.	Jonesville	ca. 1850	Not Eligible
0663		200 Hames Ave.	Jonesville	ca. 1910-15	Not Eligible
0664		144 Hames Ave.	Jonesville	ca. 1905-10	Not Eligible
0665		145 Hames Ave.	Jonesville	ca. 1900	Not Eligible
0666		136 Hames Ave.	Jonesville	ca. 1910-15	Not Eligible
0667		128 Hames Ave.	Jonesville	ca. 1910-15	Not Eligible
0668		Hames Ave., NE side, approx. 300 yds. S of int. w/ Gilead St.	Jonesville	ca. 1910-15	Not Eligible
0669		122 Hames Ave.	Jonesville	ca. 1925	Not Eligible
0670		109 Hames Ave.	Jonesville	ca. 1900-10	Not Eligible
0671		125 Hames Ave.	Jonesville	ca. 1910	Not Eligible
0672		135 Hames Ave.	Jonesville	ca. 1910-15	Not Eligible
0673		139 Hames Ave.	Jonesville	ca. 1915-20	Not Eligible
0674		311 Main St.	Jonesville	ca. 1925-30	Not Eligible
0675		415 Main St.	Jonesville	ca. 1920	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0676		NWC of int. of Church St. & Fairview St.	Jonesville	ca. 1905-10	Not Eligible
0677		SWC of int. of Church St. & Fairview St.	Jonesville	ca. 1900-10	Not Eligible
0678		300 Church St.	Jonesville	ca. 1910	Not Eligible
0679		Fairview Rd., SW side, approx. 200 yds. NW of int. w/ Church St.	Jonesville	ca. 1880	Not Eligible
0680		NEC of int. of Church St. & Meadow St.	Jonesville	ca. 1910	Not Eligible
0681		Main St., W side, approx. 100 yds. N of int. w/ Haile St.	Jonesville	ca. 1945	Not Eligible
0682		Main St.	Jonesville	ca. 1920	Not Eligible
0683		Main St.	Jonesville	ca. 1900	Not Eligible
0684		Main St.	Jonesville	ca. 1910	Not Eligible
0685	J.F. Alman Store	Main St.	Jonesville	1911	Not Eligible
0686		Main St.	Jonesville	ca. 1900	Not Eligible
0687	Alman, Josiah Franklin House	101 Main St.	Jonesville	ca. 1893	Eligible
0688	Jonesville Grammar School	Main St.	Jonesville	ca. 1905	Not Eligible
0689		Main St., W side, approx. 100 yds. N of int. w/ Church St.	Jonesville	ca. 1940	Not Eligible
0690		415 Pacolet St.	Jonesville	ca. 1905	Listed
0691		Pacolet St.	Jonesville	ca. 1880	Not Eligible
0692	Jonesville Waterworks	Pacolet St., W side, approx. 1/4 mi. N of int. w/ Gilead St.	Jonesville	1926	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0693		NEC of int. of Pacolet St. & Park Dr.	Jonesville	ca. 1905-10	Not Eligible
0694		Pacolet St., E side, approx. 300 yds. S of int. w/ Gilead St. (set back from road)	Jonesville	ca. 1900	Not Eligible
0695		426 Pacolet St.	Jonesville	ca. 1910	Not Eligible
0696		Pacolet St., E side, approx. 200 yds. N of int. w/ Hames Ave.	Jonesville	ca. 1945	Not Eligible
0697		412 Pacolet St.	Jonesville	ca. 1915	Not Eligible
0698		217 Church St.	Jonesville	ca. 1930	Not Eligible
0699		225 Church St.	Jonesville	ca. 1910	Not Eligible
0700		Church St., S side, approx. 50 yds. E of int. w/ Meadow St.	Jonesville	ca. 1910	Not Eligible
0701		235 Church St.	Jonesville	ca. 1910-15	Not Eligible
0702		115 Main St.	Jonesville	ca. 1900	Not Eligible
0703		201 Main St.	Jonesville	ca. 1900	Not Eligible
0704		NEC of int. of Main St. & Depot St.	Jonesville	ca. 1900	Not Eligible
0705		Depot St.	Jonesville	ca. 1900	Not Eligible
0706		Depot St.	Jonesville	ca. 1900	Not Eligible
0707		114 Depot St.	Jonesville	ca. 1950	Not Eligible
0708		SEC of int. of Depot St. & First St.	Jonesville	ca. 1880	Not Eligible
0709		Main St.	Jonesville	ca. 1900	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility

Kelton

Site No	Historic Name	Address/Location	City	Date	Eligibility
0145		Hwy 9, S side, approx. 1/2 mi. W of int. w/ Kelly Rd.		ca. 1900	Not Eligible
0146		1141 Wheatfield Rd.		ca. 1935-40	Not Eligible
0147	Mitchell Chapel	Kelly Rd., N side, approx. 1/4 mi. W of Peach Orchard Rd.		ca. 1910-20	Not Eligible
0148		432 Kelly Rd.		ca. 1925	Not Eligible
0149		801 Barnado Rd.		ca. 1910-15	Not Eligible
0150		1447 Peach Orchard Rd.		ca. 1930	Not Eligible
0151		Peach Orchard Rd., N side, approx. 1/4 mi. E of int. w/ Barnado Rd.		ca. 1930-35	Not Eligible
0152		Webber Lake Rd., N side, approx. 3/4 mi. E of int. w/ Peach Orchard Rd		ca. 1935	Not Eligible
0153		Kelly Rd., E side, approx. 1000 ft. N of int. w/ Peach Orchard Rd.		ca. 1930	Not Eligible
0154		Kelly Rd., E side, just south of int. w/ Barnado Rd.		ca. 1920	Not Eligible
0155		136 Sunset Rd.		ca. 1935-40	Not Eligible
0156		217 Old Pump Station Rd.		ca. 1925-30	Not Eligible
0157		Old Pump Station Rd., N side, approx. 1/4 mi. E of int. w/ Kelly Rd.		ca. 1890	Not Eligible
0158		319 Pasture Dr.		ca. 1910	Not Eligible
0159		Kelly Rd., W side, approx. 1/4 mi. N of int. w/ Old Pump Station Rd.		ca. 1900	Not Eligible
0160		104 Kelly Rd.		ca. 1925-30	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0161		1227 Kelly Rd.		ca. 1935	Not Eligible
0162		1586 Kelly Rd.		ca. 1905-10	Not Eligible
0163		Kelly Rd., E side, approx. 1/4 mi. S of int. w/ Hwy 9		ca. 1915	Not Eligible
0164		Hwy 9, N side, across from int. w/ Browns Creek Church Rd.	Kelly	ca. 1920	Not Eligible
0165		SE corner of int. of Hwy 9 & Browns Creek Church Rd.	Kelly	ca. 1920	Not Eligible
0166		292 Pea Ridge Hwy		ca. 1925-30	Not Eligible
0167		409 Pea Ridge Hwy		ca. 1915	Not Eligible
0168		153 Eison Town Rd.		ca. 1915	Not Eligible
0169		Eison Town Rd., E side, approx. 1/2 mi. N of int. w/ Mt. Joy Church Rd		ca. 1870	Not Eligible
0170		Eison Town Rd., W side, approx. 1/2 mi. S of int. w/ Peter Hawks Ck Rd		ca. 1930	Not Eligible
0171		956 Eison Town Rd.		ca. 1910-15	Not Eligible
0172		Mt. Tabor Church Rd. (Hwy 105), E side, approx. 1/2 mi. N of Deer Haven Rd.		ca. 1880	Not Eligible
0173		2117 Pea Ridge Hwy		ca. 1915	Not Eligible
0174		Mt. Tabor Church Rd. (Hwy 105), E side, approx. 1/4 mi. N of int. w/ Pea Ridge Hwy.		ca. 1900	Not Eligible
0175		203 Mt. Tabor Church Rd. (Hwy 105)		ca. 1920	Not Eligible
0176		Mt. Tabor Church Rd. (Hwy 105), W side, approx. 1/2 mi. S of int. w/ Pea Ridge Hwy		ca. 1915-20	Not Eligible
0177		1777 Mt. Tabor Church Rd.		ca. 1910-15	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0178		1703 Mt. Tabor Church Rd. (Hwy 105)		ca. 1850	Not Eligible
0179		Mt. Tabor Church Rd. (Hwy 105), E side, approx. 3/4 mi. S of int. w/ Pea Ridge Hwy		ca. 1920	Not Eligible
0180		1894 Pea Ridge Hwy		ca. 1930	Not Eligible
0181		Browns Creek Rd., W side, approx. 1/8 mi. S of int. w/ Browns Creek Church Rd.		ca. 1870	Not Eligible
0182		Browns Creek Church Rd., E side, approx. 1/2 mi. NW of int. w/ Vanderford Rd.		ca. 1930	Not Eligible
0183		Browns Creek Church Rd., W side, approx. 500 feet S of int. w/ Vanderford Rd.		ca. 1925	Not Eligible
0184		Philippi Church Rd., W side, approx. 1/2 mi. N of int. w/ Mt. Tabor Church Rd. (Hwy 105)		ca. 1890	Not Eligible
0185		122 Taylor Rd.		ca. 1890	Not Eligible
0186		4354 Hwy 49		ca. 1915-20	Not Eligible
0187		4425 Hwy 49		ca. 1930	Not Eligible
0188		4734 Hwy 49		ca. 1945-50	Not Eligible
0189		Mt. Tabor Church Rd. (Hwy 105), E side, approx. 1000 feet N of int. w/ Hwy 49		ca. 1925-30	Not Eligible
0190		261 Mt. Tabor Church Rd.		ca. 1925-30	Not Eligible
0191		271 Mt. Tabor Church Rd.		ca. 1940-50	Not Eligible
0192		314 Mt. Tabor Church Rd.		ca. 1925-30	Not Eligible
0193		355 Mt. Tabor Church Rd.		ca. 1925-30	Not Eligible
0194		SE corner of int. of Mt. Tabor Church Rd. (Hwy 105) & Jonesville-Lockhart Hwy (Hwy 9)	Robat	ca. 1925	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0195	Mt. Tabor Church	Mt. Tabor Church Rd., E side, approx. 1/2 mi. N of int. w/ Hwy 9		ca. 1920	Not Eligible
0196		382 Adams Lake Rd.		ca. 1940	Not Eligible
0197		NW corner of int. w/ Bailey Town Rd.		ca. 1930	Not Eligible
0198		133 Bailey Town Rd.		ca. 1940	Not Eligible
0199		Bailey Town Rd., W side, approx. 3/4 mi. N of int. w/ Hwy 9		ca. 1910	Not Eligible
0200		807 Bailey Town Rd.		ca. 1905	Not Eligible
0201		Hwy 9, N side, approx. 1000 feet E of int. w/ Cudd Rd.		ca. 1925	Not Eligible
0202		231 Bentley Town Rd.		ca. 1840	Not Eligible
0203		255 Bentley Town Rd.		ca. 1915-20	Not Eligible
0204		737 Bentley Town Rd.		ca. 1910	Not Eligible
0205		3539 Hwy 9		ca. 1945-50	Not Eligible
0206		Hwy 9, N side, approx. 1000 feet W of int. w/ Bailey Town Rd.		ca. 1940-45	Not Eligible
0207		Froggy Lake Rd., S side, approx. 1/4 mi. E of int. w/ Philippi Church Rd.		ca. 1920	Not Eligible
0208		628 Philippi Church Rd.		ca. 1925-30	Not Eligible
0209		6 Philippi Church Rd.		ca. 1925-30	Not Eligible
0210		3239 Hwy 9	Adamsburg	ca. 1925	Not Eligible
0211		3233 Hwy 9	Adamsburg	ca. 1950	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0212		Hwy 9, N side, approx. 1000 ft. E of int. w/ Philippi Church Rd.	Adamsburg	ca. 1900	Not Eligible
0213		SE corner of int. of Philippi Church Rd. & Hwy 9	Adamsburg	ca. 1915	Not Eligible
0214		3116 Hwy 9	Adamsburg	ca. 1925-30	Not Eligible
0215		Bentley Town Rd., N side, approx. 1000 feet E of int. w/ Hwy 9		ca. 1915	Not Eligible
0216		2649 Hwy 9		ca. 1920-25	Not Eligible
0217		Old Pump Station Rd., N side, approx. 1 mi. W of int. w/ Hwy 9		ca. 1910-15	Not Eligible
0218		Harris Cir., E side, approx. 1500 feet S. of int. w/ Old Pump Station Rd.		ca. 1940	Not Eligible
0220		Old Pump Station Rd., N side, approx. 1000 ft. W of int. w/ Browns Creek Church Rd.		ca. 1920	Not Eligible
0221		537 Old Pump Station Rd.		ca. 1840	Not Eligible
0222		Hwy 9, N side, approx. 1/3 mi. W of int. w/ Browns Creek Church Rd.		ca. 1925	Not Eligible
0223		1545 Browns Creek Church Rd.		ca. 1925	Not Eligible
0224		Browns Creek Church Rd., W side, just north of int. w/ Dave Adams Rd.		ca. 1920	Not Eligible
0225		907 Browns Creek Church Rd.		ca. 1915	Not Eligible
0226		1746 Browns Creek Church Rd.		ca. 1915	Not Eligible
0227		Browns Creek Church Rd.		ca. 1900	Not Eligible
0228		Browns Creek Church Rd., across from int. w/ Haney Cemetery Rd.		ca. 1910-15	Not Eligible
0229		280 Haney Cemetery Rd.		ca. 1920	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0230		Haney Cemetery Rd., E side, approx. 1/4 mi. S of int. w/ Hwy 9		ca. 1930	Not Eligible
0231		1826 Hwy 9		ca. 1915	Not Eligible
0232		1932 Hwy 9		ca. 1900	Not Eligible
0233		1954 Hwy 9		ca. 1920	Not Eligible
0234		Hwy 9, N side, approx. 1/4 mi. W of int. w/ Ponderosa Dr.		ca. 1945-50	Not Eligible
0235		Hwy 9, N side, approx. 1/4 mi. W of int. w/ Ponderosa Dr.		ca. 1925	Not Eligible
0236		242 Ponderosa Dr.		ca. 1925	Not Eligible
0237		NEC of int. of Pea Ridge Hwy & Mt Joy Church Rd.	Kelton	ca. 1880	Not Eligible
0238		Pea Ridge Hwy, N side, approx. 1/4 mi. W of int. w/ Mt. Joy Church Rd.		ca. 1930-40	Not Eligible
0239		Pea Ridge Hwy, N side, approx. 1/4 mi. E of int. w/ Eison Town Rd.		ca. 1925-30	Not Eligible
0240		414 Mt. Joy Church Rd.		ca. 1920-30	Not Eligible
0241		Deerhaven Rd., E side, approx. 1/4 mi. N of int. w/ Pea Ridge Hwy at the end of a long drive		ca. 1900-10	Not Eligible
0242		1448 Pea Ridge Hwy		ca. 1910-15	Not Eligible
0243		Pea Ridge Hwy, N side, approx. 1/3 mi. E of int. w/ Bailey Town Rd.		ca. 1890	Not Eligible
0244		Pea Ridge Hwy., S side, approx. 1/2 mi. E of int. w/ Bailey Town Rd.		ca. 1920	Not Eligible
0245		Pea Ridge Hwy, S side, approx. 1/2 mi. W of int. w/ Oakwood Rd.		ca. 1910	Not Eligible
0246		Pea Ridge Hwy, N side, approx. 1/2 mi. W of int. w/ Oakwood Rd.		ca. 1910	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0247		Pea Ridge Hwy, S side, approx. 2000 ft. W of int. w/ Oakwood Rd.		ca. 1910-15	Not Eligible

