# HISTORICAL AND ARCHITECTURAL SURVEY OF THE TOWNS OF LITTLE MOUNTAIN, POMARIA, AND PROSPERITY, NEWBERRY COUNTY, SOUTH CAROLINA

TRC GARROW ASSOCIATES, INC.
COLUMBIA, SOUTH CAROLINA

HISTORICAL AND ARCHITECTURAL SURVEY OF THE TOWNS OF LITTLE MOUNTAIN, POMARIA, AND PROSPERITY, NEWBERRY COUNTY, SOUTH CAROLINA

FINAL

Submitted to:

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Town of Little Mountain
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Little Mountain, SC 29075

Submitted by:

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Project # 33215

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May 2002

ACKNOWLEDGMENTS

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I. PROJECT SUMMARY

TRC Garrow Associates, Inc. conducted a historic resources survey of Little Mountain, Pomaria, and Prosperity in Newberry County, South Carolina. The work was undertaken on behalf of Mayor O.L. Johnson, Jr. and was funded by a matching grant provided by the South Carolina Department of Archives and History. The survey was conducted in order to identify properties and districts that should be considered for possible local designation or National Register of Historic Places (NRHP) designation within the three communities. In addition, the information in the survey will aid the local governments in future planning activities and cultural tourism development.

The boundaries for the survey were established as the municipal limits of each town. There were 252 properties surveyed within a total area of 3.49 square miles. The results of the architectural survey indicate that there are 29 properties eligible for listing in the NRHP in Little Mountain. There is a potential historic district within the town of Little Mountain that includes 27 properties and there are 2 properties within the municipal limits that are individually eligible for listing in the NRHP.

There are 15 properties eligible for listing in the NRHP in Pomaria. There is a potential downtown commercial historic district located within the town of Pomaria that includes 13 properties. In addition, there are 2 properties within the municipal limits of Pomaria that are individually eligible for listing in the NRHP.

There are 78 properties eligible for listing in the NRHP in Prosperity. The survey determined that there are two eligible districts within the town of Prosperity, a downtown commercial historic district that includes 28 properties and a residential historic district that includes 49 properties. There is also one property and one complex within the municipal limits of Prosperity that are individually eligible for listing in the NRHP.

Fieldwork for the project was conducted during August and September of 2001. TRC Program Manager William Green, M.A., R.P.A. supervised the survey. Preservation Planner Jennifer Revels conducted the architectural survey as well as the historical research. Program Manager William Green provided technical editing and Jessica Cox edited and formatted the report. Senior Graphics Specialist Vince Macek produced the graphics.

