

# City of Georgetown Historic Resources Survey

## Final Report



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May 2002

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# City of Georgetown Historic Resources Survey

## Final Report

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# CITY OF GEORGETOWN HISTORIC RESOURCES SURVEY

## SURVEY REPORT

### TABLE OF CONTENTS

NAME OF SURVEY.....	1
BOUNDARIES OF SURVEY AREA.....	1
NUMBER OF PROPERTIES SURVEYED.....	2
NUMBER OF SQUARE MILES SURVEYED.....	2
SURVEYORS.....	2
BEGINNING AND ENDING DATES OF SURVEY.....	2
OBJECTIVES OF SURVEY.....	2
PROJECT METHODOLOGY AND PRODUCTS OF SURVEY.....	4
NARRATIVE HISTORY OF THE SURVEY AREA.....	5
Introduction.....	5
Industrialization, WWI and the ACL.....	6
Southern Kraft, WWII and the Post War Period.....	9
The Modern Era 1950-1969.....	12
Conclusion.....	13
EVALUATION OF SURVEY DATA	
Properties listed in the National Register of Historic Places.....	14
Architectural Analysis.....	14
RECOMMENDATIONS.....	26
DATA GAPS.....	27
BIBLIOGRAPHY.....	28
COMPILED INVENTORY OF SITES.....	29

# CITY OF GEORGETOWN HISTORIC RESOURCES SURVEY

## SURVEY REPORT

### LIST OF FIGURES

FIGURE 1. Map of survey area.....	1
FIGURE 2. Southern Kraft's 1937 Mill .....	10
FIGURE 3. Bayview Subdivision plat .....	11
FIGURE 4. Willowbank streetscape .....	12
FIGURE 5. Site No. 652 .....	16
FIGURE 6. Site No. 507 .....	17
FIGURE 7. Site No. 613 .....	18
FIGURE 8. Site No. 623 .....	18
FIGURE 9. Site No. 574 .....	19
FIGURE 10. Site No. 599 .....	19
FIGURE 11. Site No. 595 .....	20
FIGURE 12. Site No. 648 .....	20
FIGURE 13. Site No. 450 .....	21
FIGURE 14. Site No. 460 .....	22
FIGURE 15. Site No. 458 .....	22
FIGURE 16. Site No. 628 .....	23
FIGURE 17. Site No. 630 .....	23
FIGURE 18. Rosemont Hall .....	24
FIGURE 19. Love Chapel Deliverance Center .....	25
FIGURE 20. West End Methodist Church – façade.....	25
FIGURE 21. West End Methodist Church – rear elevation .....	25

**NAME OF SURVEY**

Georgetown Historic Resources Survey

**BOUNDARIES OF SURVEY AREA**

The survey area was bounded on the east by Wood Street, on the west by the city limits, on the north by Church Street and on the south by Butts Street.



Figure 1. Map of survey area.

## **NUMBER OF PROPERTIES SURVEYED**

206 survey forms were filled out for properties that were intensively surveyed. Of these, 12 were in Willowbank, 5 were in Bayview, 137 were in the West End, and 52 were in the potential district expansion area.

## **NUMBER OF SQUARE MILES SURVEYED**

Approximately 3 square miles or 1,850 acres were surveyed.

## **SURVEYORS**

April Montgomery, Circa, Inc.  
Ellen Turco, Circa, Inc.

## **BEGINNING AND ENDING DATES OF SURVEY**

Work began with the initial planning meeting held on September 26, 2001. Fieldwork was conducted in Georgetown in October and November 2001. The project was completed by June 30, 2002.

## **OBJECTIVES OF SURVEY**

The purpose of this survey project is to compile a comprehensive inventory of historic resources in the City of Georgetown outside of the Georgetown National Register Historic District. This information will be used as a planning tool by both the City of Georgetown and the South Carolina Department of Archives and History (SCDAH). From this inventory recommendations will be made for properties and/or districts eligible for listing in the National Register of Historic Places.

A detailed list of objectives for this survey project were outlined in the recommendations section of survey report prepared at the conclusion of the City of Georgetown Cultural Resources Survey by Historic Preservation Consultants, Inc. in July 2000.

An historic sites survey, at least at the reconnaissance level, should be conducted in the entire city. Besides the Howard School/Georgetown High School Complex, the west end retains several properties of special interest to the African-American community as well as a number of early-twentieth century dwellings constructed for the Atlantic Coast Lumber Company. Several subdivisions were developed somewhat later, during the boom decade that began in 1936. A windshield survey of the

Willowbank Subdivision found that it retains its original street plan nearly intact, and substantial architectural integrity. Willowbank and contemporary developments should be evaluated in sufficient depth for the Historical Society and City Planning Department to begin discussing priorities for preserving the historic built environment of the twentieth century.

(Fick, 39)

Additional objectives of this survey project were to look at the possibility of expanding the current historic district to the west from Wood Street to North Fraser Street and a reconnaissance level survey of the Bayview neighborhood.

As outlined in Fick's 2000 report some of the properties located between Wood and Cleland Street are part of the original town plan as modified in 1737. However, these properties are not included in the current boundaries for the National Register historic district. Therefore, an intensive survey of the area bounded by Church, Wood, Front and Fraser Streets was undertaken to document all structures over fifty years of age and determine the viability of expanding the current historic district to include this area.

A reconnaissance level survey of the West End was also identified in Fick's report. The West End, according to local residents, consists of everything west of Fraser Street to the city limit. For the purposes of this survey project the West End was everything west of Fraser Street to the city limit and bounded to the north by Church Street and to the south by Butts Street. The objective of this portion of the survey was to determine the presence and integrity of properties over fifty years of age. In addition, the historic boundaries of "New Town" as constructed in response to the opening of the Atlantic Coast Lumber Corporation were to be determined.

The Willowbank Subdivision is the first subdivision in Georgetown. Platted in 1946 it has just come into the era in which it can be considered for National Register eligibility. The objective in this neighborhood was to perform a reconnaissance level survey identifying representative examples of the neighborhood's housing types and to determine if it is a candidate for future listing in the National Register.

The Bayview neighborhood was platted in 1937 and began developing shortly thereafter. The survey objective in this neighborhood is to identify representative examples of housing types in this neighborhood as well as the reasoning behind its original development. Survey in this neighborhood is to be done at the reconnaissance level.



## **PROJECT METHODOLOGY AND PRODUCTS OF SURVEY**

### **METHODOLOGY**

The survey methodology for this project differed depending on the survey area and the objectives of the survey project in that area.

In the proposed district expansion area (Wood to Fraser and Church to Front Streets), all properties approximately fifty years of age or older were surveyed at an intensive level. While a number of these properties have undergone significant alterations all properties were documented with the mindset that there is the potential to expand the existing local historic district to include these properties. If that were to happen intensive level documentation would be necessary for design review.