Leeds

Site No	Historic Name	Address/Location	City	Date	Eligibility
0284		River Rd., W side, approx. 1/3 mi. S of int. w/ Neals Shoals Rd.		ca. 1935	Not Eligible
0285		Neal Shoals Rd.		ca. 1880	Not Eligible
0287	Gist, Nathaniel House	162 Fant Acres		1855	Eligible
0288	Mt. Olive Baptist Church	River Rd., W side, approx. 1 mi. N of int. w/ Strother Rd.		ca. 1930	Not Eligible
0289		2921 River Rd.		ca. 1920	Not Eligible
0290		Plat Rd., S side, approx. 1/4 mi. E of int. w/ River Rd.		ca. 1920-30	Not Eligible
0291		Plat Rd., S side, just E of int. w/ River Rd.		ca. 1920	Not Eligible
0292		23 Lucy Boler Rd.		ca. 1915	Not Eligible
0293		320 Lucy Boler Rd.		ca. 1920	Not Eligible

Lockhart

Site No	Historic Name	Address/Location	City	Date	Eligibility
0249	Lockhart Chapel			ca. 1930	Not Eligible
0250		479 Old Union Hwy		ca. 1915-20	Not Eligible
0251		Old Union Hwy, N side, approx. 1/2 mi. W of int. w/ Old Cemetery Rd.		ca. 1920-25	Not Eligible
0252		498 Old Union Hwy		ca. 1925-30	Not Eligible
0253		511 Old Union Hwy		ca. 1925	Not Eligible
0254		517 Old Union Hwy		ca. 1925-30	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0255		Old Union Hwy, N side, approx. 1/4 mi. W of int. w/ Old Cemetery Rd.		ca. 1925-30	Not Eligible
0256		614 Old Union Hwy		ca. 1940-45	Not Eligible
0257		140 Old Cemetery Rd.		ca. 1920	Not Eligible
0258		165 Woodside Dr.		ca. 1925	Not Eligible
0259		Woodside Dr., W side, approx. 1/4 mi. S of int. w/ Hwy 9		ca. 1925	Not Eligible
0260		4649 Hwy 9		ca. 1925	Not Eligible
0261		Hwy 9, N side, approx. 1/4 mi. E of int. w/ Askew Cir.		ca. 1945-50	Not Eligible
0262		Hwy 9, S side, approx. 1/8 mi. E of int. w/ Askew Cir.		ca. 1935	Not Eligible
0263		195 Armory Rd.		ca. 1925	Not Eligible
0264		38 Thomas Ranch Rd.		ca. 1920	Not Eligible
0265		SWC of int. of Hwy 49 & River Rd.		ca. 1915	Not Eligible
0266		SWC of int. of Hwy 49 & River Rd.		ca. 1925	Not Eligible
0267	Red Hill Baptist Church	683 River Rd.		ca. 1915-20	Not Eligible
0268		River Rd., E side, approx. 1 mi. S of int. w/ Hwy 49		ca. 1920	Not Eligible
0269		576 River Rd.		ca. 1920	Not Eligible
0270	Fant, J. Roy House	315 Lockhart Rd.	Lockhart	1925	Eligible
0271	Lockhart Presbyterian Church	NEC of int. of Lockhart Rd & Canal Rd.	Lockhart	ca. 1915	Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0272		Lockhart Rd., W side, approx. 100 yds. N of int. w/ Canal Rd.	Lockhart	ca. 1940	Not Eligible
0273		296 Lockhart Rd.	Lockhart	ca. 1915-20	Not Eligible
0274		Lockhart Rd., S side, approx. 3/4 mi. E of int. w/ Hwy 9	Lockhart	ca. 1915-20	Not Eligible
0275		278 Lockhart Rd.	Lockhart	ca. 1920	Not Eligible
0276		270 Lockhart Rd.	Lockhart	ca. 1920	Not Eligible
0277		289 Lockhart Rd.	Lockhart	ca. 1915	Not Eligible
0278		Lockhart Rd., N side, approx. 3/4 mi. E of int. w/ Hwy 9	Lockhart	ca. 1915	Not Eligible
0279		Lockhart Rd., N side, approx. 3/4 mi. E of int. w/ Hwy 9	Lockhart	ca. 1925	Not Eligible
0280		262 Lockhart Rd.	Lockhart	ca. 1930	Not Eligible
0281		252 Lockhart Rd.	Lockhart	ca. 1915-20	Not Eligible
0282		Lockhart Rd., S side approx. 1/2 mi. E of int. w/ Hwy 9	Lockhart	ca. 1925	Not Eligible
0283	Lockhart School	Lockhart Rd., S side, approx. 1/3 mi. E of int. w/ Hwy 9	Lockhart	1953	Not Eligible

Pacolet Mills

Site No	Historic Name	Address/Location	City	Date	Eligibility
0061		Tinsley Road		ca. 1900	Not Eligible
0062		2483 Jerusalem Rd.		ca. 1930-40	Not Eligible
0063		Old Spartanburg Hwy, E side, approx. 1 mi. N of int. w/ Jeffries Farm		ca. 1920-25	Not Eligible
0064		384 Jeffries Farm Rd.		ca. 1900	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0067		164 Chapman Rd.		ca. 1910	Not Eligible

Philson Crossroads

Site No	Historic Name	Address/Location	City	Date	Eligibility
0310		Old Buncombe Rd., N side, approx. 1/2 mi. E of int. w/ Gully Rd.		ca. 1850	Not Eligible
0311		138 Gully Rd.		ca. 1930	Not Eligible
0312		Jones Ford Rd., E side, approx. 1 mi. N of int. w/ Prospect Corner Rd.		ca. 1870	Not Eligible
0313		601 Prospect Corner Rd.		ca. 1925	Not Eligible

Sedalia

Site No	Historic Name	Address/Location	City	Date	Eligibility
0294	Rice House	Old Buncombe Rd. (SC 18), W side, approx. 2.5 mi. NW of int. w/ Hwy 176		ca. 1840	Eligible
0295		Galilee Church Rd., across from int. w/ Old Buncombe Rd.		ca. 1925	Not Eligible
0296	Rose Hill	SR 16, E side, approx. 1/4 mi. N of int. w/ Sardis Rd.		1828-32	Listed
0297		SW corner of int. of Hunt Club Rd. & Old Buncombe Rd.	Sedalia	ca. 1910	Not Eligible
0298		1574 Old Buncombe Rd.	Sedalia	ca. 1925	Not Eligible
0299		1351 Old Buncombe Rd.	Sedalia	ca. 1935-40	Not Eligible
0300		439 Prospect Corner Rd.		ca. 1910	Not Eligible
0301		414 Prospect Corner Rd.		ca. 1890-1900	Not Eligible
0302		376 Prospect Corner Rd.		ca. 1840	Not Eligible
0303		330 Prospect Corner Rd.		ca. 1925	Not Eligible
0304		1150 Old Buncombe Rd.		ca. 1920-25	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0305		1136 Old Buncombe Rd.		ca. 1925	Not Eligible
0306		1123 Old Buncombe Rd.		ca. 1925	Not Eligible
0307		Old Buncombe Rd., W side, in the curve, approx. 3/4 mi. N of int. w/ Prospect Corner Rd.		ca. 1890	Not Eligible
0308	Padgetts Creek Baptist Church	Old Buncombe Rd., E side, approx. 1 mi. N of int. w/ Prospect Corner Rd.		1844	Listed
0309		818 Old Buncombe Rd.		ca. 1945-50	Not Eligible