II. PROJECT OBJECTIVES

The historic resource survey of Little Mountain, Pomaria, and Prosperity was undertaken in order to compile an up-to-date, accurate inventory of historic properties located within the municipal limits of the three towns in Newberry County (Figures 1–3). 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 cultural 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 each town. 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. By establishing a clear picture of the history of each town 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 a heritage tourism plan.
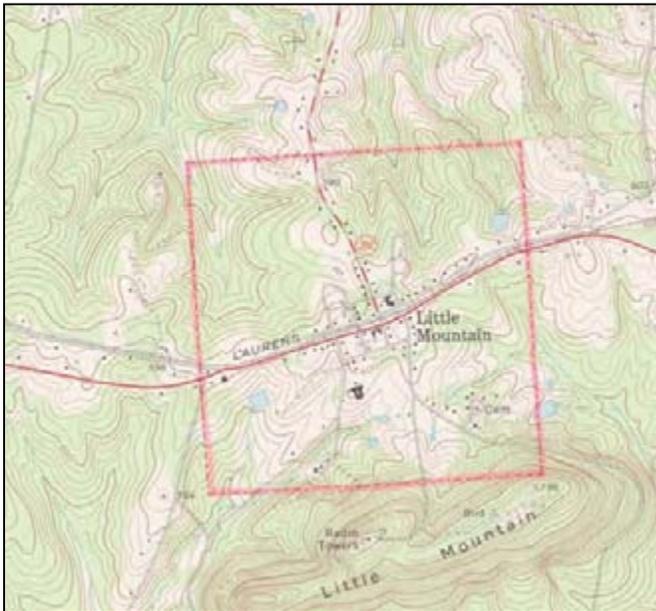
Figure 1. Detail of Little Mountain USGS 7.5 minute topographic quadrangle showing survey boundary.
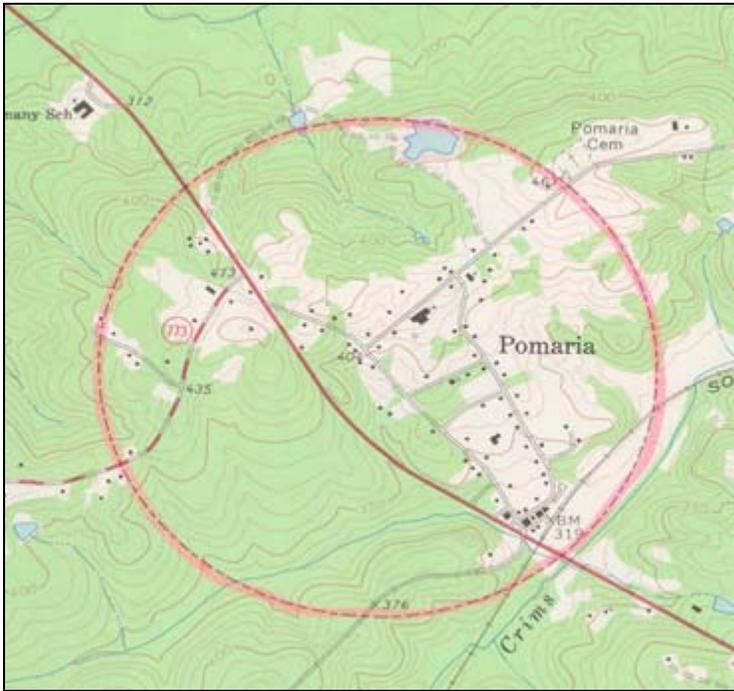
Figure 2. Detail of Pomaria USGS 7.5 minute quadrangle showing survey boundary.
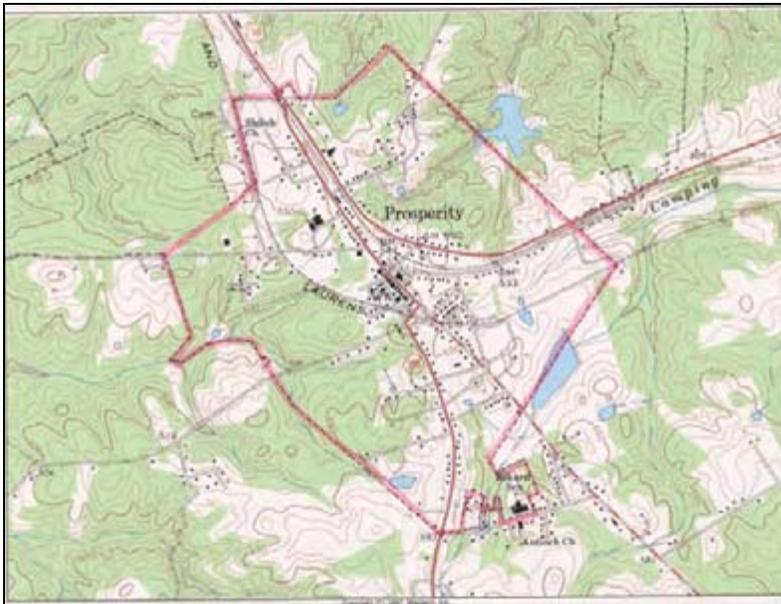
Figure 3. Detail of Prosperity USGS 7.5 minute quadrangle showing survey boundary.

III. SURVEY METHODOLOGY

Field survey of the towns of Little Mountain, Prosperity, and Pomaria was undertaken in phases after the initial public meetings were held. The first town to be surveyed was Little Mountain, followed by Pomaria and Prosperity respectively. The intensive field survey began in August 2001.