In the West End area both intensive and recon level survey was conducted. An intensive level survey was conducted in the area bounded by Fraser Street to the east, Front Street to the north, Congdon Street to the west and Butts Street to the south. An intensive level survey was undertaken in this area due to the concentration of early twentieth century dwellings and the possible relationship between the construction of these structures and the development of the Atlantic Coast Lumber Corporation. The remainder of West End was surveyed at the reconnaissance level with only representative properties being identified.

Both the Bayview and Willowbank neighborhoods were surveyed at the reconnaissance level. Representative examples were chosen to depict the common housing types in these neighborhoods. Attention was also paid to the plan of the neighborhood, its streetscapes and overall presence.

### **PRODUCTS OF SURVEY**

At this project's completion both the City of Georgetown and the SCDHA will have a full set of survey files with photographs of each property and a final report outlining the history and development of each of the areas and making recommendations for further work, if necessary. In addition, recommendations will also be made for properties or districts potentially eligible for listing in the National Register of Historic Places and/or local designation.

The city of Georgetown is fortunate to have a recent survey report (Fick 2000) with a well-developed local history. Because all of the properties surveyed through this project date from the period after Reconstruction (1880 and later) only a brief introductory history of Georgetown and its development prior to 1880 will be provided. The primary focus on the history and development of Georgetown will be in the role of industry and its effects on the local community from the early 1880s through to the opening of the Steel Mill in 1969.

## **NARRATIVE HISTORY OF THE SURVEY AREA**

### Introduction

Georgetown first began taking shape when a town plan was developed in the late 1720s by surveyor William Swinton. Swinton prepared this plan under the direction of Elisha Screven, son of land owner William Screven. William Screven had purchased the land from John Perrie who had received the land in a 1705 land grant.

Swinton's original grid consisted of 174 acres and included 200 building lots, and a common of 100 acres. Lots for churches and cemeteries, a school, a court, a prison, a market place and a military post were also included. In 1729 Screven began to sell the new town lots. By 1737 more land was needed and lots were made on the existing common.

The primary industry in Georgetown, from the time of its inception through the Civil War, was agriculture. The primary crop in the area was rice. However, during the 1740s rice as a staple crop and leading export was replaced by indigo. This was due to the fact that the tremendous market demand and British subsidies for indigo made its production quite lucrative. After the American Revolution the combination of the loss of British subsidies and new innovations in technology – namely tidal-field rice growing – returned rice to the forefront of Georgetown's agricultural industry.

On the eve of the Civil War more than one hundred rice plantations existed in Georgetown County producing nearly half of the national yield of rice. Another integral component to Georgetown's economy was its port and its ability to transport the goods produced in the region. With the onset of the Civil War President Lincoln ordered a Federal blockade of all Southern Ports on April 19, 1861, devastating the rice economy. This action left local growers unable to get their goods to market, and, as a result, when the war ended Georgetown was physically intact but economically dilapidated.

As a result of the Civil War rice plantations could no longer utilize slave labor, an integral component of rice cultivation. However, individual planters made fruitless efforts to continue their operations for years. From 1865-1867 rice planters experienced three successive crop failures. The last effort to retain Georgetown's rice culture was made in 1879 with the establishment of the Georgetown Rice Milling Company. The company prospered for a few years and then faded with the end of the local rice culture.

While the cultivation of rice faded from the forefront of Georgetown's economy, lumber and shingles made up the majority of goods exported from Georgetown during the last half of the 1860s (Fick, 10). While the industries of lumber and the collection of turpentine began to develop in the region during the late 1830s and into the 1840s, Palmetto Mill, located on the Sampit River, was the only remnant of this industry to survive the Civil War.

## **BEGINNING OF SURVEY PERIOD**

### Industrialization, WWI and the ACL

If it were ever said that the future of Georgetown 'turned on a dime' that dime would have been the decade of the 1880s. With the aftermath of the Civil War, the fall of the local rice culture and the near end of the turpentine industry, Georgetown, like many other southern cities, was looking for a way to reinvent itself outside of the agrarian economy it had been dependent upon prior to the Civil War.

Given Georgetown's ideal location on the Winyah Bay at the convergence of four rivers (Waccamaw, Sampit, Pee Dee and Black) Georgetown appeared to be an ideal location for industry. However, what Georgetown lacked was the means of transportation to make its port accessible. In 1880 Georgetown did not have a railroad, nor did it have plans for one, which meant it had no connection to the interior of the state. Furthermore, the sand bar in the Winyah Bay made the town's port inaccessible to large ships and steamboats, necessary vessels for the transport of raw materials and manufactured goods.

The obstacles to transportation began to change for Georgetown on June 14, 1880 when the River and Harbor Act was approved by Congress. Within this Act was the provision for an examination of Georgetown Harbor, Winyah Bay and the rivers that flowed into the bay. Two reports were submitted as a result of this examination. The report submitted by Captain James Mercur outlined what would later be Georgetown's future, "since the bar consists largely of shifting sand, exposed to the waves and currents, that no system of dredging alone would give a permanent improvement, and recourse must be had to some other method." Mercur's report went on to suggest a jetty system similar to that constructed in Charleston, at an estimated cost of \$1.5 million (Bridwell, 19).

In 1881 the Georgetown and Lane Railroad received its charter and began planning for a rail line to connect Georgetown to the interior. In the fall of 1883 Georgetown had its first railroad. The line connected Georgetown to the small town of Lane with 36 miles of track. From Lane connections to Charleston and other destinations to the north and west could be caught. A passenger and freight depot was constructed on Front Street just beyond the town limits (the western town limit was Cleland Street at the time) and the line continued down to the Sampit River.

While the railroad had an overwhelming amount of public support – it was largely constructed through bonds purchased by the town's residents - the railroad did not turn out to be the miracle cure Georgetownians had expected. By 1885 the company had gone into receivership and was purchased by the Bank of New York. By the summer of 1887, now the Georgetown and Western Railroad, was headquartered and operated out of New York. (Bridwell, 23)

With great disappointment in the results of the railroad Georgetonians redirected their efforts back to Georgetown Harbor and the needed improvements to Winyah Bay. In 1884 a second survey of Winyah Bay was approved and completed under the direction of Captain William H. Bixby, U.S. Army Engineers. His report confirmed Mercur's recommendation for a jetty system.

Local residents launched a grass roots campaign to acquire the necessary funds from Congress and other sources to construct the needed jetties. In April of 1888 the Georgetown Board of Trade was formed "to foster, promote and advance all branches of business, professions and trades, and all matters pertaining to the interests of this town." (Bridwell, 22) It was the work of this local group that eventually secured the funds for the construction of the North and South jetties in 1890 and 1903, respectively. The total cost of the project, when completed, was \$2.5 million.