Union East

Site No	Historic Name	Address/Location	City	Date	Eligibility
0286		Neals Shoals Rd., N side, approx. 1.5 mi. W of int. w/ River Rd.		ca. 1915	Not Eligible
0314		Hwy 215, NE side, approx. 1 mi. SE of int. w/ Hwy 49		ca. 1930-35	Not Eligible
0315		Hwy 215, NE side, approx. 1 mi. SE of int. w/ Hwy 49		ca. 1930-35	Not Eligible
0316		Hwy 215, NE side, approx. 1 mi. NE of int. w/ Neal Shoals Rd.		ca. 1930	Not Eligible
0317		209 Neal Shoals Rd.		ca. 1910	Not Eligible
0318		Neal Shoals Rd., N side, approx. 1/2 mi. E of int. w/ Hwy 215		ca. 1920	Not Eligible
0319		632 Fairview Church Circle		ca. 1920-25	Not Eligible
0320		1789 Neal Shoals Rd.		ca. 1905-10	Not Eligible
0321	Meador House	1730 Neal Shoals Rd.		1855	Eligible
0322		1529 Neal Shoals Rd.		ca. 1915-20	Not Eligible
0323		1485 Neal Shoals Rd.		ca. 1900	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0324		189 Sam Wilson Rd.		ca. 1910	Not Eligible
0325		259 Sam Wilson Rd.		ca. 1870	Not Eligible
0326		Wilson Rd., E side, approx. 1 mi. N of int. w/ Hwy 215		ca. 1900-10	Not Eligible
0327	Juxa Plantation	143 Wilson Rd.		ca. 1828	Eligible
0328		Hwy 215, SW side, approx. 200 yds. SE of int. w/ Wilson Rd.		ca. 1910-15	Not Eligible
0329		SC 215, NE side, approx. 3/4 mi. NW of int. w/ Strother Rd.		ca. 1935-40	Not Eligible
0330		221 Strother Rd.		ca. 1890	Not Eligible
0331		Hwy 215, W side, approx. 200 yds. S of int. w/ Strother Rd.		ca. 1925-30	Not Eligible
0332		Hwy 215, E side, approx. 1/2 mi. S of int. w/ Strother Rd.		ca. 1940	Not Eligible
0333		2698 Santuc-Carlisle Hwy	Santuc	ca. 1905-10	Potentially Eligible
0334	Jeter, L.B, Sr. Home	Tinker Creek Rd., N side, approx. 1/4 mi. E of int. w/ Hwy 215	Santuc	ca. 1890	Eligible
0335		229 Tinker Creek Rd.	Santuc	ca. 1925	Not Eligible
0336		239 Tinker Creek Rd.	Santuc	ca. 1940-45	Not Eligible
0337		248 Tinker Creek Rd	Santuc	ca. 1925	Not Eligible
0338		Tinker Creek Rd., S side, approx. 1/2 mi. E of int. w/ Hwy 215	Santuc	ca. 1920	Not Eligible
0339		298 Tinker Creek Rd.	Santuc	ca. 1905	Eligible
0340		159 Gilmore Rd.		ca. 1920-25	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0341		Gilmore Rd., W side, approx. 1/2 mi. N of int. w/ Tinker Creek Rd.		ca. 1905-10	Not Eligible
0342		347 Gilmore Rd.		ca. 1920	Not Eligible
0343		414 Tinker Creek Rd.	Santuc	ca. 1915	Not Eligible
0344		Hwy 215, E side, across from int. w/ Tinker Creek Rd.		ca. 1925	Not Eligible
0345		667 Bob Adams Rd.		ca. 1890	Not Eligible
0346		Berry Farm Rd., E side, approx. 1/8 mi. S of int. w/ Williford Rd.		ca. 1880	Not Eligible
0347		Berry Farm Rd., E side, approx. 1/2 mi. S of int. w/ Williford Rd.		ca. 1925	Not Eligible
0348		1045 Berry Farm Rd.		ca. 1890	Not Eligible
0349		Daisy Circle		ca. 1920	Not Eligible
0350		365 Santuc Dr.		ca. 1940	Not Eligible
0351		354 Santuc Dr.		ca. 1930	Not Eligible
0352		NEC of int. of Hwy 215 & Tinker Creek Rd.	Santuc	ca. 1920	Not Eligible
0353		2805 Santuc-Carlisle Hwy (Hwy 215)	Santuc	ca. 1915	Potentially Eligible
0354				ca. 1920	Not Eligible
0355		Parlee Epps Rd., W side, approx. 100 yds. N of int. w/		ca. 1925	Not Eligible
0356		end of Parlee Epps Rd.		ca. 1930	Not Eligible
0357		Berry Farm Rd. across from int. w/ Williford Rd.		ca. 1925-30	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0358		635 Berry Farm Rd.		ca. 1880	Not Eligible
0359		142 Berry Farm Rd.		ca. 1870	Not Eligible
0360		Hwy 176, across from int. w/ Berry Farm Rd.		ca. 1900	Not Eligible
0361		Hwy 176, E side, approx. 1/4 mi. S of int. w/ Hwy 176		ca. 1940	Not Eligible
0362		1720 Hwy 176		ca. 1945	Not Eligible
0363		1781 Hwy 176		ca. 1925	Not Eligible
0364		Hwy 176, E side, approx. 3/4 mi. S of int. w/ Hwy 176		ca. 1915-20	Not Eligible
0365		159 Eison Rd.		ca. 1925	Not Eligible
0366		186 Eison Rd.		ca. 1915	Not Eligible
0367		Hwy 176, W side, approx. 1/4 mi. N of int. w/ Hawkins Rd.		ca. 1920-25	Not Eligible
0368		SE corner of int. w/ Hawkins Rd. & Hwy 176		ca. 1935	Not Eligible
0369		238 Hawkins Rd.		ca. 1840	Not Eligible
0370		637 Hawkins Rd.		ca. 1853	Not Eligible
0371		7961 Beltline Rd.		ca. 1940-45	Not Eligible
0372		711 Hawkins Rd.		ca. 1930	Not Eligible
0373		925 Hawkins Rd.		ca. 1935-40	Not Eligible
0374		927 Hawkins Rd.		ca. 1920	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0375		119 McKanic Rd.		ca. 1915	Not Eligible
0376		838 Happy Valley Dr.		ca. 1940-45	Not Eligible
0377		Happy Valley Dr., E side, approx. 1/4 mi. N of int. w/ Neal Shoals Rd.		ca. 1940-45	Not Eligible
0378		3433 Hwy 49		1925	Not Eligible
0379		Hwy 49, S side, approx. 1/4 mi. W of int. w/ Old Ferry Rd.		ca. 1935-40	Not Eligible
0380		367 Browns Creek Church Rd.		ca. 1930	Not Eligible
0381		Old Ferry Rd., S side, approx. 3/4 mi. W of int. w/ River Rd.		ca. 1915	Not Eligible
0382		890 Old Ferry Rd.		ca. 1890	Not Eligible
0383		Hwy 49, N side, approx. 1 mi. W of int. w/ Happy Valley Dr.		ca. 1930	Not Eligible
0384		Peach Orchard Rd., W side, approx. 1 mi. N of int. w/ Old English Rd.		ca. 1930	Not Eligible
0385		Hwy 215, S side, approx. 1/2 mi. E of int. w/ Hwy 176		ca. 1930	Not Eligible
0386		354 Hwy 215		ca. 1925-30	Not Eligible
0387		Hwy 215, N side, approx. 1/2 mi. E of int. w/ Hwy 176		ca. 1925	Not Eligible
0388	Mt. Vernon Presbyterian Church	end of Mt. Vernon Church Rd., approx. 1/8 mi. from Mt. Vernon Rd.		ca. 1850	Not Eligible
0389		Mt. Vernon Rd. N side, approx. 1/2 mi. w of int. w/ hwy 176		ca. 1915-20	Not Eligible
0390		Hwy 176, W side, approx. 1/2 mi. N of int. w/ Mt. Vernon Rd.		ca. 1940	Not Eligible
0391		Beatty's Chapel Rd., W side, approx. 100 yds. From int. w/ Hwy 176		ca. 1940	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0392		Hwy 176, L side, just north of intersection with Hebron Church Rd.		ca. 1910	Not Eligible
0393		2524 Hwy 176		ca. 1930-40	Not Eligible
0394		Williford Rd., N side, approx. 200 yds. E of int. w/ Berry Farm Rd.		ca. 1925	Not Eligible
0395		156 Lee Foster Rd.		ca. 1915-20	Not Eligible
0396		Williford Rd., W side, approx. 1/2 mi. S of int. w/ Hwy 215		ca. 1910-15	Not Eligible
0397		Williford Rd., W side, approx. 1/8 mi. S of int. w/ Hwy 215		ca. 1920	Not Eligible
0398		1669 Hwy 215		ca. 1945	Not Eligible
0399		944 Hwy 215 Bypass		ca. 1940-45	Not Eligible
0712		133 West Main Street	Union	ca. 1950	Not Eligible
0713		127 West Main Street	Union	ca. 1910	Not Eligible
0714		121 West Main Street	Union	ca. 1940-50	Not Eligible
0715		117 West Main Street	Union	ca. 1920	Contributes to Listed District
0716		115 West Main Street	Union	ca. 1915-20	Contributes to Listed District
0717		113 West Main Street	Union	ca. 1915-20	Contributes to Listed District
0718		111 West Main Street	Union	ca. 1920	Contributes to Listed District
0719		109 West Main Street	Union	ca. 1920	Contributes to Listed District
0720		107 West Main Street	Union	ca. 1910	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
0721		West Main Street	Union	ca. 1930	Contributes to Listed District
0722		SW corner of West Main Street & Pinckney Street	Union	ca. 1900	Contributes to Listed District
0723		100 East Main Street	Union	ca. 1910	Contributes to Listed District
0724		East Main Street	Union	ca. 1910	Contributes to Listed District
0725		East Main Street	Union	ca. 1900	Contributes to Listed District
0726		East Main Street	Union	ca. 1900	Contributes to Listed District
0727		East Main Street	Union	ca. 1910	Contributes to Listed District
0728		120 East Main Street	Union	ca. 1920	Contributes to Listed District
0729		122 East Main Street	Union	ca. 1920	Contributes to Listed District
0730		East Main Street	Union	ca. 1910	Contributes to Listed District
0731		130 East Main Street	Union	ca. 1900	Contributes to Listed District
0732		132 East Main Street	Union	ca. 1910	Contributes to Listed District
0733		134 East Main Street	Union	ca. 1910	Contributes to Listed District
0734		206 East Main Street	Union	ca. 1910	Contributes to Listed District
0735		208 East Main Street	Union	ca. 1880	Contributes to Listed District
0736		210 East Main Street	Union	ca. 1920	Contributes to Listed District
0737		East Main Street	Union	ca. 1920	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
0738		218 East Main Street	Union	ca. 1890	Contributes to Listed District
0739		218 East Main Street	Union	ca. 1890	Contributes to Listed District
0740		East Main Street	Union	ca. 1940	Contributes to Listed District
0741		East Main Street	Union	ca. 1950	Contributes to Listed District
0742		SW corner of int. of East Main Street & Mountain Street	Union	ca. 1910	Contributes to Listed District
0743		NW corner of int. of East Main Street & Mountain Street	Union	ca. 1900	Contributes to Listed District
0744		East Main Street	Union	ca. 1920	Contributes to Listed District
0745	Fairforest Hotel	221 East Main Street	Union	1926	Listed
0746		217 East Main Street	Union	ca. 1940	Contributes to Listed District
0747		215 East Main Street	Union	ca. 1940	Contributes to Listed District
0748		East Main Street	Union	ca. 1940	Contributes to Listed District
0749		211 East Main Street	Union	ca. 1910	Contributes to Listed District
0750		East Main Street	Union	ca. 1910	Contributes to Listed District
0751		207 East Main Street	Union	ca. 1910-15	Contributes to Listed District
0752		205 East Main Street	Union	ca. 1910-15	Contributes to Listed District
0753		203 East Main Street	Union	ca. 1910-15	Contributes to Listed District
0754		201 East Main Street	Union	ca. 1930	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
0755	Belk	129 East Main Street	Union	ca. 1930	Contributes to Listed District
0756		125-127 East Main Street	Union	ca. 1900	Contributes to Listed District
0757		123 East Main Street	Union	ca. 1910	Contributes to Listed District
0758		121 East Main Street	Union	1920	Contributes to Listed District
0759		119 East Main Street	Union	ca. 1900	Contributes to Listed District
0760		117 East Main Street	Union	ca. 1910	Contributes to Listed District
0761		115 East Main Street	Union	ca. 1890	Contributes to Listed District
0762		East Main Street	Union	ca. 1910	Contributes to Listed District
0763		East Main Street	Union	ca. 1910	Contributes to Listed District
0764		East Main Street	Union	ca. 1915	Contributes to Listed District
0765		NE corner of int. of East Main Street & Pinckney Street	Union	ca. 1925	Contributes to Listed District
0766		100 West Main Street	Union	ca. 1930	Contributes to Listed District
0767	Krass Building	West Main Street	Union	1924	Contributes to Listed District
0768	Philip Dunn	West Main Street	Union	1881	Contributes to Listed District
0769		116 East Main Street	Union	ca. 1890	Contributes to Listed District
0770		120 West Main Street	Union	ca. 1900	Contributes to Listed District
0771		122 West Main Street	Union	ca. 1900	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
0842		201 Catherine St.	Union	ca. 1945	Not Eligible
0843		203 Catherine St.	Union	ca. 1950	Not Eligible
0844		205 Catherine St.	Union	ca. 1945	Not Eligible
0845		209 Catherine St.	Union	ca. 1950-55	Not Eligible
0846		213 Catherine St.	Union	ca. 1940-45	Not Eligible
0847		214 Catherine St.	Union	ca. 1950	Not Eligible
0848		212 Catherine St	Union	ca. 1925-30	Not Eligible
0849		210 Catherine St.	Union	ca. 1925	Not Eligible
0850		208 Catherine St.	Union	ca. 1925	Not Eligible
0851		206 Catherine St.	Union	ca. 1925-30	Not Eligible
0852		202 Catherine St.	Union	ca. 1925-30	Not Eligible
0853		200 Catherine St.	Union	ca. 1915-20	Not Eligible
0854		112 Catherine St.	Union	ca. 1915	Not Eligible
0860		702 North Pinckney St.	Union	ca. 1925	Not Eligible
0861		105 McPerson St.	Union	ca. 1950	Not Eligible
0862		202 McPherson St.	Union	ca. 1940	Not Eligible
0863		200 McPherson St.	Union	ca. 1950-55	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0864		101 Crawford St.	Union	ca. 1950	Not Eligible
0865		107 Wilson St.	Union	ca. 1925	Not Eligible
0866		201 Wilson St.	Union	ca. 1950	Not Eligible
0867		203 Wilson St.	Union	ca. 1950	Not Eligible
0868		SEC of int. of Catherine St. & Wilson St.	Union	ca. 1925-30	Not Eligible
0869		200 Wilson St.	Union	ca. 1945-50	Not Eligible
0870		108 Wilson St.	Union	ca. 1950	Not Eligible
0871		106 Wilson St.	Union	ca. 1925-30	Not Eligible
0872		104 Wilson St.	Union	ca. 1925-30	Not Eligible
0873		102 Wilson St.	Union	ca. 1930	Not Eligible
0874		107 Calhoun St.	Union	ca. 1910	Not Eligible
0875		NW corner of int. of Arthur Blvd. & Calhoun St.	Union	ca. 1890	Not Eligible
0876		222 Walker Heights	Union	ca. 1930	Not Eligible
0877		Walker Hts.	Union	ca. 1930	Not Eligible
0878		218 Walker Hts.	Union	ca. 1930	Not Eligible
0879		208 Walker Hts.	Union	ca. 1930	Not Eligible
0880		204 Hampton Hts.	Union	ca. 1945-50	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0881		Hampton Hts.	Union	ca. 1930	Not Eligible
0882		200 Hampton Hts.	Union	ca. 1940	Not Eligible
0883		116 Hampton Hts.	Union	ca. 1925	Not Eligible
0884		114 Hampton Hts.	Union	ca. 1930	Not Eligible
0885		107 Hampton Hts.	Union	ca. 1950	Not Eligible
0886		109 Hampton Hts.	Union	ca. 1930	Not Eligible
0887		111 Hampton Heights	Union	ca. 1925-30	Not Eligible
0888		137 North Church St.	Union	ca. 1930	Not Eligible
0889		409 North Church St.	Union	ca. 1915	Not Eligible
0890		403 North Church St.	Union	ca. 1940	Not Eligible
0891		North Church St.	Union	ca. 1930	Not Eligible
0892		322 North Church St.	Union	ca. 1930	Not Eligible
0893		113 White Oak St.	Union	ca. 1915	Not Eligible
0894		115 White Oak St.	Union	ca. 1915-20	Not Eligible
0895		North Church St.	Union	ca. 1915-20	Not Eligible
0896		North Church St.	Union	ca. 1930	Not Eligible
0897		312 Calhoun St.	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0898		310 Calhoun St.	Union	ca. 1930	Not Eligible
0899		308 Calhoun St.	Union	ca. 1930	Not Eligible
0900		306 Calhoun St.	Union	ca. 1930	Not Eligible
0901		304 Calhoun St.	Union	ca. 1935	Not Eligible
0902		302 Calhoun St.	Union	ca. 1935	Not Eligible