Before the survey began, the Survey Coordinator for the South Carolina Department of Archives and History (SCDAH) assigned a block of survey numbers. Each surveyed property received a number that was noted in the top right hand corner of the final survey forms. A surveyable property is defined as any property that is at least fifty 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 represent the work of a master, or that possess high artistic values, or that represent 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 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, including each accessible façade and any related outbuildings. The film rolls and frames were logged, and the location of each property was noted on USGS 7.5 Minute Quadrangle maps.

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 records, were recorded and included either on the final survey forms 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, 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 undistinguished. 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. National Register eligibility maps were prepared separately and identify the location of properties recommended eligible (draft stage) and determined eligible (final stage) on topographic maps. Boundaries for eligible districts are also noted and include the location of both contributing and non-contributing resources within each district.

At the conclusion of the field survey, Jennifer Revels of TRC accompanied Daniel Vivian and Andrew Chandler from the SCDAH on a field visit to the surveyed areas. At that time, all recommendations for National Register eligibility were examined and substantiated. All recommendations made by the SCDAH have been added into the final report. Potential threats to historic resources in the survey area were identified, and recommendations made for future preservation activities. These recommendations were developed in conjunction with TRC and the SCDAH.

IV. HISTORICAL OVERVIEW

EARLY SETTLEMENT IN THE SOUTH CAROLINA BACKCOUNTRY

Newberry County was first settled by European Americans in the mid-eighteenth century, when people of Scots-Irish, German, and English descent began traveling south on the Great Wagon Road from Pennsylvania, Maryland, Virginia, and North Carolina into the upcountry of South Carolina. Present-day Newberry County was part of an area that came to be known as the Dutch Fork, where German and Swiss immigrants formed the majority of the population. These settlers established farms and trading posts between the Broad and Saluda Rivers.

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 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 Newberry 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. In contrast, the small townships throughout the midlands region were still in the frontier stages with sporadic development and little money. Governor Robert Johnson created the townships throughout the state's northern frontier in the 1730s to protect coastal interests from Spanish and Indian incursion and to attract European immigrants in the hopes of counteracting the ever-growing African slave population. Eleven settlements were established along rivers throughout the northern portion of the colony. In order to attract new settlers, the colonial government 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.[3]

Settlers 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 Newberry, Laurens, Union, and Spartanburg Counties, became an inviting location for settlement. Until the mid-1700s, the land had been the hunting grounds of the

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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, 51-56.

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.[4]

Many of the Scots-Irish settlers in South Carolina were descendents of Scots Protestants who immigrated to the new world decades earlier seeking religious freedom. Originally settling in Pennsylvania, the group quickly became disillusioned with the Quaker government and traveled south to settle in 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.[5]
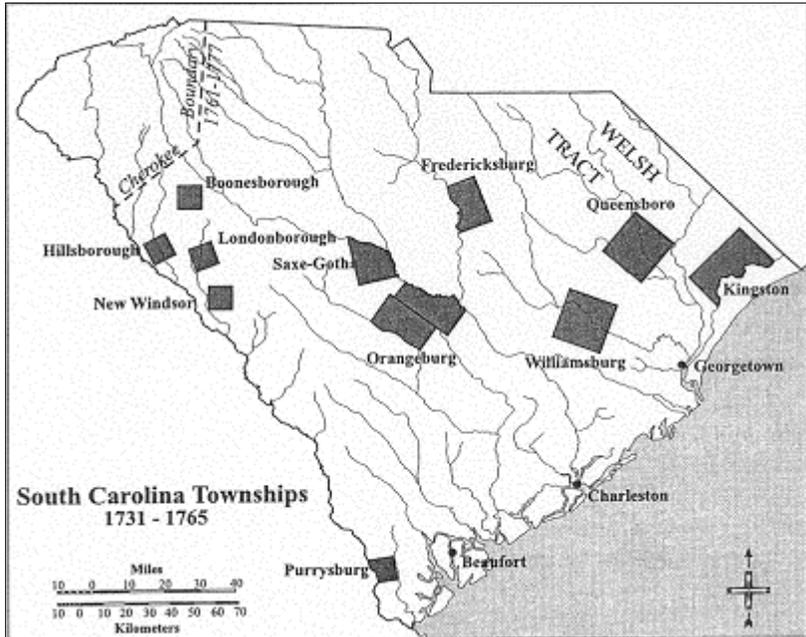
Figure 4. South Carolina Townships, as seen in Kovacik & Winberry, *South Carolina*.