At the core of the grass roots movement to improve Winyah Bay and Georgetown harbor was William Doyle Morgan. William Doyle Morgan was a bookkeeper for Heiman Kaminski and had been instrumental in the movements to improve the waterways of Georgetown. In 1891 W.D. Morgan was elected intendant of the Town of Georgetown. The role of intendant is, effectively, a mayor. However, in 1891 Georgetown was officially a town and not a city. On December 22, 1892 the charter for Georgetown was passed and the town officially became a city. With this alteration W.D. Morgan changed from the intendant of the Town of Georgetown to the mayor of the City of Georgetown.

During Morgan's tenure, 1891 – 1906, Georgetown experienced its most progressive era since the Civil War. In addition to Morgan's interest in providing infrastructure for industry he also supported and funded numerous public works campaigns throughout the city that included the city's first waterworks, a sewer system, and the electrification of the downtown. Morgan also supported more aesthetic improvements to the City with provisions within the city budget for tree plantings, concrete sidewalks in the business districts and "the placing of the names of streets on iron posts on corners of streets...preparatory to free mail delivery" (Bridwell, 36).

W.D. Morgan also took an active role in courting industry to locate in Georgetown. In 1883 Morgan was integral in the organization of the Georgetown Land Association. This association purchased land from fallen or struggling rice plantations, improved it with infrastructure such as roads, sewer and electricity, and then marketed and sold the property to industrial operations.

Probably the most significant project undertaken by the Georgetown Land Association was its purchase of portions of Serenity Plantation located on the bend of the Sampit River immediately south and slightly west of downtown. Serenity Plantation had been pulled a part through a number of purchases by different purchasers but all with the same idea – it was an ideal location for a lumber mill. In the summer of 1899 the Georgetown Land Associations acreage

along the Sampit River was purchased by a lumbering business that was new to town, the Atlantic Coast Lumber Company.

In April of 1899 the Atlantic Coast Lumber Company was chartered by the South Carolina Legislature and purchased 56 acres of land on the Sampit River. This acreage included the previous site of the Palmetto Mill, Jacob Savage's lumber mill, 20 acres from the Georgetown Land Association and all remaining acreage of Serenity Plantation.

When the Atlantic Coast Lumber Company (ACL) began its operation in the summer of 1899 the face of Georgetown began to change quickly. One major impact was the company's development of "New Town," an area developed for executives and laborers of the ACL. New Town was described in a January 13, 1900 article in *The Georgetown Times*, "Rows of houses have been built; hotel; large store; and a large office building." Streets were laid out and water and sewer systems installed, all of this in less than a year of the company's inception. The development of "New Town" has been referred to as the most dramatic expansion of Georgetown since it was laid out in 1729.

The Atlantic Coast Lumber Company was, by far, the largest lumber company in Georgetown as well as the largest industry and employer in the city. At its peak, in the early 1920s, it would employ as many as 5,000 workers. Creating even more jobs for local residents, a number of businesses that fed off of the ACL's lumbering operation located in Georgetown. One such business was the E.I. Dupont de Nemours Powder Company. Locating in Georgetown in 1909, immediately adjacent to the ACL's facility, the Dupont operation purchased ACL's wood waste and sawdust for conversion into alcohol. The Dupont plant would remain in operation until 1922.

The dramatic rise in port traffic as a result of the ACL and the general increase of production in local lumber industries was almost instantaneous. By 1905 Georgetown experienced its highest trade values ever recorded, \$10,401,879 in total commerce. This value would not be surpassed until 1917, when the country was at war. (Bridwell, 35)

On April 12, 1913 a fire destroyed a large portion of the ACL's facility. While the fire could have proved disastrous for the company and the local community, ACL quickly rebuilt. In place of the destroyed buildings the company constructed the "largest strictly fireproof and most modern sawmill in the world." (View, 85) The new facility included four sawmills, an administration building, a central power plant (from which the City purchased electricity for residents), planing mills, rip mills, machine and blacksmith's shops, wharves and warehouses, all of which were connected by nine miles of electric railway.

While the ACL was certainly the leader of the lumber industry in Georgetown at the turn of the century, it wasn't the city's only lumber business. Lumbering

operations had existed in Georgetown, although at smaller scales, since before the Civil War. In 1890, when the ACL began its operations, two other lumbering businesses existed in Georgetown, Gardner and Lacey Lumber and the Winyah Lumber Company. Jacob Savage's Black River Lumber operation had been purchased by the ACL.

There was a surge of production at the ACL in the late 1910s as a result of World War I. Orders for ship building products and other wartime materials kept both the lumbering businesses and the port active. However, the 1910s began to show a slowing in Georgetown's rapid growth economy. Where the city's population had grown by 43% from 1890 to 1900 and again by 34% from 1900 to 1910, there was a 17% decrease in population between 1910 and 1920. While this could be partially attributed to the completion of federally funded improvements to the City, such as the jetty projects, and the departure of those workers, the true declines would begin to become evident with the ACL.

The early signs of the demise of the ACL could be seen during the 1920s. In 1922, the DuPont plant closed due to a decrease in demand for alcohol and, also, a decrease in the amount of materials available from ACL. With the rise in use of the railroad, port traffic slowed and steamship service to Georgetown was temporarily ended. Finally, there was a drop in demand for lumber. During the 1920s the ACL would periodically close its plant because there was no demand for its product. With the onset of the Great Depression, the ACL permanently closed its plant in 1932.

Recognizing that the local economy had become too dependent on the manufacturing industry alone, Georgetownians took it upon themselves to diversify their economy. In the early 1920s the City teamed with the Chamber of Commerce to promote Georgetown as an ideal destination for tourists, residents and industry. In 1921 they published Georgetown: The Gem of the Atlantic Seaboard. In this publication they described the area as having a moderate climate, good roads, excellent farming conditions, growing industries, extensive water transportation network, good schools and active civic groups as well as excellent hunting and fishing for sportsmen. (Bridwell, 54)

#### Southern Kraft WWII and the Post War Period

When the Atlantic Coast Lumber Corporation permanently ceased operations in 1932 the effects of the Great Depression began to be felt in Georgetown. There were no jobs for those who had worked at the lumber mill, there was no port activity and the Seaboard Railroad was going into receivership. The one organization that kept Georgetown alive during this period was the federal government. President Franklin D. Roosevelt had launched "The New Deal" a program designed to increase government spending by funding public improvements throughout the country. The staff for these improvements was largely tapped from the local labor force, slowing the rate of unemployment.



In Georgetown the largest New Deal projects dealt almost exclusively with transportation. By October of 1933, 4200 men were put to work on road improvements. Local Public Works Administrator L.H. Siau worked with the state highway department and, in 1935, opened the Lafayette Bridge, which crossed the Black and Waccamaw rivers. (Rogers, 502) The U.S. Army Corps of Engineers, again, conducted an examination of Georgetown Harbor and Winyah Bay and improvements to make Georgetown a deep water port were recommended. (Bridwell, 57)

While the projects of the New Deal offered temporary solutions to Georgetown's economic depression of the early 1930s, a permanent solution came in 1936. In that year the Southern Kraft Division of the International Paper Company began construction of a plant on a 525-acre site on the Sampit River. An October 16, 1936 article on the subject in *The Georgetown Times* had a title that read "Largest Paper Mill in World to be Erected." The plant was completed in nine months and the first pulp was produced in 1937. (Rogers, 503) Upon opening Southern Kraft provided jobs to 1,200 at the mill and another 1,000 in the forests.