0903		300 Calhoun St.	Union	ca. 1950	Not Eligible
0904		608 North Church St.	Union	ca. 1950	Not Eligible
0905	Union Waterworks	Arthur Blvd, between Calhoun St. & North Church St.	Union	ca. 1920	Not Eligible
0906		104 White Oak St.	Union	ca. 1915	Not Eligible
0907		411 Faith Ln.	Union	ca. 1925	Not Eligible
0908		220 North Mountain St.	Union	ca. 1915	Not Eligible
0909		218 North Mountain St.	Union	ca. 1900-10	Not Eligible
0910		216 North Mountain St.	Union	ca. 1915	Not Eligible
0911	Carpenter, John House	212 North Mountain St.	Union	ca. 1840	Not Eligible
0912		203 North Mountain St	Union	ca. 1920	Not Eligible
0913		205 North Mountain St.	Union	ca. 1920-25	Not Eligible
0914		207 North Mountain St.	Union	ca. 1910	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0915		209 North Mountain St.	Union	ca. 1900-10	Not Eligible
0916		211 North Mountain St.	Union	ca. 1930	Not Eligible
0917		213 North Mountain St.	Union	ca. 1940	Not Eligible
0918		217 North Mountain St	Union	ca. 1925	Not Eligible
0919	Culp House	300 North Mountain St.	Union	1857	Listed
0920		221 North Mountain St.	Union	ca. 1920	Not Eligible
0921		303 North Mountain St.	Union	ca. 1915	Not Eligible
0922		305 North Mountain St.	Union	ca. 1920	Not Eligible
0923		end of North Mountain Street, W side	Union	ca. 1930	Not Eligible
0924		206 Faith Ln	Union	ca. 1905-10	Not Eligible
0925		NE corner of int. of Faith Ln. & Pine St.	Union	ca. 1900	Not Eligible
0926		103 Pine St.	Union	ca. 1930	Not Eligible
0927		219 Pine St.	Union	ca. 1925-30	Not Eligible
0928		119 Lakeside Dr.	Union	ca. 1950	Not Eligible
0929	Dawkins, Judge Thomas House	Dawkins Court, N of East Main St.	Union	ca. 1845	Listed
0930		121 North Church St.	Union	ca. 1945	Not Eligible
0931		123 North Church St.	Union	ca. 1925	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0932		125 North Church St.	Union	ca. 1935-40	Not Eligible
0933		127 North Church St.	Union	ca. 1930	Not Eligible
0934		108 Pine St.	Union	ca. 1930	Not Eligible
0935		106 Pine St.	Union	ca. 1930	Not Eligible
0936		306 Faith Ln.	Union	ca. 1925	Not Eligible
0937		206 Pine St.	Union	ca. 1930	Not Eligible
0938		202 Pine St.	Union	ca. 1930	Not Eligible
0939		200 Pine St.	Union	ca. 1930	Not Eligible
0940		136 North Church St.	Union	ca. 1940-45	Not Eligible
0941		134 North Church St.	Union	ca. 1930	Not Eligible
0942	Spartanburg and Union RR Depot		Union	ca. 1902-3	Contributes to Listed District
0943		201 Academy St.	Union	ca. 1940-50	Not Eligible
0944		203 Academy St.	Union	ca. 1925-30	Not Eligible
0945		205 Academy St.	Union	ca. 1925-30	Not Eligible
0946		207 Academy St.	Union	ca. 1930	Not Eligible
0947	Meng House	117 Academy St.	Union	1832	Listed
0948		107 Wallace Ct.	Union	ca. 1925-30	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0949		109 Wallace Ct.	Union	ca. 1920-30	Not Eligible
0950		111 Wallace Ct.	Union	ca. 1930	Not Eligible
0951		117 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0952		Wallace Ct.	Union	ca. 1930	Not Eligible
0953		121 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0954		116 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0955		114 Wallace Ct.	Union	ca. 1925	Not Eligible
0956		Wallace Ct.	Union	ca. 1930	Not Eligible
0957		110 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0958		108 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0959		106 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0960		104 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0961		100 Wallace Ct.	Union	ca. 1925-30	Not Eligible
0962		SEC of int. of Wedgewood Ct. & North Pinckney St.	Union	ca. 1910-15	Not Eligible
0963		SW corner of int. of N. Pinckney St. & Thompson Blvd.	Union	1889	Not Eligible
0964		107 Keenan Ave.	Union	ca. 1910-15	Not Eligible
0966		110 West Academy St.	Union	ca. 1910	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0967	The Salvation Army	214-216 North Pinckney St.	Union	1929	Contributes to Listed District
0968		200 North Pinckney St.	Union	ca. 1920-25	Contributes to Listed District
0969		209 North Pinckney St.	Union	1891	Contributes to Listed District
0970		North Gadberry St.	Union	ca. 1890-1900	Contributes to Listed District
0971		North Gadberry St.	Union	ca. 1900	Contributes to Listed District
0972		218 North Gadberry St.	Union	1878	Contributes to Listed District
0973		220 North Gadberry St.	Union	ca. 1890-1900	Contributes to Listed District
0974		North Gadberry St.	Union	ca. 1940-50	Not Eligible
0975		North Gadberry St.	Union	ca. 1940-50	Not Eligible
0976		234 North Gadberry St.	Union	ca. 1940-50	Not Eligible
0977		North Gadberry St.	Union	ca. 1950	Not Eligible
0978		205 North Gadberry St.	Union	ca. 1910	Not Eligible
0983		SE corner of int. of East Main & Mountain Sts.	Union	ca. 1940	Not Eligible
0984		303 East Main St.	Union	ca. 1910	Contributes to Listed District
0985		East Main St.	Union	ca. 1920	Contributes to Listed District
0986		East Main St.	Union	ca. 1920	Contributes to Listed District
0987		NWC of int. of East Main St. & North Church St.	Union	ca. 1950	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0988	Union High School, Main Street Grammar School	NEC of int. of East Main St. & North Church St.	Union	1909	Listed
0989		411 East Main St.	Union	ca. 1905-10	Contributes to Listed District
0990		East Main St.	Union	ca. 1880	Contributes to Listed District
0991		415 East Main St	Union	ca. 1905	Contributes to Listed District
0992		419 East Main St.	Union	ca. 1900	Contributes to Listed District
0993		423 East Main St.	Union	ca. 1870	Contributes to Listed District
0994		102 Wallace St.	Union	ca. 1930	Not Eligible
0995		100 Wallace St.	Union	ca. 1930	Not Eligible
0996		434 East Main St.	Union	ca. 1900	Contributes to Listed District
0997	Wallace, General W.H. House	430 East Main St.	Union	ca. 1850	Contributes to Listed District
0998		East Main St.	Union	ca. 1880	Contributes to Listed District
0999	Jordan, Foster House	418 East Main St.	Union	1823	Contributes to Listed District
1000	Steadman, Major John B. House	414 East Main St.	Union	ca. 1840	Contributes to Listed District
1001		South Mountain St.	Union	ca. 1940	Not Eligible
1002		217 South Mountain St.	Union	ca. 1910	Not Eligible
1003		South Mountain St.	Union	ca. 1900	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1004		NE corner of int. of South Mountain St. & East South St.	Union	ca. 1900-10	Not Eligible
1005		305 East South St.	Union	ca. 1870	Not Eligible
1006		309 East South St.	Union	ca. 1915-20	Not Eligible
1007		114 South Church St.	Union	ca. 1910-15	Not Eligible
1037		North Church St.	Union	ca. 1930-40	Not Eligible
1038		707 North Church St.	Union	ca. 1930-40	Not Eligible
1039		709 North Church St.	Union	ca. 1930-40	Not Eligible
1040		North Church St.	Union	ca. 1930	Not Eligible
1041		721 North Church St.	Union	ca. 1930-40	Not Eligible
1042		907 North Church St.	Union	ca. 1930-40	Not Eligible
1043		North Church St.	Union	ca. 1950	Not Eligible
1044		921 North Church St.	Union	ca. 1920-25	Not Eligible
1045		808 North Church St.	Union	ca. 1930	Not Eligible
1046		718 North Church St.	union	ca. 1945	Not Eligible
1047		North Church St.	Union	ca. 1925	Not Eligible
1048		SE corner of int. of Walker Heights & North Pinckney St.	Union	ca. 1920	Not Eligible
1049		North Pinckney St.	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1050		521 North Pinckney St.	Union	ca. 1925	Not Eligible
1051		603 North Pinckney St.	Union	ca. 1915-20	Not Eligible
1052		607 Pinckney St.	Union	ca. 1915-20	Not Eligible
1053		North Pinckney St.	Union	ca. 1915-20	Not Eligible
1054		107 Arthur Blvd.	Union	ca. 1910	Not Eligible
1055		111 Arthur Blvd.	Union	ca. 1940	Not Eligible
1056		201 Arthur Blvd.	Union	ca. 1910	Not Eligible
1057		205 Arthur Blvd.	Union	ca. 1910	Not Eligible
1058		207 Arthur Blvd.	Union	ca. 1920	Not Eligible
1059		209 Arthur Blvd.	Union	ca. 1920	Not Eligible
1060		211 Arthur Blvd.	Union	ca. 1920	Not Eligible
1061		215 Arthur Blvd.	Union	ca. 1905	Not Eligible
1062		110 Arthur Blvd.	Union	ca. 1925-30	Not Eligible
1063		106 Arthur Blvd.	Union	ca. 1950	Not Eligible
1064		608 North Pinckney St.	Union	ca. 1940	Not Eligible
1065		North Pinckney St.	Union	ca. 1930-35	Not Eligible
1066		600 North Pinckney St.	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1067		303 Pine St.	Union	ca. 1920	Not Eligible
1068		127 Park Dr.	Union	ca. 1945	Not Eligible
1069		125 Park Dr.	Union	ca. 1945	Not Eligible
1070	Foster, Capt. Alfred H. House	523 East Main St.	Union	1904	Contributes to Listed District
1071		East Main St.	Union	ca. 1905	Contributes to Listed District
1072	Union High School	East Main St.	Union	1938	Contributes to Listed District
1073		508 East Main St.	Union	ca. 1880	Contributes to Listed District
1074		518 East Main St.	Union	ca. 1920	Contributes to Listed District
1075		East Main St.	Union	ca. 1850-80	Contributes to Listed District
1076		104 Park Dr.	Union	ca. 1945	Not Eligible
1077		108 Park Dr.	Union	ca. 1945	Not Eligible
1078		114 Park Dr.	Union	ca. 1900	Not Eligible
1079		Park Dr.	Union	ca. 1945-50	Not Eligible
1080		151 Pine St.	Union	ca. 1930	Not Eligible
1081		Douglas Heights	Union	ca. 1925-30	Not Eligible
1082		121 Douglas Heights	Union	ca. 1915-20	Contributes to Listed District
1083		Douglas Heights	Union	ca. 1915	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
1084		116 Douglas Heights	Union	ca. 1910	Contributes to Listed District
1085		114 Douglas Heights	Union	ca. 1910-15	Contributes to Listed District
1086		112 Douglas Heights	Union	ca. 1910-15	Contributes to Listed District
1087		110 Douglas Heights	Union	ca. 1905-10	Contributes to Listed District
1088		108 Douglas Heights	Union	ca. 1920	Contributes to Listed District
1089		106 Douglas Heights	Union	ca. 1920	Contributes to Listed District
1090		104 Douglas Heights	Union	ca. 1930	Contributes to Listed District
1091		100 Douglas Heights	Union	ca. 1945-50	Contributes to Listed District
1092		103 Douglas Heights	Union	ca. 1920	Contributes to Listed District
1093		105 Douglas Heights	Union	ca. 1910-15	Contributes to Listed District
1094		107 Douglas Heights	Union	ca. 1910	Contributes to Listed District
1095	Douglas, Capt. James T. House	Douglas Heights	Union	ca. 1850	Contributes to Listed District
1096		113 Douglas Heights	Union	ca. 1945	Contributes to Listed District
1097		115 Douglas Heights	Union	ca. 1945-50	Contributes to Listed District
1098		117 Douglas Heights	Union	ca. 1905-10	Contributes to Listed District
1099		119 Douglas Heights	Union	ca. 1920	Contributes to Listed District
1100		121 Douglas Heights	Union	ca. 1915-20	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
1101		Douglas Heights	Union	ca. 1915-20	Contributes to Listed District
1102		133 Douglas Heights	Union	ca. 1920	Contributes to Listed District
1103		601 East Main St.	Union	ca. 1910-15	Contributes to Listed District
1104		603 East Main St.	Union	ca. 1920	Contributes to Listed District
1105		605 East Main St.	union	ca. 1915	Contributes to Listed District
1106		701 East Main St.	Union	ca. 1915	Contributes to Listed District
1107		703 East Main St.	Union	ca. 1900	Contributes to Listed District
1108		707 East Main St.	Union	ca. 1900	Contributes to Listed District
1109	Fant, John A. House	East Main St.	Union	ca. 1901	Contributes to Listed District
1110		803 East Main St.	Union	ca. 1920-25	Contributes to Listed District
1111		708 East Main St.	Union	ca. 1925	Contributes to Listed District
1112		706 East Main St.	Union	ca. 1915	Contributes to Listed District
1113		704 East Main St.	Union	ca. 1910	Contributes to Listed District
1114		Arthur Blvd.	Union	ca. 1930	Not Eligible
1115		1236 A&B Arthur Blvd.	Union	ca. 1925	Not Eligible
1116		1232 Arthur Blvd.	Union	ca. 1930	Not Eligible
1117		1230 Arthur Blvd.	Union	ca. 1920	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1118		1228 Arthur Blvd.	Union	ca. 1920	Not Eligible
1119		1226 Arthur Blvd.	Union	ca. 1945	Not Eligible
1120		1224 Arthur Blvd.	Union	ca. 1930	Not Eligible
1121		1212 Arthur Blvd.	Union	ca. 1935-40	Not Eligible
1122		1203 Arthur Blvd.	Union	ca. 1930	Not Eligible
1123		Arthur Blvd.	Union	ca. 1925	Not Eligible
1124		1207 Arthur Blvd.	Union	ca. 1940	Not Eligible
1125		1209 Arthur Blvd.	Union	ca. 1925	Not Eligible
1126		1211 Arthur Blvd.	Union	ca. 1940	Not Eligible
1127		1213 Arthur Blvd.	Union	ca. 1940	Not Eligible
1128		1221 Arthur Blvd.	Union	ca. 1930	Not Eligible
1129		1223 Arthur Blvd.	Union	ca. 1945	Not Eligible
1130		1225 Arthur Blvd.	Union	ca. 1925	Not Eligible
1131		1127 Arthur Blvd.	Union	ca. 1945	Not Eligible
1132		1229 Union East	Union	ca. 1940	Not Eligible
1133		1233 Arthur Blvd.	Union	ca. 1925	Not Eligible
1134		Richard St.	Union	ca. 1920-25	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1135		Richard St.	Union	ca. 1925	Not Eligible
1136		Perrin Ave.	Union	ca. 1930	Not Eligible
1137		Perrin Ave.	Union	ca. 1930	Not Eligible
1138		Perrin Ave.	Union	ca. 1925	Not Eligible
1139		118 Perrin Ave.	Union	ca. 1925	Not Eligible
1140		109 South Church St.	Union	ca. 1905	Not Eligible
1141	Grace United Methodist Church	South Church St.	Union	1873	Contributes to Listed District
1142		East South St.	Union	ca. 1910-15	Contributes to Listed District
1143	Carnegie Free Library	SE corner of East South St. & South Mountain St	Union	1905	Contributes to Listed District
1144		218 South Church St.	Union	ca. 1945-50	Not Eligible
1145		309 South Mountain St.	Union	ca. 1920	Not Eligible
1146		South Mountain St.	Union	ca. 1915-20	Not Eligible
1147		South Mountain St.	Union	ca. 1925	Not Eligible
1148		317 South Mountain St.	Union	ca. 1925	Not Eligible
1149		South Mountain St.	Union	ca. 1945	Not Eligible
1150		South Mountain St. across from int. w/ South Pinckney St.	Union	ca. 1920	Not Eligible
1151	Episcopal Church of the Nativity	corner of Church & Pinckney Sts.	Union	1855	Listed