The first German immigrants to arrive in the upcountry settled in the Orangeburg and Amelia Townships. Some of these new settlers arrived through the port at Charleston, while others traveled down the Great Wagon Road from Virginia and Pennsylvania. Orangeburg and Amelia were located in the center of the state, near present-day Lexington County (Figure 4). The German settlers took advantage of the area's fertile soil and transformed their small settlements into the "breadbasket of South Carolina."[6] By the American Revolution, the area produced enough wheat for the entire colony with some left over for export. By the end of the colonial period, the German population made up 5 percent of the South Carolina white population, settling for the most part in Orangeburg, Amelia, New Windsor, and Londonborough Townships. In some rural areas, German customs and language could be heard even into the early twentieth century.[7]

German and Swiss immigrants settled the area along the east bank of the Saluda River and along the west bank of the Broad River. The area from the junction of the Broad and Saluda Rivers, stretching north to a line located just south of the present city of Newberry, became known as the Dutch Fork, despite the fact that no Dutch immigrants ever settled there. It is possible that the term derived from "Deutsch volk" meaning "German folk, a term that was used in both

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

5 Edgar, South Carolina: A History, 56.

6 Edgar, South Carolina: A History, 55.

7 Edgar, South Carolina: A History, 55-56.

Pennsylvania and South Carolina to signify German-speaking people. The word "Deutsch" could have easily been heard as "Dutch" and "volk" or "folk" was most likely converted by the English-speaking inhabitants to "fork.".[8]

Thomas Brown, Jacob Derer, Caspar Faust, John Jacob Fridig, John Jacob Geiger, John Hamelton, and John Matthys were the earliest settlers in the Dutch Fork area in 1744. By 1748, more than 50 people were living in the area and by 1749 there had been 125 warrants for 21,150 acres of land with a population of 423 persons. In 1759, eighteen hundred German settlers and one thousand British settlers occupied the Broad River Valley.[9]

CONFLICT WITH THE CHEROKEE

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 existed 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.[10] 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.[11]

By the mid-eighteenth century, attacks by the Cherokee became so frequent that further settlement in the upcountry was discouraged by the state legislature. Beginning in 1759, several stockade forts including Turner's Fort and Brooks' Fort were built along the Broad, Enoree, and Bush Rivers as refuges for scattered inhabitants of the Dutch Fork. Cherokee attacks on towns such as Long Cane and Ninety-Six drove settlers into the forts for protection. Within the forts, disease and corruption were rampant. Those who took refuge withstood the vicious attacks, but at a high price. The commanders 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.[12]

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 followed Montgomery's defeat from the upcountry and many 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

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8 Pope, The History of Newberry County, Vol. II, 6.

9 Pope, The History of Newberry County, Vol. II, 6.

10 Edgar South Carolina: A History, 205.

11 Edgar South Carolina: A History, 205.

12 Edgar, South Carolina: A History, 206.

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.[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 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]

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. Soon after the local courts were established, residents of the Ninety-Six District, which included present day Newberry, Edgefield, Abbeville, and Laurens Counties, began meeting to lobby for independence from Charleston's control and for legislation that would aid local improvements.[16]