World War II created increased demand for products manufactured by Southern Kraft. In 1942 a third paper machine began production and a container plant was established. The container plant manufactured shipping containers composed of weatherproof "V" grade boxes. The armed services used these boxes to ship supplies over seas. Southern Kraft further expanded its operations in 1946 with the addition of a Chemfibre plant and again in 1961 with the introduction of bleaching facilities. (Rogers, 503)

With the success of the paper mill a large number of jobs were created and there was, once again, an increase in building in Georgetown. What differed in this building boom from the one created by the ACL at the turn of the century, is that there is no record of the mill itself having any part of this development. Where the ACL actually constructed company housing, International Paper relied on local developers to provide housing for its workers. Between 1937 and 1950 a number of subdivisions were platted and constructed in Georgetown.

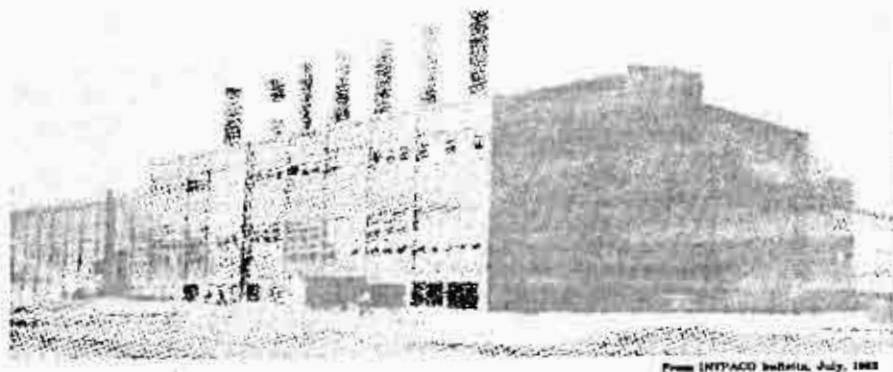


Figure 2. Southern Kraft's 1937 mill.

The Bayview neighborhood was the closest to the Southern Kraft mill, located outside the city limits on a peninsula across the Sampit River from downtown Georgetown; the subdivision was bounded on the north by the Sampit River and by Winyah Bay to the east. The neighborhood was platted on March 3, 1937. J.C. Long was identified as the developer for the Beach Company. (Plat Book E, Page 18) The plat provided for 143 lots and a large park near the center of the neighborhood.



Figure 3. 1937 Plat of Bayview Subdivision

The housing built in Bayview may have been developed by the same builder as there a number of houses of exactly the same form and materials. Common forms are one-story hipped roof or front gable structures that are almost exclusively of frame construction. There are also a few bungalow and minimal traditional forms scattered throughout the neighborhood. The common forms tend to be placed together, set out in blocks, similar to the plan of company housing built by the ACL. On June 5, 1950 a plat was recorded that greatly increased the size of the Bayview neighborhood. However, the lots created in the plat have never been developed.

Another subdivision was constructed on the north end of town during this era. Willowbank, referred to as Georgetown's first subdivision since it was within the city limits when it was developed, was built on the site of Willowbank Plantation. The land was owned by D.V. Richardson and platted in April 1946. (Platbook F, Page 69) The 1946 plat laid out 135 building lots, one large park, one playground and several areas reserved as open space. The housing forms present in Willowbank are common for post World War II neighborhoods, the majority being minimal traditional with a few Tudoresque cottages and other simple one-story houses. There is an even number of frame and brick structures in the neighborhood and a few early ranches. What truly defines the Willowbank



neighborhood is the trees planted along each street. When the neighborhood was developed oaks were put in to line the streets. These oaks have grown to provide a canopy over each street in the neighborhood.



Figure 4. A Willowbank streetscape.

### The Modern Era 1950 - 1969

Georgetown continued to thrive in its post-war economy. Population increased due to the Baby Boom and the continued growth of the Southern Kraft mill, which resulted in more jobs. By 1962 Southern Kraft employed a total of 2,350 workers in both the mills and out in the forests. In addition, the company's Woodlands Division was providing assistance to local farmers. By encouraging them to farm scientifically they revolutionized the farming industry in the region. (Rogers, 504)

The study conducted by the U.S Army Engineers in the 1930s recommended that Georgetown become a deep-water port by constructing, through dredging and other operations, a channel 27 -feet deep. By 1951 the South Carolina Ports Authority had completed this task and Georgetown's Port was again receiving steamships, barges and other large vessels.

What had not changed in over thirty years was the abandoned site of the Atlantic Coast Lumber Mill. Since the mill had closed in 1932 the industrial site had remained vacant. The housing built by the company for its executives and workers had been sold to the West Chevrolet Company in 1943, (Deed Book 100, Page 139) and, since that time, has been divided up into individual parcels and sold into private ownership.

In the late 1960s Korf Industries, a German-American steel corporation announced that it would begin construction on a 150,000 square foot facility to house its newly created subsidiary, the Georgetown Steel Corporation. The facility was built between Fraser Street and the Sampit River using much of the Atlantic Lumber Corporation's old mill site. With the construction of the steel mill a large number of ACL buildings were demolished including the company office, store and a large number of executive and worker houses. Upon completion in 1969 the Georgetown Steel mill employed 200 people.

### Conclusion

Today, the Southern Kraft and Georgetown Steel mills continue to be the largest employers in Georgetown. Both mills have expanded and increased their workforce within the last quarter of the twentieth century. The port continues to thrive as a result of these industries. Another thriving industry in Georgetown is tourism. Marketing itself on its proximity to local beaches, and the history of the both the city and the local plantation culture, Georgetown draws tourists year-round.

## EVALUATION OF SURVEY DATA

### Properties listed in the NRHP

There is one property within the survey area that has been individually listed in the National Register of Historic Places:

Winyah Indigo School, 1200 Highmarket Street, listed 11/3/88

There are also a number of properties within the survey area that have been previously surveyed: Howard School (Site Number 0392.00 and 0392.01), National Guard Armory (Site Number 0391), Bethel Church (Site Number 0158 ).

### Architectural Analysis

The properties surveyed through this project were largely influenced by the industrialization of Georgetown beginning in 1880. Few properties, less than 10, date to the period prior to the opening of the Atlantic Coast Lumber Company in 1899. The survey area immediately west of the historic district grew as a result of the increasing prosperity of Georgetown at the turn of the century. However, unlike "New Town" to the west, these structures were built by individuals, not the industry itself and represented the architectural styles, although often restrained, of the time.