Site No	Historic Name	Address/Location	City	Date	Eligibility
1152		310 South Church St.	Union	ca. 1920	Contributes to Listed District
1153		308 South Church St.	Union	ca. 1920	Contributes to Listed District
1154		306 South Church St.	Union	ca. 1915	Contributes to Listed District
1155		222 South Church St.	Union	ca. 1915-20	Contributes to Listed District
1156		220 South Church St.	Union	ca. 1915	Contributes to Listed District
1157		216 South Church St.	Union	ca. 1915-20	Contributes to Listed District
1158		South Church St.	Union	ca. 1915	Contributes to Listed District
1159		210 South Church St.	Union	ca. 1915	Contributes to Listed District
1160		206 South Church St.	Union	ca. 1925-30	Contributes to Listed District
1161		204 South Church St.	Union	ca. 1925	Contributes to Listed District
1162		215 South Church St.	Union	ca. 1910-15	Contributes to Listed District
1163		South Church St.	Union	ca. 1925	Contributes to Listed District
1164		223 South Church St.	Union	ca. 1920	Contributes to Listed District
1165		South Church St.	Union	ca. 1920-25	Contributes to Listed District
1166		South Church St.	Union	ca. 1915	Contributes to Listed District
1168		307 South Church St.	Union	ca. 1925	Contributes to Listed District
1169		South Church St.	Union	ca. 1915-20	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
1170		315 South Church St.	Union	ca. 1915	Contributes to Listed District
1171		South Church St.	Union	ca. 1915	Contributes to Listed District
1172		401 South Church St.	Union	ca. 1925	Contributes to Listed District
1173		405 South Church St.	Union	ca. 1890	Contributes to Listed District
1174		409 South Church St.	Union	ca. 1925	Contributes to Listed District
1175		411 South Church St.	Union	ca. 1920-25	Contributes to Listed District
1176		South Church St.	Union	ca. 1920	Not Eligible
1177		401 South Mountain St.	Union	ca. 1940	Not Eligible
1178		403 South Mountain St.	Union	ca. 1940	Not Eligible
1179		409 South Mountain St.	Union	ca. 1920	Not Eligible
1180		411 South Mountain St.	Union	ca. 1940	Not Eligible
1181		South Mountain St.	Union	ca. 1930	Not Eligible
1182		South Mountain St.	Union	ca. 1930	Not Eligible
1183		South Mountain St.	Union	ca. 1925	Not Eligible
1184		South Mountain St.	Union	ca. 1925	Not Eligible
1185	Gist, William H. House	210 East South St.	Union	ca. 1850	Contributes to Listed District
1186		200 East South St.	Union	ca. 1900	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
1187		102 East South St.	Union	1850	Contributes to Listed District
1188		10 East South St.	Union	ca. 1910-15	Contributes to Listed District
1189	St. Augustine Roman Catholic Church	103 East South St.	Union	ca. 1920	Contributes to Listed District
1190	Seton House of the St. Augustine Roman Catholic Ch	105 East South St.	Union	ca. 1920	Contributes to Listed District
1191		201 East South St.	Union	ca. 1920	Contributes to Listed District
1192		203 East South St.	Union	ca. 1945	Contributes to Listed District
1193		205 East South St.	Union	ca. 1925	Contributes to Listed District
1194		207 East South St.	Union	ca. 1920-25	Contributes to Listed District
1195		107 East South St.	Union	ca. 1900-10	Contributes to Listed District
1196		109 East South St.	Union	ca. 1905	Contributes to Listed District
1197	Lindley House	111 East South St.	Union	1903	Contributes to Listed District
1198		204 East South St.	Union	ca. 1900-05	Contributes to Listed District
1199		200 East South St.	Union	ca. 1890	Contributes to Listed District
1200		East South St.	Union	ca. 1900	Contributes to Listed District
1201		104 East South St.	Union	ca. 1840	Contributes to Listed District
1202		102 East South St.	Union	1892	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
1203	First Presbyterian Church	SW corner of int. of South Pinckney St. & East South St.	Union	1903	Contributes to Listed District
1204		NWC of int. of Palmer St. & South Pinckney St.	Union	ca. 1950	Not Eligible
1205		203 South Pinckney St.	Union	ca. 1950	Not Eligible
1206		207 South Pinckney St.	Union	ca. 1915	Not Eligible
1207		301 South Pinckney	Union	ca. 1930	Not Eligible
1208		305 South Pinckney St.	Union	ca. 1925	Not Eligible
1209		307 South Pinckney St.	Union	ca. 1930	Not Eligible
1210		309 South Pinckney St.	Union	ca. 1925	Not Eligible
1211	Hyder's Ideal Barber & Styling Shop	South Gadberry St.	Union	ca. 1950	Not Eligible
1212		South Gadberry St.	Union	ca. 1930-40	Not Eligible
1213		221 South Gadberry St.	Union	ca. 1930	Not Eligible
1214		South Gadberry St.	Union	ca. 1930	Not Eligible
1215		213-215 South Gadberry St.	Union	ca. 1930	Not Eligible
1216		300 South Herndon St.	Union	ca. 1950	Not Eligible
1217		304 South Herndon St.	Union	ca. 1910	Not Eligible
1218		Gage Ave.	Union	ca. 1900-10	Not Eligible
1219		107 Gage Ave.	Union	ca. 1940-50	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1341		405 South Pinckney St.	Union	ca. 1925-30	Not Eligible
1342		South Pinckney St.	Union	ca. 1920	Not Eligible
1343		500 South Pinckney St.	Union	ca. 1915-20	Not Eligible
1344		502 South Pinckney St.	Union	ca. 1920	Not Eligible
1345		504 South Pinckney St.	Union	ca. 1920	Not Eligible
1346		508 South Pinckney St.	Union	ca. 1920	Not Eligible
1347		510 South Pinckney St.	Union	ca. 1910	Not Eligible
1348		512 South Pinckney St.	Union	ca. 1925	Not Eligible