THE AMERICAN REVOLUTION

As the Revolution neared, the dissatisfaction felt by the colonists toward their British leaders was largely concentrated in the coastal areas. The first Provincial Congress met in 1775 to discuss the importation agreement proposed by the Continental Congress in Philadelphia. The agreement sought to prevent the importation of British goods into the American colonies. Residents of the upcountry became a source of concern, as they were more disillusioned with the state government in Charleston than that of the Royal government. Upcountry residents were concerned by the lack of fair representation, the latent establishment of circuit courts, and the failure of state leaders to provide schools and churches in the upstate. Most German and Swiss settlers received their land from bounty grants and felt indebted to the King who had given them. Many of the German settlers were also Quaker by faith and were opposed to the war from a religious standpoint.[17]

In an attempt to win support from the backcountry settlers, a group of representatives from the Provincial Congress were sent to talk with the upcountry residents. The first of three meetings took place in the Dutch Fork at McLaurin's Store. William Drayton, leader of the group, later noted in his journal that the meeting went poorly and little progress was made. The remaining two

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

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

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

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

17 Thomas H. Pope, The History of Newberry County, Vol. I (Columbia: University of South Carolina Press, 1973) 43.

meetings were equally as unproductive. 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.[18]

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 Carolina's 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.[19]

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 loyalists from Ninety-Six District immediately formed a militia with six separate regiments. It has been estimated that in the Ninety-Six District alone there were over 1,400 widows and orphans by the end of the war.[20]

At the war's conclusion, South Carolina slowly began the process of reestablishing its government, concerned that the majority of the free white population was concentrated in the four districts with the least representation. 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 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, Abbeville, Laurens, Spartanburg, Union, and Newberry (then spelled Newbury) Counties.[21] 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.[22]

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18 Edgar, South Carolina: A History, 221-224.
19 Pope, The History of Newberry County, Vol. I, 36-41.
20 Pope, The History of Newberry County, Vol. I, 47.
21 Pope, The History of Newberry County, Vol. I, 54.
22 Edgar, South Carolina: A History, 248.

BRINGING ORDER TO THE BACKCOUNTRY

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."[23] Beginning in 1787 the Newberry County Courthouse began to probate wills and record deeds, eliminating a trip to Ninety-Six or Charleston to file the necessary paperwork. Each of these actions brought the backcountry residents closer to the inner workings of the state.[24]

In 1798, the state was divided into judicial districts with one court located in each. As of 1 January 1800, the county courts and the courts of common pleas and general sessions were abolished.[25] 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 government. The establishment of judicial districts made it possible for the general assembly to control the government, allowing the districts to serve as election districts and a means to hold court.[26]

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 the 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.[27]

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 the use of slave labor. The Methodist denomination was anti-slavery and would not allow its members to be slaveholders. 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.[28]

The Quaker community, opposed to slavery, left Newberry County for Ohio, Indiana, and Illinois in the early 1800s. Quaker minister Zachary Dicks visited the county in 1803 preaching against slavery and pointing to slave uprisings in Santa Domingo and Haiti as a warning of what was to

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[23] Pope, *The History of Newberry County*, *Vol. I*, 61.

[24] Pope, *The History of Newberry County*, *Vol. I*, 61-63.

[25] Pope, *The History of Newberry County*, *Vol. I*, 65.

[26] Pope, The History of Newberry County, *Vol. I*, 73.

[27] Lacy Ford, *Origins of Southern Radicalism: The South Carolina Upcountry 1800-1860* (Oxford: Oxford University Press, 1988), 1-5.

[28] Pope, *The History of Newberry County, Vol. I*, 80-89.

come. It was shortly after his visit that the Quaker community and many others left the state.[29] The 1810 census showed that the total population of the county was down more than 1,000 persons from 1800, while the total slave population had nearly doubled. The slave population continued to grow and the black community outnumbered white residents well into the early twentieth century.[30]

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 the area, but the Revolution 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, had 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 Newberry County's staple crop.[31]

The prosperity that accompanied the upstate cotton boom gave residents a feeling of optimism and brought many households into the slaveholding ranks.[32] In 1800, black residents totaled 16 percent of Newberry County's population. That figure increased to 33 percent by 1820, 49 percent by 1830, 55 percent by 1840, and 60 percent in 1850.[33] The predominantly agricultural and trade-based society of Newberry 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. In contrast to the rest of Newberry County, the Dutch Fork remained largely an area with small farms and few slaves.[34]

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. 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

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[29] Pope. *The History of Newberry County, Vol. 1*. 83-84.
[30] *Census of 1810*, Newberry County
[31] Ford, *Origins of Southern Radicalism*, 5-8.
[32] Ford, *Origins of Southern Radicalism*, 19-21.
[33] Pope, The *History of Newberry County, Vol. I*, 113.
[34] Pope, The *History of Newberry County, Vol. I*, 112-113.