With the opening of the ACL Georgetown began its westward expansion. Company housing for ACL workers was constructed on more than twelve blocks west of the Sampit River and south of Front Street. These frame structures were strictly functional buildings, devoid of ornamentation and without reference to current architectural styles. The area developed from the Sampit River west to Merriman Avenue was referred to as "New Town " and later the West End.

Construction in Georgetown continued to be driven by industry even after the ACL closed its doors in 1932. With the coming of the Southern Kraft Paper Mill in 1936 another building boom was underway. Unlike its industrial predecessor, Southern Kraft did not construct worker housing. Subdivisions constructed by private developers fed the housing need and provided housing in architectural styles contemporary with the rest of the south.

## **Materials**

When you consider the fact that Georgetown was a lumber town from before the Civil War and through the Great Depression it is no surprise that most structures within the town are of frame construction. As early as 1830 Georgetown was exporting lumber timbered in its forests and processed through its sawmills. The town itself was surrounded by lumber mills, with the Palmetto Mill to the south on the Sampit River, the Gardner and Lacey Mill to the east, also on the Sampit and Jacob Savage's operation to the north on the banks of the Black River.

By 1899 the Atlantic Coast Lumber Company had opened a mill on the Sampit that housed four sawmills. It was this company that expanded the city to the west with its construction of "New Town," later referred to as the West End. Constructing worker housing on more than a dozen city blocks the Atlantic Cost Lumber Company was responsible for an overwhelming amount of buildings constructed in the city during the survey period. Of course, every structure built was of frame construction with weatherboard siding.

The earliest brick structures in the survey area are on Fraser Street and date from the 1930s. These structures are one-story commercial buildings with flat roofs and no ornamental detailing. The only other usage of brick construction in the survey area is in the Willowbank Subdivision. Developed after WWII the predominant housing form in the neighborhood is in the minimal traditional style, which frequently employs brick. There are also a handful of ranch style houses scattered throughout the survey area, which are, of course, constructed with brick.

Another material common in both the Willowbank and Bayview subdivisions is asbestos siding. While usually considered a later alteration in other portions of the survey area, the use of asbestos siding is contemporary with the development of these neighborhoods and is an original material.

## Residential Design

More than 75% of the properties surveyed through this project were residential structures. Georgetown experienced a building boom in the 1880s. However, the properties with the survey area of this project were not in part of that building boom. The structures surveyed date to 1900 and later, and, for the most part, do not match textbook definitions of architectural style. Rather, they are exemplary of a local interpretation of a national trend.

The earliest houses in the survey area are turn-of-the-twentieth century structures that are largely vernacular forms. Most common is the Gable-Front House evident throughout the city. This form repeats itself in the area east of the historic district and throughout the west end.

There are a few structures that are exemplary of the late-Victorian style (see Snipes-Tindall House, 2918 Highmarket, Site No. 495 and 215 Dozier Street, Site No. 652). These are restrained examples with less ornamentation than their in town equivalents.



Figure 5. Late-Victorian Style ca. 1901, 215 Dozier Street (Site No. 652)

## Mill Housing

When the Atlantic Coast Lumber Company began its operations on the Sampit River in 1899 it dramatically increased the population of Georgetown. Starting from its lumber mill on the banks of the Sampit and heading west the company constructed worker housing covering more than a dozen city blocks.

In the construction of mill housing only two things were constant: (1) all structures were of frame construction and (2) each block would have a different form but, all structures within a block face would be identical. The ACL built single family and multi-family housing for workers and larger more detailed single family homes for executives.



Figure 6. 1711 Front Street, Site No. 507

The most common form constructed by the ACL was the Gable-Front house. This was constructed in both a single-story and two-story form. Examples of this form are still present on Front Street. This form was common throughout the city and consisted of a one or two-story structure with the gable running front to end. Each structure had a full façade porch with a hip or shed roof. The unifying element of houses built by the ACL is the vent in the gable end. In all of the worker housing constructed the vent in the gable end was a diamond shaped or, as seen in the one story gable end structures on Front Street has an arched decorative detail.





Figure 7. 1510 Front Street, Site No. 613

Another housing form constructed by the ACL that was common to Georgetown was the front gable and wing house. While this was a common form as a two-story house within the historic district, the ACL constructed it in a one-story form. Almost a dozen of these forms still exist on Davis Alley and Hazard Street



Figure 8. 224 Davis Alley, Site No. 623

The ACL also built multi-housing units, mostly duplexes, for workers. Only a few of these building types remain on Hazard and Emmanuel Streets. These two story side gable structures are six bays wide with single bay porches over the entry. Each unit within the structure has a central chimney, 2/2 sash windows and porches on the front and rear.



Figure 9. 1516 Emanuel Street, Site No. 574

The finest houses built by the ACL were constructed for their executives along Taylor (now Winyah) Street. These houses are much more elaborate forms than what was constructed for company workers. Executive housing illustrated some elements of architectural styles drawing from the late-victorian and colonial revival styles for embellishments of form and ornament. These houses were also sited differently from worker housing. Built on larger lots, the executive housing was set back from the street and large trees were planted in the front yards.



Figure 10. 1522 Winyah Street, Site No. 599





Figure 11. 1424 Winyah Street, Site No. 595

### Bungalow

Surprisingly, for an area that experienced such rapid growth during the early part of the twentieth century, there are few bungalows and colonial revival forms in the survey area. About one-quarter of the sites surveyed date from the ca. 1915 to ca. 1920 era. However, less than a dozen of those properties have elements that indicate bungalow form or details. The bungalows that were surveyed are located predominantly in the area just west of the existing historic district.



Figure 12. Bungalow ca. 1915 , 213 Dozier Street (Site No. 648)

### Minimal Traditional

Georgetown's recovery from the Great Depression began in 1936 with the arrival of the Southern Kraft paper mill. As a result of the economic boom that followed a number of subdivisions were constructed in Georgetown. The Willowbank subdivision constructed on the north side of town on the site of Willowbank Plantation is a postcard of minimal traditional architecture and the post-war neighborhood. The minimal traditional style spread quickly as it was a favorite of developers constructing subdivisions from the late 1930s and into the 1950s.



Figure 13. 623 Wood Street, Site No. 450

Minimal Traditional style houses were almost exclusively one-story brick dwellings. They were rectangular in form, often with a front gable and frequently with an engaged, or partially engaged, porch. Another common form dating to the same era of the minimal traditional style is often referred to as a "monopoly house." This is a one story side gable brick or frame form, three bays wide, with a single bay porch.



Figure 14. 1147 Palmetto Street, Site No. 460

### The Ranch

Somewhat symbolic of the ranch's presence on the horizon of preservation activities, the ranch style house was visible on the edges of most every area surveyed. While the ranch style house is not a particularly common housing type in Georgetown, there are a few scattered throughout town though primarily concentrated in the NW section of Willowbank and south of Bayview.