Union West

Site No	Historic Name	Address/Location	City	Date	Eligibility
0400		SWC of int. of Duncan By-Pass & Mims Lane		ca. 1920	Not Eligible
0401		138 Toney Rd.		ca. 1920	Not Eligible
0402		1103 Hwy 176		ca. 1945	Not Eligible
0403		1223 Hwy 176		ca. 1915-20	Not Eligible
0404		203 Toney Rd.		ca. 1930	Not Eligible
0405		973 Meansville Rd.		ca. 1850	Not Eligible
0406		1009 Linersville Rd.		ca. 1925	Not Eligible
0407		1014 Linersville Rd		ca. 1930-40	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0408		155		ca. 1925-30	Not Eligible
0409		161		ca. 1925	Not Eligible
0410		279		ca. 1920-25	Not Eligible
0411		291		ca. 1920-25	Not Eligible
0412		NEC of int. of Lukesville Rd. &		ca. 1930	Not Eligible
0413		SEC of int. of Lukesville Rd. &		ca. 1930	Not Eligible
0414		Lukesville Rd., E side, approx. 1 mi. S of int. w/ Hwy 215		ca. 1915-20	Not Eligible
0415		Hwy 49, S side, approx. 1 mi. W of int. w/ Hwy 215/176 Bypass		1953	Not Eligible
0416		309 Lovers Lane		ca. 1915	Not Eligible
0417		304 Lovers Lane		ca. 1910-15	Not Eligible
0418		144 Lovers Lane		ca. 1930-40	Not Eligible
0419		421 Sardis Rd.		ca. 1915	Not Eligible
0420		439 Sardis Rd.		ca. 1925	Not Eligible
0421		Sardis Rd., E side, approx. 3/4 mi. S of int. w/ Lovers Lane		ca. 1930-35	Not Eligible
0422		Sardis Rd., W side, approx. 1 mi. N of int. w/ Schoolhouse Rd.		ca. 1915	Not Eligible
0423		Sardis Rd., W side, approx. 3/4 mi. N of int. w/ Schoolhouse Rd.		ca. 1930	Not Eligible
0424		148 Schoolhouse Rd.		ca. 1900	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0425		Sardis Rd., W side, approx. 1/4 mi. S of int. w/ Schoolhouse Rd.		ca. 1910	Not Eligible
0426		993 Sardis Rd.		ca. 1915	Not Eligible
0427		1007 Sardis Rd.		ca. 1925	Not Eligible
0428		283 Deepwater Rd.		ca. 1915	Not Eligible
0429		527 Deepwater Rd.		ca. 1940-50	Not Eligible
0430		1216 Sardis Rd.		ca. 1925-30	Not Eligible
0431		1375 Sardis Rd.		ca. 1915	Not Eligible
0432		Sardis Rd., W side, approx. 1 1/2 mi. N of int. w/ Bishop Rd.		ca. 1930	Not Eligible
0433		Bishop Rd., N side, approx. 1 mi. W of int. w/ Sardis Rd.		ca. 1900	Not Eligible
0434		698 Bishop Rd.		ca. 1930	Not Eligible
0435		464 Bishop Rd.		ca. 1925	Not Eligible
0436		7 Kingsmore Rd.		ca. 1890	Not Eligible
0437		122 Bishop Rd.		ca. 1930	Not Eligible
0438		NW corner of int. of Hwy 49 & Boatman Springs Rd.		ca. 1920	Not Eligible
0439	Johnson, David House	196 Boatman Springs Rd.		ca. 1830	Not Eligible
0440		Meadow Woods Rd., W side, approx. 1 mi. N of int. w/ Hwy 49		ca. 1925	Not Eligible
0441	Murphy, Byrd House	Hwy 49, N side, approx. 1/4 mi. W of the Tyger River		ca. 1794	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0442		232 Harmon Heights Rd.		ca. 1935-40	Not Eligible
0443		226 Harmon Heights Rd.		ca. 1920-25	Not Eligible
0444		224 Harmon Heights Rd.		ca. 1920-25	Not Eligible
0445		218 Harmon Heights Rd.		ca. 1945-50	Not Eligible
0446		214 Harmon Heights Rd.		ca. 1940-45	Not Eligible
0447		209 Harmon Heights Rd.		ca. 1940	Not Eligible
0448		211 Harmon Heights Rd.		ca. 1930	Not Eligible
0449		217 Harmon Heights Rd.		ca. 1920-25	Not Eligible
0450		Harmon Heights Rd.		ca. 1945	Not Eligible
0451		227 Harmon Heights		ca. 1945-50	Not Eligible
0452		243 Harmon Heights Rd.		ca. 1945-50	Not Eligible
0453		245 Harmon Heights		ca. 1925-30	Not Eligible
0454		247 Harmon Heights		ca. 1925-30	Not Eligible
0455		249 Harmon Heights Rd.		ca. 1945-50	Not Eligible
0456		242 Meansville Rd.		ca. 1945-50	Not Eligible
0457		Meansville Rd., E side, approx. 1/3 mi. N of int. w/ Hwy 215		ca. 1930	Not Eligible
0458		336 Meansville Rd.		ca. 1915	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0459		Hwy 18, E side, approx. 1/4 mi. N of int. w/ Hwy 215		ca. 1925	Not Eligible
0460		741 Hwy 18		ca. 1925	Not Eligible
0461		755 Hwy 18		ca. 1930	Not Eligible
0462		Rt. 7, Box. 12 (Aqua Ln.)		ca. 1915	Not Eligible
0463		Barnado Rd., S side, approx. 1/2 mi. E of int. w/ Hwy 18		ca. 1925-30	Not Eligible
0464		SE corner of int. of Barnado Rd. & Hwy 18		ca. 1935-40	Not Eligible
0465		Buffalo-West Spring Hwy, N side, approx. 1/2 mi. E of int. w/ Lukesville Rd.		ca. 1910-15	Not Eligible
0466		Buffalo-West Springs Hwy, N side, approx. 1/4 mi. E of int. w/ Lukesville Rd.		ca. 1930	Not Eligible
0467		Buffalo-West Springs Hwy, N side, approx. 1/4 mi. E of int. w/ Lukesville Rd.		ca. 1940	Not Eligible
0468		SWC of int. of Lukesville Rd. & Buffalo-West Springs Hwy		ca. 1930	Not Eligible
0469		923 Mores Trailer Park		ca. 1945	Not Eligible
0470		952 Buffalo-West Springs Hwy		ca. 1945	Not Eligible
0471		960 Buffalo-West Springs Hwy		ca. 1950	Not Eligible
0472		963 Buffalo-West Springs Hwy		ca. 1940-50	Not Eligible
0473		1058 Buffalo-West Springs Hwy		ca. 1945-50	Not Eligible
0474		1044 Buffalo-West Springs Hwy		ca. 1925	Not Eligible
0475		1049 Buffalo-West Springs Hwy		ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0476		117 Riley Rd.		ca. 1925	Not Eligible
0477		123 Riley Rd.		ca. 1930	Not Eligible
0478		Riley Rd., E side, approx. 200 yds. S of int. w/ Hwy 215		ca. 1930-35	Not Eligible
0479		Riley Rd., W side, approx. 1/4 mi. S of int. w/ Hwy 215		ca. 1930	Not Eligible
0480		158 Riley Rd.		ca. 1940	Not Eligible
0481		Riley Rd., E side, approx. 1/2 mi. S of int. w/ Hwy 215		ca. 1925	Not Eligible
0482		Riley Rd., W side, approx. 1/2 mi. S of int. w/ Hwy 215		ca. 1930-35	Not Eligible
0483		392 Riley Rd.		ca. 1940	Not Eligible
0484		406 Riley Rd.		ca. 1930	Not Eligible
0485		Riley Rd., W side, approx. 1 mi. S of int. w/ Hwy 215		ca. 1925-30	Not Eligible
0486		127 Browns Well Rd.		ca. 1915	Not Eligible
0487		1493 Lukesville Rd.		ca. 1925	Not Eligible
0488	Nicholson's Mansion	Hwy 49, S side, approx. 1/4 mi. W of Fairforest Creek		1925	Eligible
0489		2698 Hwy 49		ca. 1900	Not Eligible
0490		3190 Hwy 49		ca. 1910-15	Not Eligible
0491		174 Lower Fairforest Church Rd.		ca. 1930	Not Eligible
0492	Gibbs, Reverend John House	233 Lower Fairforest Church Rd.		ca. 1820	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0493		Nabors Rd., S side, approx. 1/2 mi. E of int. w/ Lower Fairforest Church Rd.		ca. 1925	Not Eligible
0494		1124 Meadow Wood Rd.		ca. 1910	Not Eligible
0495		1080 Meadow Wood Rd.		ca. 1935-40	Not Eligible
0496		Mud Bridge Rd., W side, approx. 1/2 mi. N of int. w/ Hwy 215		ca. 1930	Not Eligible
0497		Mud Bridge Rd., W side, approx. 3/4 mi. S of int. w/ John Hart Rd.		ca. 1915	Not Eligible
0498		2141 Hwy 215		ca. 1935	Not Eligible
0499		Hwy 215, S side, approx. 1/4 mi. W of int. w/ Riley Rd.		ca. 1950	Not Eligible
0500		2221 Hwy 215		ca. 1930	Not Eligible
0501		2235 Hwy 215		ca. 1935	Not Eligible
0502		2353 Hwy 215		ca. 1940	Not Eligible
0503		Hwy 215, S side, approx. 1/4 mi. W of int. w/ Mud Bridge Rd.		ca. 1930	Not Eligible
0504		Hwy 215, S side, approx. 1/2 mi. W of int. w/ Mud Bridge Rd.		ca. 1925	Not Eligible
0505		2400 Hwy 215		ca. 1930	Not Eligible
0506		Hwy 215, N side, approx. 1/2 mi. W of int. w/ Mud Bridge Rd.		ca. 1930-40	Not Eligible
0507		Hwy 215, N side, approx. 1/2 mi. W of int. w/ Mud Bridge Rd.		ca. 1925	Not Eligible
0508		3266 Hwy 215		ca. 1890	Not Eligible
0509	Gibbs, Jasper House	Hwy 215, N side, approx. 1/4 mi. W of int. w/ Mt. Lebanon Rd.		ca. 1860	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0510		Hwy 215, S side, approx. 3/4 mi. W of int. w/ Mt. Lebanon Rd.		ca. 1930	Not Eligible
0772		312 Old Buffalo Rd.	Union	ca. 1925	Not Eligible
0773		105 Meriman Ave.	Union	ca. 1910	Not Eligible
0774		Meriman Ave.	Union	ca. 1925	Not Eligible
0775		110 Meriman Ave.	Union	ca. 1925	Not Eligible
0776		108 Meriman Ave.	Union	ca. 1930	Not Eligible
0777		110 Rice Ave.	Union	ca. 1910	Not Eligible
0778	Merridun	100 Merridun Pl.	Union	1855-57	Listed
0779		107 Dunn Ave.	Union	ca. 1920	Not Eligible
0780		525 Thompson Blvd.	Union	ca. 1945-50	Not Eligible
0781		511 Thompson Blvd.	Union	ca. 1940	Not Eligible
0782		509 Thompson Blvd.	Union	ca. 1940	Not Eligible
0783		507 Thompson Blvd.	Union	ca. 1930	Not Eligible
0784		SW corner of int. of Old Buffalo Rd. & Thompson Blvd.	Union	ca. 1930	Not Eligible
0785		205 Old Buffalo Hwy	Union	ca. 1925	Not Eligible
0786		Old Buffalo Hwy	Union	ca. 1915	Not Eligible
0787		513 Old Buffalo Hwy	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0788	Jeter, Governor Thomas B. House	203 Thompson Blvd.	Union	1859	Listed
0789		209 Thompson Blvd.	Union	ca. 1925	Not Eligible
0790	Coca Cola Bottling Company	Thompson Blvd.	Union	ca. 1930	Eligible
0791		701 North Pinckney Street	Union	ca. 1930	Not Eligible
0792		North Pinckney Street	Union	ca. 1920-25	Not Eligible
0793		715 North Pinckney Street	Union	ca. 1925-30	Not Eligible
0794	Union Bonded Warehouse	North Pinckney Street, across from int. w/ Halden Dr.	Union	ca. 1900	Not Eligible
0795		907 North Pinckney St.	Union	ca. 1910	Not Eligible
0796		217 North Pinckney Street	Union	ca. 1915	Not Eligible
0797		925 Old Buffalo Rd.	Union	ca. 1940	Not Eligible
0798		1003 North Pinckney Street	Union	ca. 1940	Not Eligible
0799		1007 North Pinckney Street	Union	ca. 1935	Not Eligible
0800		1101 North Pinckney Street	Union	ca. 1925	Not Eligible
0801		1105 North Pinckney Street	Union	ca. 1925	Not Eligible
0802		1201 North Pinckney Street	Union	ca. 1925-30	Not Eligible
0803		1209 North Pinckney Street	Union	ca. 1935	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0804		1208 North Pinckney Street	Union	ca. 1920	Not Eligible
0805		1108 North Pinckney Street	Union	ca. 1925	Not Eligible
0806		1106 North Pinckney Street	Union	ca. 1930	Not Eligible
0807		1104 North Pinckney Street	Union	ca. 1930	Not Eligible
0808		1100 North Pinckney Street	Union	ca. 1925	Not Eligible
0809		Brannon St.	Union	ca. 1930	Not Eligible
0810		108 Old Buffalo Rd.	Union	ca. 1930	Not Eligible
0811		103 May St.	Union	ca. 1930	Not Eligible
0812		207 May St.	Union	ca. 1940	Not Eligible
0813		209 May St.	Union	ca. 1925	Not Eligible
0814		211 May St.	Union	ca. 1930	Not Eligible
0815		219 May St.	Union	ca. 1940	Not Eligible
0816		220 May St.	Union	ca. 1930	Not Eligible
0817		214 May St.	Union	ca. 1930	Not Eligible
0818		208 May St.	Union	ca. 1930	Not Eligible
0819		103 Cabin St.	Union	ca. 1930	Not Eligible
0820		Cabin St.	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0821		Cabin St.	Union	ca. 1930	Not Eligible
0822		Cabin St.	Union	ca. 1930	Not Eligible
0823		Cabin St.	Union	ca. 1940	Not Eligible
0824		Cabin St.	Union	ca. 1940	Not Eligible
0825		302 Cabin St.	Union	ca. 1940	Not Eligible
0826		300 Cabin St.	Union	ca. 1940	Not Eligible
0827		Cabin St.	Union	ca. 1940	Not Eligible
0828		Cabin St.	Union	ca. 1940	Not Eligible
0829		210 Cabin St.	Union	ca. 1940	Not Eligible
0830		208 Cabin St.	Union	ca. 1940	Not Eligible
0831		209 Hill St.	Union	ca. 1940	Not Eligible
0832		208 Hill St.	Union	ca. 1940	Not Eligible
0833		200 Hill St.	Union	ca. 1940	Not Eligible
0834		Hill St.	Union	ca. 1940	Not Eligible
0835		106 Halden St.	Union	ca. 1945	Not Eligible
0836		101 Catherine St.	Union	ca. 1950	Not Eligible
0837		103 Catherine St.	Union	ca. 1950	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0838		105 Catherine St.	Union	ca. 1950	Not Eligible
0839		107 Catherine St.	Union	ca. 1945	Not Eligible
0840		109 Catherine St.	Union	ca. 1950	Not Eligible
0841		111 Catherine St.	Union	ca. 1945	Not Eligible
0855		108 Catherine St.	Union	ca. 1915	Not Eligible
0856		Catherine St.	Union	ca. 1915	Not Eligible
0857		714 North Pinckney St.	Union	ca. 1915-20	Not Eligible
0858		710 North Pinckney St.	Union	ca. 1915-20	Not Eligible
0859		706 North Pinckney St.	Union	ca. 1945	Not Eligible
0965		111 Keenan Ave.	Union	ca. 1910	Not Eligible
0979	Union County Courthouse	West Main St.	Union	1913	Contributes to Listed District
0980	Union County Jail	West Main St.	Union	1823	Listed
0981		201 North Herndon St.	Union	ca. 1925-30	Not Eligible
0982		203 North Herndon St.	Union	ca. 1910-15	Not Eligible
1008		North Enterprise St.	Union	ca. 1910-15	Not Eligible
1009		North Enterprise St.	Union	ca. 1910-15	Not Eligible
1010		North Enterprise St.	Union	ca. 1910-15	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1011		NWC of int. of North Enterprise St. & West Main St.	Union	ca. 1910-15	Not Eligible
1013	Dogan, Dr. Joseph H. House	408 West Main St.	Union	ca. 1823	Not Eligible
1014		406 West Main St.	Union	ca. 1925-30	Not Eligible
1015		310 West Main St.	Union	ca. 1910-15	Not Eligible
1016		308 West Main St.	Union	ca. 1910-15	Not Eligible
1017		306 West Main St.	Union	ca. 1910-15	Not Eligible
1018		Keenan Ave.	Union	ca. 1920	Not Eligible
1019		Keenan Ave.	Union	ca. 1910-15	Not Eligible
1020		211 Keenan Ave.	Union	ca. 1910	Not Eligible
1021		100 Poole Ct.	Union	ca. 1900	Not Eligible
1022		end of Poole Ct.	Union	ca. 1900	Not Eligible
1023		202 O'Sheilds St.	Union	ca. 1930	Not Eligible
1024		200 O'Sheilds St.	Union	ca. 1900	Not Eligible
1025		101 Smith St.	Union	ca. 1900	Not Eligible
1026		103 Smith St.	Union	ca. 1900	Not Eligible
1027		105 Smith St.	Union	ca. 1900	Not Eligible
1028		108 O'Sheilds St.	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1029		106 O'Sheilds St.	Union	ca. 1930	Not Eligible
1030		102 O'Sheilds St.	Union	ca. 1930	Not Eligible
1031		315 Blassingame St.	Union	ca. 1930	Not Eligible
1032		Long 12 St.	Union	ca. 1930	Not Eligible
1033		210 Long 12 St.	Union	ca. 1920	Not Eligible
1034		203 Long 12 St.	Union	ca. 1900	Not Eligible
1035		Blassingame St.	Union	ca. 1910-15	Not Eligible
1036		501 Blassingame St.	Union	ca. 1900-10	Not Eligible
1220		101 Highland Dr.	Union	ca. 1925	Not Eligible
1221		103 Highland Dr.	Union	ca. 1925	Not Eligible
1222		105 Highland Dr.	Union	ca. 1925-30	Not Eligible
1223		107 Highland Dr.	Union	ca. 1925	Not Eligible
1224		111 Highland Dr.	Union	ca. 1925-30	Not Eligible
1225		113 Highland Dr.	Union	ca. 1940	Not Eligible
1226		115 Highland Dr.	Union	ca. 1940-50	Not Eligible
1227		117 Highland Dr.	Union	ca. 1940-50	Not Eligible
1228		119 Highland Dr.	Union	ca. 1950	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1229		121 Highland Dr.	Union	ca. 1950	Not Eligible
1230		124 Highland Dr.	Union	ca. 1945-50	Not Eligible
1231		122 Highland Dr.	Union	ca. 1945-50	Not Eligible
1232		120 Highland Dr.	Union	ca. 1945	Not Eligible
1233		118 Highland Dr.	Union	ca. 1945	Not Eligible
1234		116 Highland Dr.	Union	ca. 1930	Not Eligible
1235		110 Highland Dr.	Union	ca. 1925	Not Eligible
1236		108 Highland Dr.	Union	ca. 1925	Not Eligible
1237		106 Highland Dr.	Union	ca. 1945	Not Eligible
1238		102 Highland Dr.	Union	ca. 1925	Not Eligible
1239		100 Highland Dr.	Union	ca. 1925	Not Eligible
1240		206 Gage Ave.	Union	ca. 1940	Not Eligible
1241		103 Woodlawn Ave.	Union	ca. 1945	Not Eligible
1242		105 Woodlawn Ave.	Union	ca. 1925	Not Eligible
1243	Gage House	107 Woodlawn Ave.	Union	1790	Potentially Eligible
1244		Woodlawn Ave.	Union	ca. 1920	Not Eligible
1245		111 Woodlawn Ave.	Union	ca. 1925	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1246		115 Woodlawn Ave.	Union	ca. 1945-50	Not Eligible
1247		117 Woodlawn Ave.	Union	ca. 1945-50	Not Eligible
1248		125 Woodlawn Ave.	Union	ca. 1945	Not Eligible
1249		134 Woodlawn Ave.	Union	ca. 1935-40	Not Eligible
1250		130 Woodlawn Ave.	Union	ca. 1945	Not Eligible
1251		Gage Ave.	Union	ca. 1930	Not Eligible
1252		Gage Ave.	Union	ca. 1930	Not Eligible
1253		204 S. Enterprise St.	Union	ca. 1930	Not Eligible
1254	Clinton Chapel AME Zion Church	S. Enterprise St.	Union	1893	Not Eligible
1255		305 West Main St.	Union	ca. 1915	Not Eligible
1256		309 West Main St.	Union	ca. 1915	Not Eligible
1257		West Main St.	Union	ca. 1930	Not Eligible
1258		401 West Main St.	Union	ca. 1910-15	Not Eligible
1259		405 West Main St.	Union	ca. 1945-50	Not Eligible
1260		501 West Main St.	Union	ca. 1925	Not Eligible
1261		West Main St.	Union	ca. 1915-20	Not Eligible
1262		303 O'Sheilds St.	Union	ca. 1930	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1263		301 O'Sheilds St.	Union	ca. 1920	Not Eligible
1264		209 O'Sheilds St.	Union	ca. 1920-30	Not Eligible
1265		101 O'Sheilds St.	Union	ca. 1920	Not Eligible
1266		201 O'Sheilds St.	Union	ca. 1930	Not Eligible
1267		O'Sheilds St.	Union	ca. 1930	Not Eligible
1268		O'Sheilds St.	Union	ca. 1905	Not Eligible
1269		O'Sheilds St.	Union	ca.1920	Not Eligible
1270		313 O'Sheilds St.	Union	ca. 1920	Not Eligible
1271		206 N Evans St.	Union	ca. 1925	Not Eligible
1272		218 Ravenscroft St.	Union	ca. 1920	Not Eligible
1273		210 Ravenscroft St.	Union	ca. 1915	Not Eligible
1274		208 Ravenscroft St.	Union	ca. 1930	Not Eligible
1275		206 Ravenscroft St.	Union	ca. 1915	Not Eligible
1276		202 Ravenscroft St.	Union	ca. 1920	Not Eligible
1277		124 Ravenscroft St.	Union	ca. 1920	Not Eligible
1278		Ravenscroft St.	Union	ca. 1920-30	Not Eligible
1279		118 Ravenscroft St.	Union	ca. 1920-25	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1280		112 Ravenscroft St.	Union	ca. 1910	Not Eligible
1281		108 Ravenscroft St.	Union	ca. 1930	Not Eligible
1282		102 Ravenscroft St.	Union	ca. 1920	Not Eligible
1283		105 Ravenscroft St.	Union	ca. 1930	Not Eligible
1284		Ravenscroft St.	Union	ca. 1925	Not Eligible
1285		123 Ravenscroft St.	Union	ca. 1925-30	Not Eligible
1286		201 Ravenscroft St.	Union	ca. 1920-25	Not Eligible
1287		207 Ravenscroft St.	Union	ca. 1920	Not Eligible
1288		211 Ravenscroft St.	Union	ca. 1930	Not Eligible
1289		116 Malone Ave.	Union	ca. 1925-30	Not Eligible
1290		110 Malone Av.	Union	ca. 1925-30	Not Eligible
1291		106 Malone Ave.	Union	ca. 1930	Not Eligible
1292		104 Malone Ave.	Union	ca. 1920	Not Eligible
1293		103 Malone Ave.	Union	ca. 1920	Not Eligible
1294		Malone Ave.	Union	ca. 1920	Not Eligible
1295		Malone Ave.	Union	ca. 1920	Not Eligible
1296		Malone Ave.	Union	ca. 1920	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1297		Malone Ave.	Union	ca. 1925	Not Eligible
1298		117 Malone Ave.	Union	ca. 1920	Not Eligible
1299		119 Malone St.	Union	ca. 1920	Not Eligible
1300		501 Westview Dr.	Union	ca. 1925	Not Eligible
1301		800 West Main St.	Union	ca. 1920	Not Eligible
1302		808 West Main St.	Union	ca. 1910-15	Not Eligible
1303		810 West Main St.	Union	ca. 1940-50	Not Eligible
1304		West Main St.	Union	ca. 1940	Not Eligible
1305		904 West Main St.	Union	ca. 1925	Not Eligible
1306		West Main St.	Union	ca. 1915	Not Eligible
1307		811 West Main St.	Union	ca. 1920	Not Eligible
1308		West Main St.	Union	ca. 1915	Not Eligible
1309		805 West Main St.	Union	ca. 1915	Not Eligible
1310		719 West Main St.	Union	ca. 1920	Not Eligible
1311		717 West Main St.	Union	ca. 1915-20	Not Eligible
1312		715 West Main St.	Union	ca. 1920-25	Not Eligible
1313		713 West Main St.	Union	ca. 1915-20	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
1314		West Main St.	Union	ca. 1930	Not Eligible
1315		West Main St.	Union	ca. 1920	Not Eligible
1316		507 West South St.	Union	ca. 1920	Not Eligible
1317		505 West South St.	Union	1894	Not Eligible
1318		503 West South St.	Union	ca. 1920	Not Eligible
1319		501 West South St.	Union	ca. 1920	Not Eligible
1320		West South St.	Union	ca. 1905	Not Eligible
1321		West South St.	Union	ca. 1930-40	Not Eligible
1322		West South St.	Union	1890	Not Eligible
1323		300 West South St.	Union	ca. 1925	Contributes to Listed District
1324		302 West South St.	Union	ca. 1920-25	Contributes to Listed District
1325		304 West South St.	Union	ca. 1925	Contributes to Listed District
1326		306 West South St.	Union	ca. 1840	Contributes to Listed District
1327		308 West South St.	Union	ca. 1900	Contributes to Listed District
1328		310 West South St.	Union	ca. 1840	Contributes to Listed District
1329		312 West South St.	Union	ca. 1900	Contributes to Listed District
1330		West South St.	Union	ca. 1930	Contributes to Listed District