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.[35]

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 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 campaign for internal improvements.[36] 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 and through the Newberry District.[37]

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.[38] 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.[39]

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 what they considered exorbitant tolls and instead traveled 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.[40]

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

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[35] Edgar, *South Carolina: A History*, 270-273.

[36] Edgar, *South Carolina: A History*, 282.

[37] Pope, *The History of Newberry County, Vol. I*, 71-73.

[38] Edgar, *South Carolina: A History,* 282-284.

[39] Ford, *Origins of Southern Radicalism*, 16.

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

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. The movement of cotton down the Savannah River translated into cheaper shipping costs and higher profits.[41]

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, a proposed line from Greenville to Columbia was receiving a great deal of support from upstate residents.[42]

A group of railroad advocates led by Simeon Fair, John Belton O'Neall, and Thomas Pope met in Greenville in October 1845 to make their case for expansion into the upstate. They stated that expansion would mean an increase in land value, better prices for farm products, the linking of the coastal and mountain regions, and the creation of Greenville as a resort town for wealthy coastal planters. In December of that same year, a charter was given to begin the Greenville and Columbia Railroad Company (G&CRR) with the understanding that both Newberry and Laurens would be located on the line.[43]

Despite controversy about the route the railroad would ultimately take, July 1850 saw the line completed from Columbia to the Broad River Bridge at Alston. The bridge was completed in October of that year and the railroad reached Newberry in March 1851. The upstate rail lines eventually connected every district in the region with the commercial centers in Columbia and Charleston. In the upstate, the two main lines connected Greenville to Columbia and Columbia to Charlotte, while short feeder lines connected small villages to the main line. By 1860 there were eleven railroads operating across the state, with 400 miles of line in the upstate alone.[44]

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

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[41] Samuel Derrick, *Centennial History of the South Carolina Railroad*, 1-19.
[42] Ford, *Origins of Southern Radicalism*, 224-227.
[43] Pope, *The History of Newberry County, Vol. I*, 139-141.
[44] Pope, *The History of Newberry County, Vol. I*, 140-146.

railroad.[45] 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. The establishment and construction of the G&CRR had an immediate, drastic effect on the value of real estate in the Newberry area as well as on the population. In the antebellum South, a town that could secure a railroad line was guaranteed to prosper and those who were left without suffered. The villages of Peak, named for H.T. Peak, superintendent of the railroad; Pomaria, named for the home of William Summer; and Frog Level were stations along the G&CRR located between Columbia and Newberry.[46]

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. The increase was most pronounced in towns immediately adjacent to the rail lines including towns such as Newberry and Prosperity in Newberry County.[47]

Upstate towns began to emerge as important centers of the cotton trade. The railroad gave upstate 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).[48] 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 slaves and sold them illegally while others set up "slave pens" to supply slaves for local planters.[49] 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.

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 these 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.[50]

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[45] Ford, *Origins of Southern Radicalism*, 235-237.
[46] Pope, *The History of Newberry County, Vol. I*, 143-144.
[47] Ford, *Origins of Southern Radicalism*, 236-238.
[48] Ford, *Origins of Southern Radicalism*, 239.
[49] Ford, *Origins of Southern Radicalism*, 241-242.
[50] Pope, *The History of Newberry County, Vol. I*, 147-152.