A traditional Ranch is a one story asymmetrical form and is wider – rambling – when compared to earlier house forms. A ranch, unless built as an infill property, generally sits on a larger parcel. It is predominant in post WWII neighborhoods as it is exemplary of America's increasing dependence on the automobile. The ranch houses surveyed in Georgetown were all of brick construction with hipped roofs and engaged porches.



Figure 15. 911 Willowbank, Site No. 458

### Commercial Design

With the exception of one structure, every commercial structure surveyed was in the West End, the majority of which were located on Fraser Street. The buildings that line Fraser Street were built to support the growing population employed by first the Atlantic Coast Lumber Corporation and in later years the Southern Kraft paper mill. While specific construction dates for these buildings are unknown, the majority likely date to the late 1930s after the Southern Kraft paper mill began its operations. The commercial buildings constructed by the Atlantic Coast Lumber Company would have been located closer to the Sampit River and were likely destroyed in the later 1960s with the construction of the Georgetown Steel Company mill.

Masonry is the exclusive construction method for commercial properties on Fraser Street. Most of these buildings are one story, flat roof structures with moderate to severe alterations of the storefront. Good examples of these commercial structures can be seen in the Grand Strand Personnel building (Site No. 630) located at 214 S. Fraser Street and Café Home Cooking (Site No. 628) located at 132 S. Fraser Street. The only two-story commercial structure on Fraser Street is the Bell Agency Building located at 220 Fraser Street.



Figure 16. Site No. 628



Figure 17. Site No. 630

There are a few commercial structures scattered throughout the West End, although none of them are currently used for commercial purposes. These structures are mainly of frame construction have been heavily altered, most commonly with synthetic siding, replacement windows and doors and alterations to their storefronts. Julies Preleau's Store (Site No. 480) and the Former Flager Grocery, now a Nation of Islam Mosque (Site No. 482 ) are examples of this property type.

### **Religious Buildings**

More than a dozen churches were surveyed through this project. All of them are located in the West End. As both the center of spiritual life and the community meeting place, most of these structures, while not architecturally significant, are significant in the context of their surrounding community and their impacts on community history.

Most churches surveyed are housed in structures that either date from the 1950s or were altered during that time. The majority of churches surveyed are frame structures that were later brick veneered or, as in the case of Macedonia Fire Baptized Church (Site No. 498) have been covered with stucco. It is rare to find a religious building that has not been altered in some way. Common alterations are brick veneer, replacement windows, replacement doors, and large additions.

The three most interesting churches in the survey area are Deep Revelation Church (Site No. 493), Love Chapel Deliverance Center (Site No. 487) and West End Methodist Church (Site No. 584). Deep Revelation Church was originally constructed as a schoolhouse for blacks on the grounds of Rosemont Hall Plantation. In the 1940s it was moved to its current location on the west side of Palm Street between Rutledge and Sims Streets and operated as Georgetown's African-American school until 1953. The structure is an excellent example of a frame building constructed ca. 1920 for public use.



Figure 18. Deep Revelation Church Site No. 493

Love Chapel Deliverance Center (Site No. 487) located on the southeast corner of Congdon and Front Streets is the most intact church surveyed and should be considered for local designation. This brick structure features a number of fine details and is a representative example of a well-appointed church of that era. There have been some alterations to the church including new glass in window sashes and a large two-story addition off the east elevation that probably dates to the 1950s.





Figure 19. Love Chapel Deliverance Center

The West End Methodist Church (Site No. 584) dates to the same period as Love Chapel Deliverance Center, ca. 1910, but has been more significantly altered in recent years. Now functioning as an apartment house, Obosa Apartments, the original brick has been painted, windows filled in with brick, and doors moved and replaced. The interior was not accessible but it is safe to assume that it is heavily altered if not totally destroyed. The details visible on the exterior of the building are evidence that West End Methodist was a fine church when constructed. This structure is a good example of the level of alterations most churches in the survey area have undergone.



Figure 20. West End Methodist Façade



Figure 21. Rear Elevation



History & Heritage  
For All Generations

## **CITY OF GEORGETOWN HISTORIC RESOURCES SURVEY (outside of the Georgetown National Register Historic District) NATIONAL REGISTER EVALUATIONS**

Based on evaluations of the City of Georgetown Historic Resources Survey (conducted by Circa, Inc., September 2001-April 2002) it is the opinion of the State Historic Preservation Office (SHPO) of the S.C. Department of Archives and History that of the 206 properties identified in the survey, none appear to 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 determined eligible if changes are made that affect a property's physical integrity, or if historical information that is brought to the attention of the National Register Coordinator/Architectural Historian confirms a property's historic significance. 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.

The SHPO concurs with Circa Inc.'s recommendations that, though they do not appear to be eligible for listing in the National Register of Historic Places, the following properties and districts should be considered for local historic designation by the City of Georgetown:

- 1) a concentration of housing associated with the Atlantic Coast Lumber Company on Winyah, Hazard, and Emanuel Streets, and Davis Alley
- 2) the Willowbank neighborhood
- 3) site 0487 (Pentecostal Holiness Church/Love Chapel Deliverance Center)
- 4) site 0493 (Rosemont Hall/Deep Revelation Church)

## RECOMMENDATIONS

With the completion of this survey every part of the City of Georgetown constructed prior to the 1950s has been surveyed at least at a reconnaissance level. This survey report, in conjunction with the July 2000 survey report, provide the appropriate context for any current or future preservation needs the City may have. There is no need for additional survey work at this time.

In the July 2000 report an expansion of the existing historic district was recommended to include all areas west of Wood Street to Fraser Street. Recent development, and insensitive alterations to a majority of the properties within that area would diminish the integrity of the overall district if included. The only potential expansion of the current district may be appropriate on Front Street between Wood and Cleland Streets. Including these properties in the historic district would require an amendment to the district's period of significance.

There does appear to be a district eligible for local designation in the West End. This district is associated with the Atlantic Coast Lumber Company. Approximately 60 surveyed properties, primarily dating from 1910-1930, were built as housing for mill employees. While a number of these properties have been altered with synthetic siding, replacement windows and other such changes, the overall form of the mill village remains in certain areas. The spine of the district would be the executive housing on Winyah Street from Fraser to Congdon. The district would also include the worker housing on Hazard, and Emanuel Streets and Davis Alley.

The Willowbank Subdivision is an excellent example of post-World War II residential development. With houses dating from 1946-1955 some structures have yet to "age-in" to the preservation perspective of focusing on properties fifty years old and older. However, the neighborhood is a potential local historic district, with the recognition that some contributing properties are less than fifty years old. The potential for a National Register District should be re-evaluated when all properties are fifty years old.