Site No	Historic Name	Address/Location	City	Date	Eligibility
1331		323 West South St.	Union	ca. 1890	Not Eligible
1332		317 West South St.	Union	ca. 1910-15	Contributes to Listed District
1333		315 West South St.	Union	ca. 1905-10	Contributes to Listed District
1334		313 West South St.	Union	ca. 1920	Contributes to Listed District
1335		311 West South St.	Union	ca. 1900	Contributes to Listed District
1336		309 West South St.	Union	ca. 1880	Contributes to Listed District
1337		West South St.	Union	ca. 1920-25	Contributes to Listed District
1338		301 West South St.	Union	ca. 1880	Contributes to Listed District
1339		205 West South St.	Union	1888	Contributes to Listed District
1340		203 West South St.	Union	ca. 1910	Contributes to Listed District
1349		215 Blassingame St.	Union	ca. 1925-30	Not Eligible

Whitmire North

Site No	Historic Name	Address/Location	City	Date	Eligibility
0594		Hwy 72/121, E side, approx. 1/2 mi. N of the Enoree River		ca. 1930	Not Eligible
0595		Hwy 72/121, E side, approx. 1/2 mi. N of Enoree River		ca. 1930	Not Eligible
0597		195 Wilkerson Rd.		ca. 1930	Not Eligible
0598		6331 Hwy 72/121		ca. 1940-50	Not Eligible
0599		Hwy 176, E side, approx. 1/4 mi. N of int. w/ Hwy 72/121		ca. 1940	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0600		Hwy 176, E side, approx. 1/4 mi. N of int. w/ Hwy 72/121		ca. 1925-30	Not Eligible
0601		6135 Hwy 176		ca. 1930	Not Eligible
0602		135 Hodges Rd.		ca. 1930	Not Eligible
0603		Lee Cemetery Rd., W side, approx. 1 mi. W of int. w/ Hwy 176		ca. 1900	Not Eligible
0604		5333 Whitmire Hwy		ca. 1915	Not Eligible
0605		Whitmire Hwy, E side, approx. 3/4 mi. S of int. w/ Bob Adams Rd.		ca. 1900	Not Eligible
0606		1508 Berry Farm Rd.		ca. 1880	Not Eligible
0607		Tinker Creek Rd.		ca. 1910-15	Not Eligible
0608		828 Tinker Creek Rd.		ca. 1930	Not Eligible
0609		1696 Berry Farm Rd.		ca. 1905-10	Not Eligible
0610		2017 Berry Farm Rd.		ca. 1860	Not Eligible
0611	Seven Springs	838 Santuc Drive		ca. 1810	Eligible
0612		654 Santuc Dr.		ca. 1930	Not Eligible
0613		off of Santuc Dr., W side, approx. 1 mi. N of int. w/ Berry Farm Rd.		ca. 1940-50	Not Eligible
0614		Berry Farm Rd., S side, approx. 1 mi. E of int. w/ Santuc Rd.		ca. 1925-30	Not Eligible
0615		947 Santuc Dr.		ca. 1925	Not Eligible
0616		1218 Santuc Dr.		ca. 1890	Not Eligible

Site No	Historic Name	Address/Location	City	Date	Eligibility
0617	Tucker, William House	end of Foster Howell Rd.		1857	Not Eligible
0618		Santuc Dr., W side, approx. 1/2 mi. S of int. w/ Foster Howell Rd.		ca. 1915-20	Not Eligible
0619		548 Tuckertown Rd.		ca. 1900	Not Eligible
0620		1104 Delta Rd.	Delta	ca. 1900	Not Eligible
0621		NE corner of int. of Delta Rd. & RR	Delta	ca. 1900	Not Eligible
0622		end of Goldville Rd.		ca. 1915	Not Eligible
0623		Goldville Rd., S side, approx. 1 1/4 mi. E of int. w/ Hwy 72/121		ca. 1920	Not Eligible

Appendix

Maps
Mills Map of Union County-1825
Union
Jonesville
Lockhart
Santuc

Historic Photographs

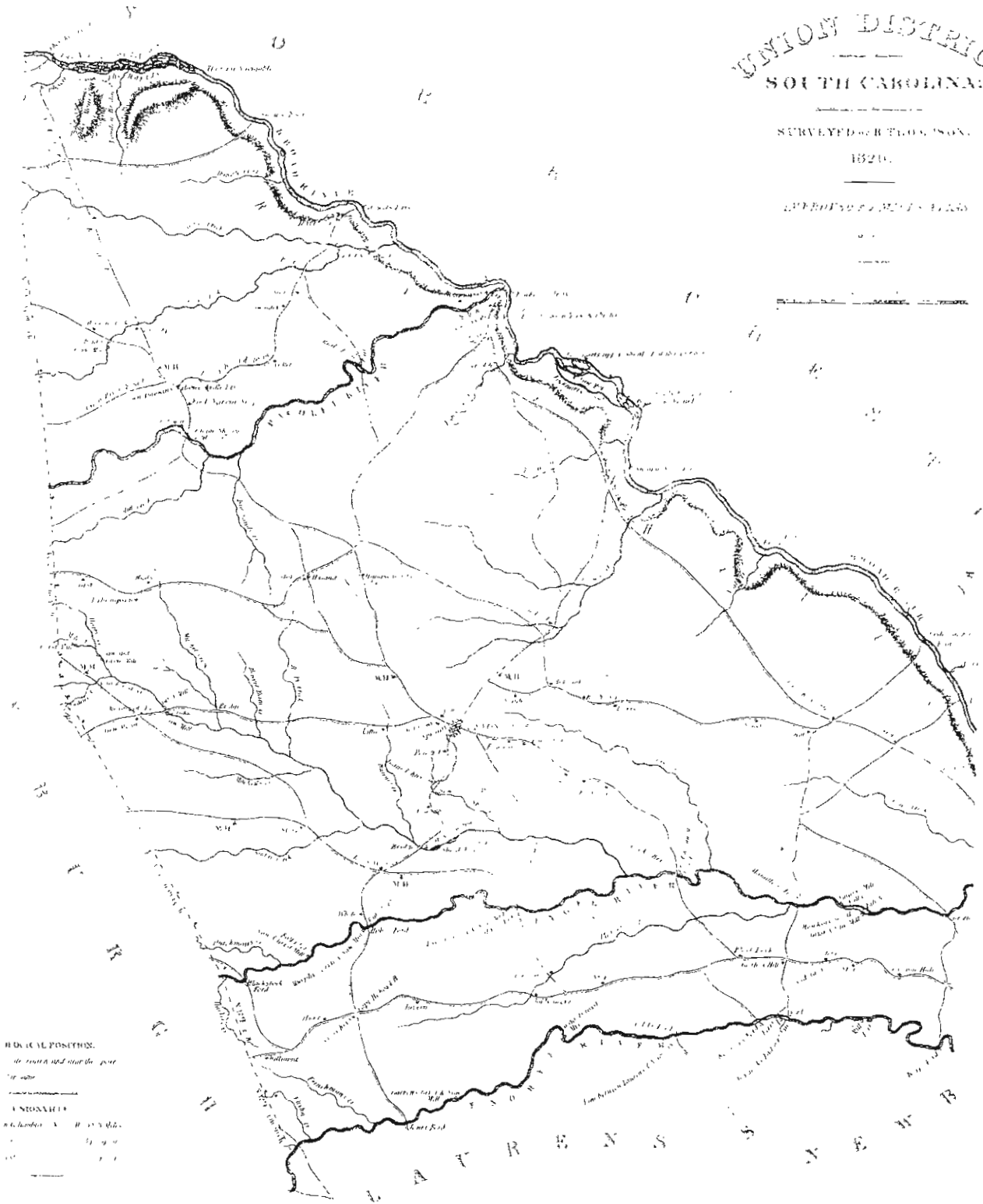## National Register of Historic Places
Listed Properties
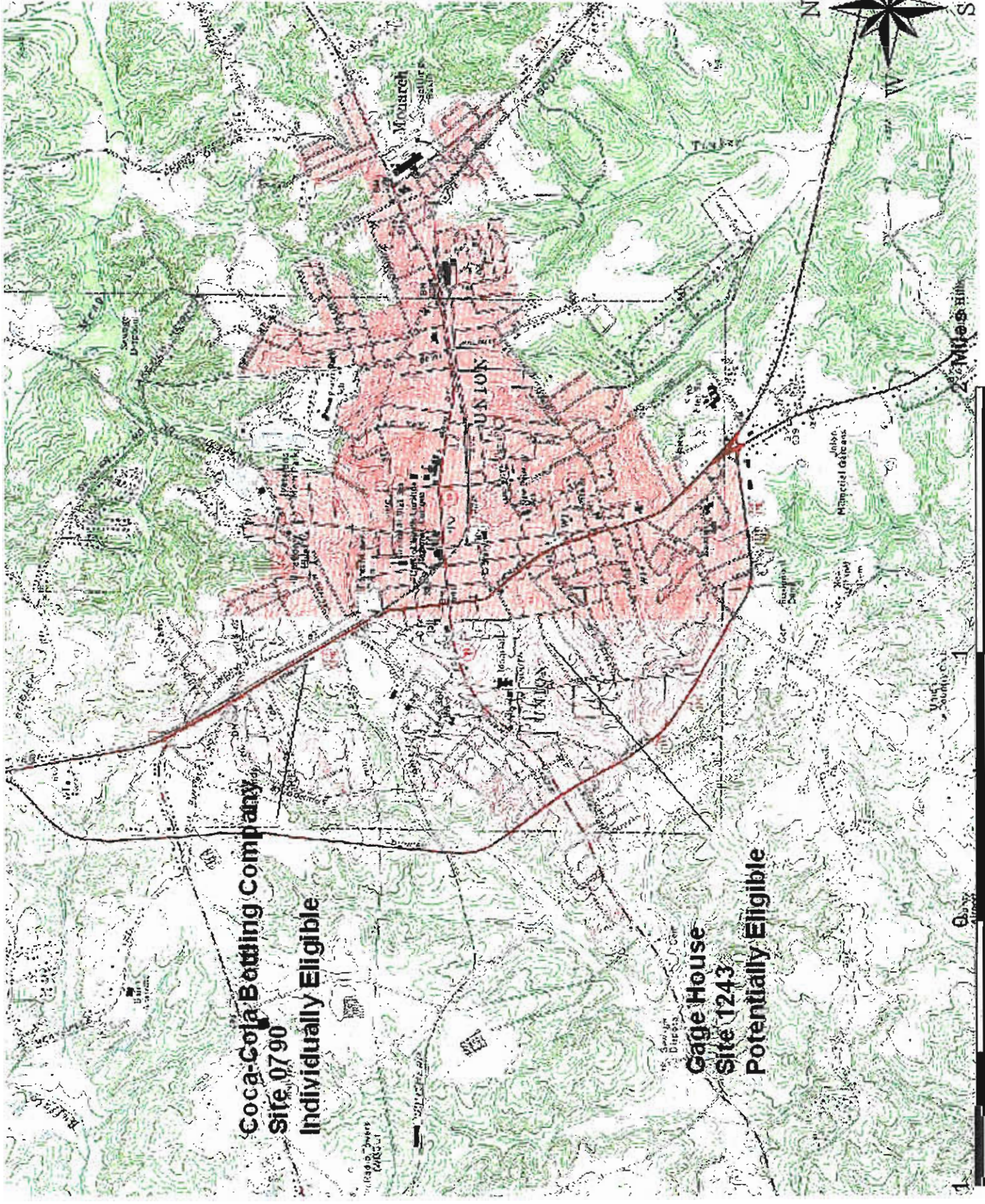Listed Historic Districts

UNION DISTRICT
SOUTH CAROLINA

SURVEYED BY B. TROWSON.
1820.