Both Rosemont Hall and Love Chapel Deliverance Center are recommended for local historic designation. Love Chapel Deliverance Center, constructed 1945-1946 is the only intact example of a church in the West End with minimal alterations. Rosemont Hall was constructed as a schoolhouse for blacks on the grounds of Rosemont Hall Plantation. The structure was moved in the 1940s to its current location on the west side of Palm Street between Rutledge and Sims Streets, it operated as Georgetown's African-American school until 1953.



## **DATA GAPS**

Only two City Directories exist for Georgetown during the survey period, 1941 and 1952. Ownership and build dates were established through tax records. However, this proved difficult in establishing ownership and types of businesses located along Fraser Street. All references to commercial operations and ownership were obtained through primary sources or previously published materials.

In the early 1990s the City of Georgetown changed addresses in the West End. Not all of the property owners have changed the numbers on their homes. Since Georgetown does not have a database that links tax parcel identification numbers to property addresses, getting accurate tax parcel identification numbers was developed by the City's planning staff. While the majority of the information is correct, there may be discrepancies on parcels where the correct address was not obtainable.

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## **COMPILED INVENTORY OF SITES**

## Survey Inventory

Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	450		623 Wood	Georgetown	1945	
191	451		604 Wood	Georgetown	1945	
191	452		1024 Palmetto	Georgetown	1944	
191	453		933 Palmetto	Georgetown	1949	
191	454		932 Palmetto	Georgetown	1955	
191	455		926 Palmetto	Georgetown	1945	
191	456		616 Marshview Lane	Georgetown	1954	
191	457		613 Cypress	Georgetown	ca. 1950	
191	458		911 Willowbank	Georgetown	1935	
191	459		928 Willowbank	Georgetown	1931	
190	460		1147 Palmetto Street	Georgetown	1950	
190	461		1143 Palmetto Street	Georgetown	1950	
191	462		1366 Harbor Street	Georgetown	1920	
191	463		1360 Harbor Street	Georgetown	1940	
191	464		418 Park	Georgetown	1920	
191	465		1363 Moss Street	Georgetown	ca. 1946	
191	466		325 Bayview Drive	Georgetown	ca. 1946	
191	467		119 Wood Street	Georgetown	1906	
191	468		125 Wood Street	Georgetown	1916	
191	469		133 Wood Street	Georgetown	1910	
191	470		Northwest corner of Ponce & Wood	Georgetown	1935	
191	471		1104 Highmarket	Georgetown	1910	
191	472		1104 Duke Street	Georgetown	1930	
191	473		417 Wood Street	Georgetown	ca. 1920	
191	474	Dickerson AME Church	Corner of Merriman and Bourne	Georgetown	ca. 1950	
191	475		1918 Butts	Georgetown	1942	

Quad No	Sits No	Historic Name	Address/Location	City	Date	Eligibility
191	476		1926 Butts	Georgetown	1936	
191	477		1127 Highmarket Street	Georgetown	ca. 1920	
191	478	Israelite Prayer Hall	200 Gilbert	Georgetown	1930	
191	479		east end of Gilbert	Georgetown		
191	480		1908 Gilbert	Georgetown	ca. 1910	
191	481		NW corner of Merrimon and Gilbert	Georgetown	1926	
191	482	Former Flagler Grocery	corner of Merrimon and Emmanuel	Georgetown	ca. 1900	
191	483		West end of Emmanuel Street	Georgetown	ca. 1950	
191	484		2013 Winyah	Georgetown	ca. 1900	
191	485	St. Stephens Church and Parsonage	1913 Winyah	Georgetown	ca. 1910	
191	486		1712 Winyah	Georgetown	1920	
191	487	Pentecostal Holiness Church	SE Corner of Congdon and Front	Georgetown	1945-1946	
191	488		210-214 N. Merrimon	Georgetown	ca. 1900	
191	489		1703 Emmanuel	Georgetown	ca. 1950	
191	490		1632 Emmanuel	Georgetown	ca. 1920	
191	491	Sanders-Harper House	1633 Emanuel	Georgetown	1920	
191	492		1502 Pennsylvania Avenue	Georgetown	1920	
190	493	Rosemont Hall School	West side of Palm Street between Rutledge and Sims.	Georgetown	ca. 1920	
190	494	Beck School	North side Church Street between Alex Alford and Washington	Georgetown		
190	495	Snipes-Tindall House	2918 Highmarket	Georgetown	1901	
190	496	Cox-Cribb House	2920 Highmarket	Georgetown	1901	
190	497		2705 Highmarket Street	Georgetown	1950	
191	498		308 Prince	Georgetown	1960	
190	499		2513 Prince	Georgetown	1935	
190	500		2705 Prince Street	Georgetown		
191	501		2106 Duke Street	Georgetown	1935	

Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	502		1014 Prince Street	Georgetown	1901	
190	503		SE corner of Front and Alex Alford	Georgetown	1930	
191	504		2020 Front Street	Georgetown	1930	
191	505		1708 Front Street	Georgetown	1940	
191	506		1715 Front Street	Georgetown	1920	
191	507		1711 Front Street	Georgetown	1920	
191	508		1719 Front Street	Georgetown	1920	
191	509		corner of Congdon and Railroad Avenue	Georgetown	ca. 1920	
190	510		332 N. Congdon Street	Georgetown	1950	
190	511		400 N. Congdon	Georgetown	1950	
190	512		313 N. Congdon	Georgetown	1950	
191	513		114 Cleland	Georgetown		
191	514		120 Cleland	Georgetown	1925	
191	515		122 Cleland	Georgetown	1937	
191	516		117 Cleland	Georgetown	1901	
191	517		126 Cleland	Georgetown	1920	
191	518		123 Cleland Street	Georgetown	1901	
191	519		1201 Prince Street	Georgetown	1878	
191	520		1203 Prince Street	Georgetown	1901	
191	521		1207 Prince Street	Georgetown	1920	
191	522	Howell-Bruortun House	1209 Prince Street	Georgetown	1875	
191	523		1211 Prince Street	Georgetown	1937	
191	524		1210 Prince Street	Georgetown	1910	
191	525		1125 Highmarket	Georgetown	1940	
191	526		1119 Prince Street	Georgetown	1940	
191	527		1117 Prince Street	Georgetown	1940	
191	528		1113 Prince	Georgetown	1926	

Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	529		1111 Prince	Georgetown	1935	
191	530		1107 Prince Street	Georgetown	1950	
191	531		1112 Prince Street	Georgetown	1910	
191	532		1116 Prince Street	Georgetown	1944	
191	533		1118 Prince	Georgetown	1945	
191	534		200 Cleland	Georgetown	1905	
191	535		208 Cleland	Georgetown	1906	
191	536		214 Cleland	Georgetown	1907	
191	537		210 Cleland	Georgetown	1915	
191	538		216 Cleland	Georgetown	1905	
191	539		218 Cleland	Georgetown	1912	
191	540		222 Cleland	Georgetown	1935	
191	541		corner of Gilbert & Davis Alley	Georgetown		
191	542		block of Hazard, Emmanuel, Kaminski & Gilbert	Georgetown		
191	543		1614 Gilbert	Georgetown	1930	
191	544		317 Congdon	Georgetown	1920	
191	545		315 Congdon	Georgetown	1930	
191	546		311 Congdon	Georgetown	1920	
191	547		1624 Emmanuel	Georgetown	1930	
191	548		1622 Emanuel	Georgetown	1930	
191	549		1620 Emmanuel	Georgetown	1930	
191	550		1618 Emmanuel	Georgetown	1930	
191	551		1621 Emmanuel	Georgetown	1930	
191	552		1616 Emmanuel	Georgetown	1920	
191	553		1611 Emmanuel	Georgetown	1950	
191	554		302 Kaminski	Georgetown	1930	
191	555		308 Kaminski	Georgetown	1930	

Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	556		310 Kaminski	Georgetown	1920	
191	557		314 Kaminski	Georgetown	1920	
191	558		320 Kaminski	Georgetown	1920	
191	559		330 Kaminski	Georgetown	1940	
191	560		332 Kaminski	Georgetown	1940	
191	561		325 Hazard	Georgetown	1901	
191	562		321 Hazard	Georgetown	1925	
191	563		241 Hazard	Georgetown	1935	
191	564		235 Hazard	Georgetown	1935	
191	565		231 Hazard	Georgetown	1901	
191	566		225 Hazard	Georgetown	1901	
191	567		221 Hazard	Georgetown	1901	
191	568		211 Hazard	Georgetown	1901	
191	569		220 Hazard	Georgetown	ca. 1900	
191	570		234 Hazard	Georgetown	ca. 1900	
191	571		236 Hazard	Georgetown	1920	
191	572		242 Hazard	Georgetown	1920	
191	573		1512 Emanuel	Georgetown	1920	
191	574		1516 Emanuel	Georgetown	ca. 1900	
191	575	K. Richards Grocery and Apartments	NE corner Emmanuel & Kaminski	Georgetown	ca. 1900	
191	576		230 Kaminski	Georgetown	1930	
191	577		228 Kaminski	Georgetown	1920	
191	578		221 Kaminski	Georgetown	1930	
191	579		219 Kaminski	Georgetown	1930	
191	580		212 Kaminski	Georgetown	1920	
191	581		218 Kaminski	Georgetown	1920	
191	582		211 Kaminski	Georgetown	1930	



Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	583		215 Kaminski	Georgetown	1955	
191	584	West End Methodist Church	SW corner of Winyah and Emanuel	Georgetown	ca. 1910	
191	585		1616 Winyah	Georgetown	1940	
191	586		1618 Winyah	Georgetown	1950	
191	587		1622 Winyah	Georgetown	ca. 1920	
191	588		229 Congdon	Georgetown	1950	
191	589		227 Congdon	Georgetown	1950	
191	590		1503 Winyah	Georgetown	1920	
191	591		1515 Winyah	Georgetown	1985	
191	592		1438 Winyah	Georgetown	1901	
191	593		1432 Winyah	Georgetown	1906	
191	594		1419 Winyah	Georgetown	1901	
191	595		1424 Winyah	Georgetown	1901	
191	596		1423 Winyah	Georgetown	ca. 1900	
191	597		1429 Winyah	Georgetown	1901	
191	598		1520 Winyah	Georgetown	1945	
191	599		1522 Winyah	Georgetown	1920	
191	600		1533 Winyah	Georgetown	1920	
191	601		1525 Winyah		1948	
191	602		1521 Winyah	Georgetown	1950	
191	603		1429 Front Street	Georgetown	1870	
191	604		1423 Front Street	Georgetown	1910	
191	605		1428 Front Street	Georgetown	1920	
191	606		1426 Front Street	Georgetown	1901	
191	607		1630 Front Street	Georgetown	1940	
191	608		1530 Front Street	Georgetown	1930	
191	609		1509 Front Street	Georgetown	1901	

Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	610		1524 Front Street	Georgetown	1930	
191	611		1518 Front Street	Georgetown	1930	
191	612		1514 Front Street	Georgetown	1930	
191	613		1510 Front Street	Georgetown	1920	
191	614		1506 Front Street	Georgetown	1930	
191	615		1502 Front Street	Georgetown	1930	
191	616		1501 Front Street	Georgetown	ca. 1900	
191	617		115 Hazard	Georgetown	1910	
191	618		118 Hazard	Georgetown	1930	
191	619		119 Hazard	Georgetown	1910	
191	620		1527 Front Street	Georgetown	1950	
191	621		220 Davis Alley	Georgetown	1910	
191	622		226 Davis Alley	Georgetown	1910	
191	623		224 Davis Alley	Georgetown	1910	
191	624		216 Fraser Street	Georgetown	ca. 1905	
191	625		220 Fraser Street	Georgetown	ca. 1905	
191	626		210 Fraser Street	Georgetown	ca. 1905	
191	627		128 Fraser Street	Georgetown	ca. 1905	
191	628		132 Fraser	Georgetown	ca. 1905	
191	629	Grocery	106 Fraser	Georgetown	ca. 1905	
191	630		214 Fraser Street	Georgetown	ca. 1905	
191	631		316 Cleland Street	Georgetown	1920	
191	632		312 Cleland Street	Georgetown	1920	
191	633		1131 Highmarket	Georgetown	1915	
191	634		320 Cleland Street	Georgetown	ca. 1950	
191	635		1130 Highmarket	Georgetown	1920	
191	636		1109 Duke Street	Georgetown	1950	

Quad No	Site No	Historic Name	Address/Location	City	Date	Eligibility
191	637		1116 Duke Street	Georgetown	1930	
191	638		1115 Duke Street	Georgetown	1955	
191	639		1302 Duke Street	Georgetown	1947	
191	640		1304 Duke Street	Georgetown	1947	
191	641		1121 Highmarket	Georgetown	1964	
191	642		1219 Highmarket	Georgetown	1907	
191	643		2022 Front Street	Georgetown	1930	
191	644		1108 Front Street	Georgetown	1901	
191	645		1110 Front Street	Georgetown	1906	
191	646		1112 Front Street	Georgetown	1937	
191	647		1212 Meeting Street	Georgetown	1901	
191	648		213 Dozier	Georgetown	ca. 1920	
191	649		118 Dozier	Georgetown	ca. 1910	
191	650		114 Dozier	Georgetown	ca. 1910	
191	651		204 Dozier	Georgetown	ca. 1920	
191	652		215 Dozier	Georgetown	ca. 1900	
191	653		1228 Church Street	Georgetown	ca. 1910	
191	654		1105 Duke Street	Georgetown	ca. 1940	
191	655		1109 Duke Street	Georgetown	ca. 1940	
191	656		1215 Church Street	Georgetown	ca. 1915	
	657					