Coca-Cola Bottling Company
Site 0790
Individually Eligible

Gage House
Site 1243
Potentially Eligible

Site 0652
Individually Eligible

Jonesville

Josiah Franklin Allman House
Site 0687
Individually Eligible

Water Tank

Fosters Chapel

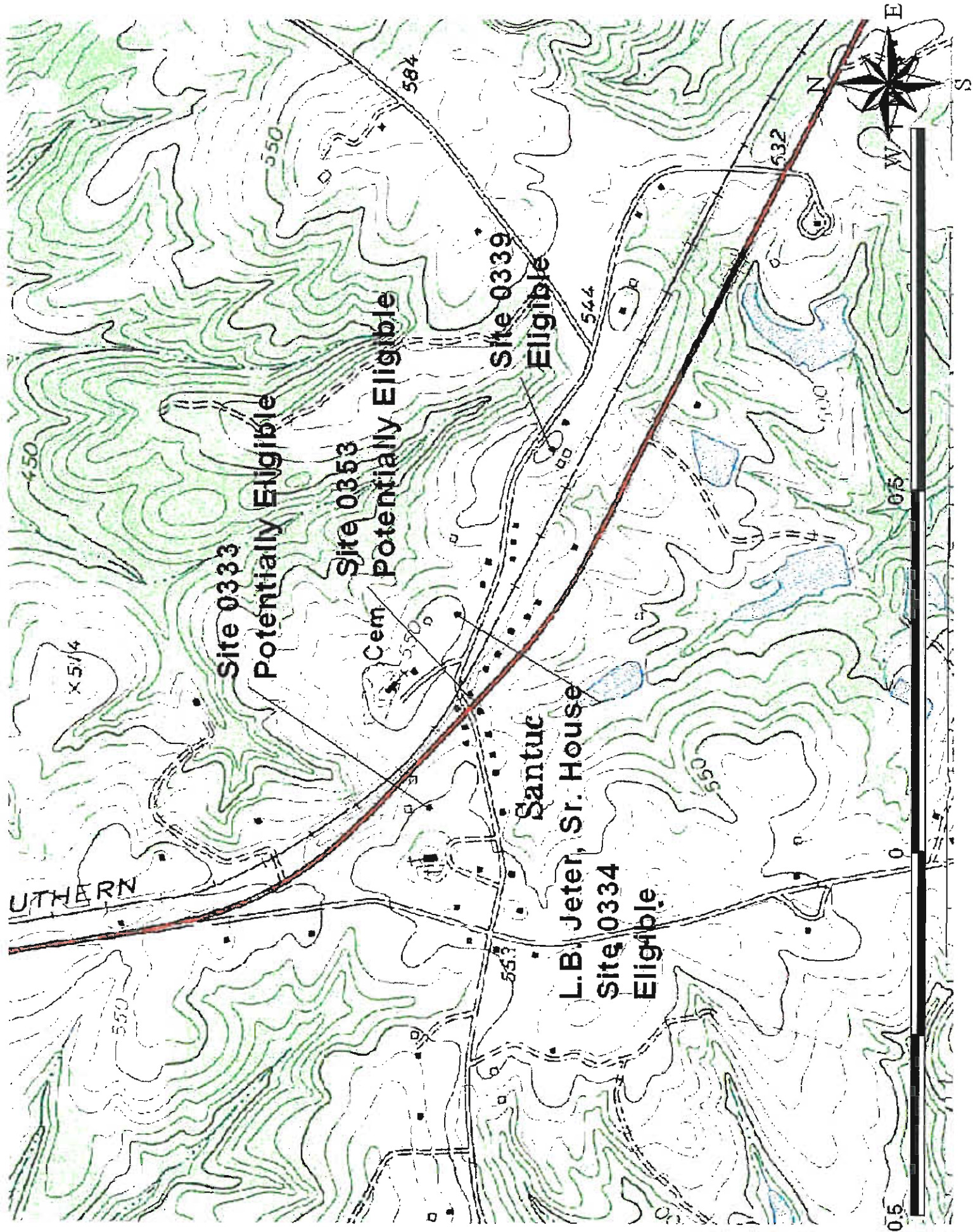High Sch

Fosters Sch

N

S

1 mile

0.5

0.5

N

E

S

W

450

500
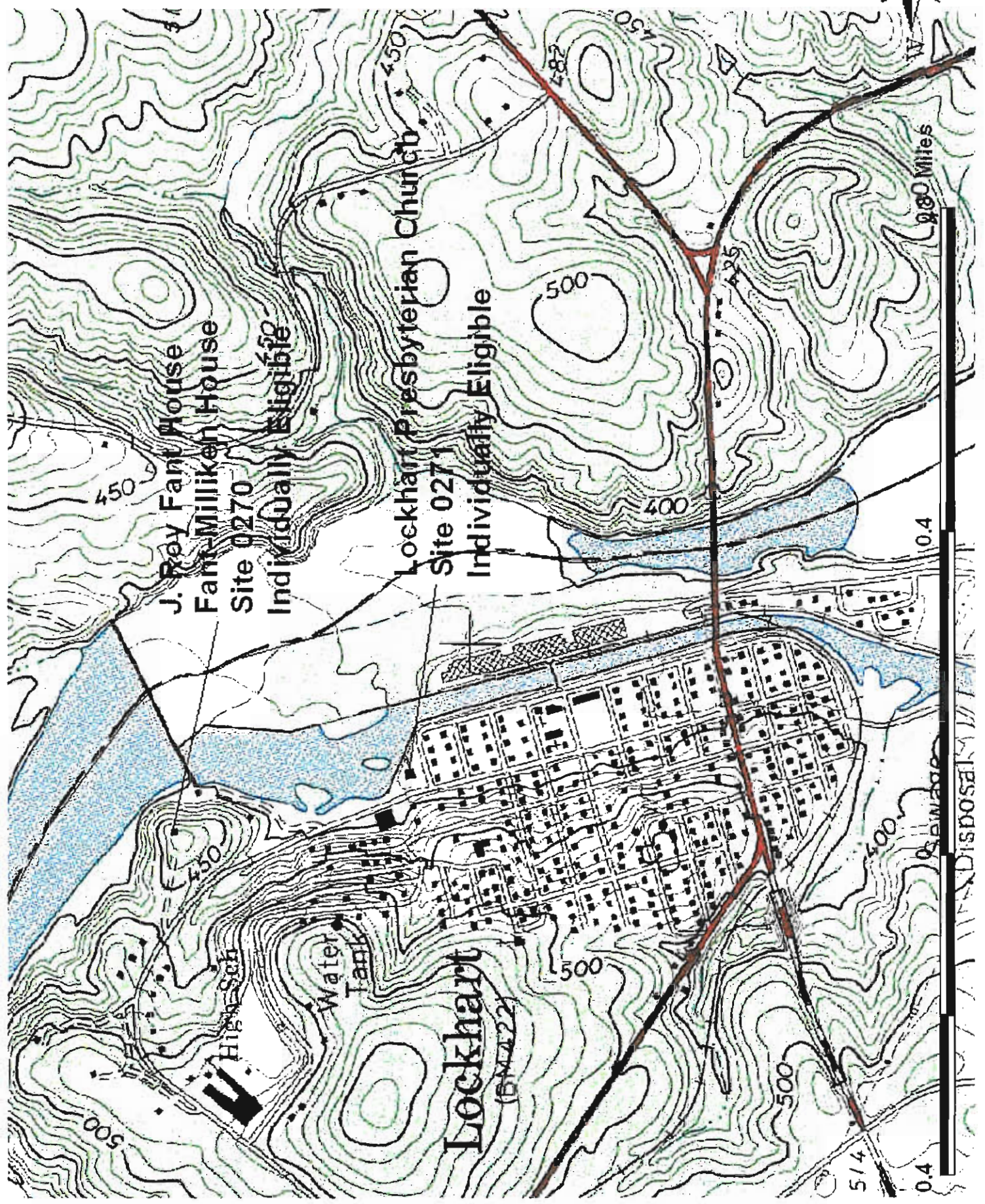
J. Roy Fant House
Fant-Milliken House
Site 0270
Individually Eligible

450

Lockhart Presbyterian Church
Site 0271
Individually Eligible

500

450

400

Water
Tank

High Sch

Lockhart

500

500

400

Disposal

5/4

0.4

0.80 Miles

0.4

287

Site 0333
Potentially Eligible

Site 0353
Potentially Eligible

Site 0339
Eligible

Cem

Santuc

L.B. Jeter, Sr. House
Site 0334
Eligible

UTHERN

584

550

450

632

544

550

550

N
E
S
W

Union County Historical Photographs
found in
Union County Heritage by Mannie Mabry

Historic photograph of Josiah Franklin Alman's Store, Main Street, Jonesville ca. 1900.
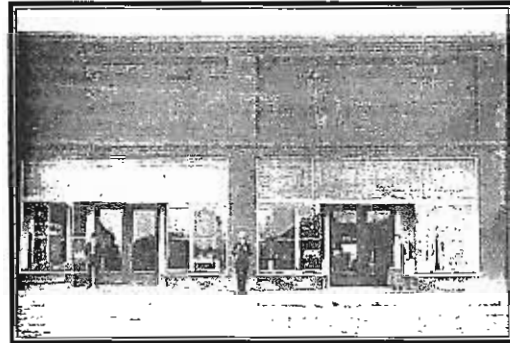
Josiah Franklin Alman House, Main Street, Jonesville ca. 1910.
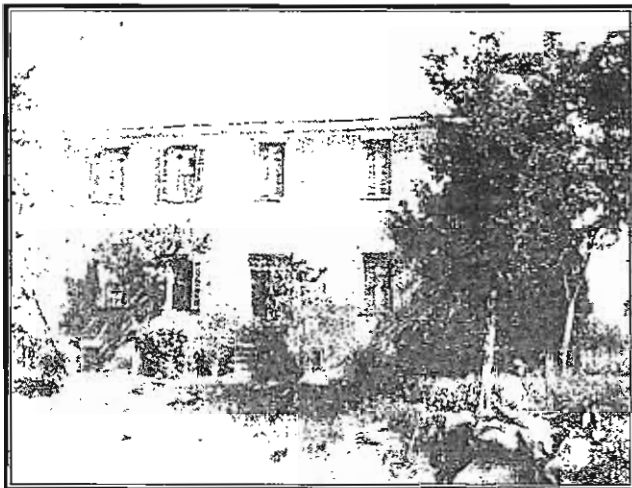
Byrd Murphy House, Hwy 49, Union County ca. 1915

Rice House, southern Union County

Wayside Inn, north of Jonesville ca. 1900

Jonesville School, Main Street, Jonesville ca. 1910

Cross Keys House, Cross Keys, ca. 1915

Index By State County

National Register Information System

10/12/2005 16:24:38

No filter

Include filter in navigation

State: SC
County: Union

Row	Resource.Name	Address	City	Listed	Multiple
1	Battle of Blackstock's Historic Site	W of Union off SC 49	Union	1974-12-16	
2	Buffalo Mill Historic District	Village of Buffalo and immediate surroundings	Buffalo	1990-10-10	Textile Mills designed by W.B. Smith Whaley MPS
3	Cedar Bluff	SC 49	Union	1974-07-20	
4	Central Graded School	309 Academy St.	Union	1978-03-30	
5	Corinth Baptist Church	N. Herndon St.	Union	1989-07-20	Union MPS
6	Cross Keys House	SW of Union on SC 49	Union	1971-06-24	
7	Culp House	300 N. Mountain St.	Union	1975-04-09	
8	Dawkins, Judge Thomas, House	Dawkins Court, N of E. Main St.	Union	1973-04-23	
9	East Main Street-- Douglass Heights Historic District	Roughly bounded by Perrin Ave., S. Church St., and E. Main St., and 100--121 Douglass Heights	Union	1989-07-17	Union MPS
10	Episcopal Church of the Nativity	Church and Pinckney Sts.	Union	1974-08-30	

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Index By State County
National Register Information System   10/12/2005 16:23:56

No filter   Include filter in navigation

State: SC
County: Union

Row	Resource Name	Address	City	Listed	Multiple
11	Fair Forest Hotel	221 E. Main St.	Union	1984-11-01	
12	Herndon Terrace	N. Pinckney St. and Catherine St.	Union	1970-08-25	
13	Hillside	NW of Carlisle on SC 215	Carlisle	1978-02-17	
14	Jeter, Gov. Thomas B., House	203 Thompson Blvd.	Union	1974-12-02	
15	McWhirter House	415 Pacolet St.	Jonesville	2003-04-18	
16	Means House	2 mi. SW of Jonesville on SC 12	Jonesville	1973-04-13	
17	Meng House	117 Academy St.	Union	1976-07-12	
18	Merridun	100 Merridun Pl.	Union	1974-06-20	
19	Musgrove's Mill Historic Battle Site	2.5 mi. S of Cross Anchor on SC 56	Cross Anchor	1975-03-04	
20	Padgett's Creek Baptist Church	E of Cross Keys on SC 18	Cross Keys	1971-05-06	

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Index By State County

National Register Information System

No filter

Include filter in navigation [1]

State: SC
County: Union

Row	Resource Name	Address	City	Listed	Multiple
21	Pinckneyville	13 mi. NE of Union on SC 13	Union	1969-12-03	
22	Rose Hill	9 mi. SSW of Union on CR 16	Union	1970-06-05	
23	South Street--South Church Street Historic District	Roughly South St. between Church & Boyce Sts.	Union	1983-05-19	
24	South Street--South Church Street Historic District (Boundary Increase)	Roughly S. Church St. from South St. to Henrietta St.	Union	1989-07-17	Union MPS
25	Union Community Hospital	213 W. Main St.	Union	1996-08-01	Union MPS
26	Union County Jail	Main St.	Union	1974-08-30	
27	Union Downtown Historic District	Roughly bounded by E. Academy, N. Church, Main, and N. Herndon Sts., Sharpe Ave., and N. Gadberry St.	Union	1989-07-17	Union MPS
28	Union Downtown Historic District (Boundary Increase)	125-129 W. Main St.	Union	2003-04-11	
29	Union High School--Main Street Grammar School	E. Main and N. Church Sts.	Union	1989-07-20	Union MPS
30	Woodland Plantation	3435 Santuc-Carlisle Hwy--SC 215	Carlisle	2001-05-30	

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UNION COUNTY

South Street–South Church Street Historic District, portions of Carson St., S. Church St., Enterprise St., Gadberry St., S. Herndon St., McBeth St., Mountain St., Pinckney St., South St., & Wagnon Alley (Union MPS)

Listed 7/17/89

71 Contributing Properties
17 Noncontributing Properties
--
88 Total Properties

East Main Street–Douglass Heights Historic District, portions of Douglass Heights,

E. Main St., & Perrin Ave., Union (Union MPS) Listed 7/17/89

55 Contributing Properties
29 Noncontributing Properties
--
84 Total Properties

Union Downtown Historic District, portions of N. Gadberry St., S. Gadberry St., E. Main St., W. Main St., Mountain St., N. Pinckney St., Union (Union MPS)

Listed 7/17/89

45 Contributing Properties
27 Noncontributing Properties
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72 Total Properties

Buffalo Mill Historic District, portions of Buffalo St., Church St., Circle Dr., Cross St., Hill St., Jennings St., Main St., Mill St., Pine St., Short St., South St., Westville St., 1st Ave., 1st Ave. Annex, & 2nd Ave., Buffalo (Textile Mills in S.C. Designed by W.B. Smith Whaley MPS)

Listed 10/10/90

192 Contributing Properties
98 Noncontributing Properties
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290 Total Properties

South Street--South Church Street Historic District

Union Downtown Historic District