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.[51] Upon hearing of Lincoln's victory, communities across South Carolina convened to discuss what action would be taken in retaliation. On 19 November 1860, a meeting was held in the Newberry Courthouse for the purpose of discussing secession from the Union. The meeting was the largest ever held in the District, and after hearing speeches from various local leaders, the residents of Newberry voted in favor of secession. Four delegates were chosen to represent their interests at the Columbia convention. The Secession Convention was held at First Baptist Church in Columbia on 17 December 1860. Delegates from communities across the state unanimously voted to draft an Ordinance of Secession. Following an outbreak of smallpox in Columbia, the convention reconvened in Charleston where the Ordinance was signed on 20 December 1860 and Francis W. Pickens of Edgefield was elected governor.[52]

South Carolinians chose secession, in their view, to preserve their families, homes, and way of life that were being threatened by the Republican 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.[53]

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. 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.[54] Throughout the Civil War, no major battles were fought in the Newberry District. Because there were no factories or military stores located there, Newberry's participation in the war can only be measured by the number of men who fought and died from the district. In 1860, the area had a white population of 7,000 men, women, and children. Nearly 2,000 men served the Confederacy, more than 500 of whom perished in battle.[55] Soldiers from Newberry fought in every branch of the Confederate army and were present at all of the major battles. Back home, all of the resources that the district had were

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[51] Edgar, *South Carolina: A History*, 350-351.
[52] Pope, *The History of Newberry County, Vol. II*, 1-2.
[53] Edgar, *South Carolina: A History*, 352.
[54] Edgar, *South Carolina: A History*, 356-358.
[55] Pope, *The History of Newberry County, Vol. II*, 9.

devoted to the confederate cause. Women in Newberry District established a hospital in the courthouse; in the Newberry College buildings and they made clothes for the soldiers.[56]

The Civil War in South Carolina concluded with the burning of Columbia and Confederate General William T. Sherman's march north. Newberry braced itself for Sherman's attack, gathering volunteers to protect the town. Fortunately for the town of Newberry, the Union forces traveled in the direction of Winnsboro and they were spared. However, one western flank of Sherman's army, headed by Colonel Judson Kilpatrick and known as Kilpatrick's Raiders, traveled through the small towns of Little Mountain and Pomaria burning and pillaging several homes in their path.[57]

Soldiers returned home to Newberry District from the war to find desolation. Real estate values in the district had plummeted, worth only about 25 percent of their value only five years earlier. Farmland was barren and plantations houses stood overgrown and decaying.[58] 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."[59]

INDUSTRIALIZATION AND EXPANSION

Post war years saw the continuing development of the state's railway system. Towns across the upstate began to once again grow and prosper as the cotton market continued to expand. Census records from 1870 show the Newberry County population as 20,775, in 1880 it was 26,497, and by 1900 the total population had increased to 30,182. Many of these towns became major cotton markets as trains running through the area allowed the easy shipment of cotton and other agricultural products. In the years following the war, the town of Newberry established a cotton mill, a steamroller mill, a bonded cotton warehouse, a cottonseed oil mill, three banks, and two newspapers.[60]

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

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[56] Pope, *The History of Newberry County, Vol. II*, 10.

[57] Pope, *The History of Newberry County, Vol. II*, 18.

[58] Pope, *The History of Newberry County, Vol. II,* 19.

[59] Pope, *The History of Newberry County, Vol. II*, 19-20, quoted in F.B. Simkins and R.H. Woody, *South Carolina During Reconstruction* (Chapel Hill, North Carolina, 1932), 8-9.

[60] Pope, *The History of Newberry County, Vol. II*, 113.

businessmen and farmers.[61] 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 heavily fertilized their crops in the hopes that increased production would lead to increased profits. 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.[62]

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.[63]

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.[64]

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.[65] Cotton, the economic lifeline of Newberry 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.

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[61] Edgar, *South Carolina: A History*, 427-429.
[62] Edgar, *South Carolina: A History*, 427-428.
[63] Edgar, *South Carolina: A History*, 427-430.
[64] A.V. Huff, *Greenville: The History of A City and County in the South Carolina Piedmont* (Columbia: University of South Carolina Press, 1995), 275-276.
[65] Edgar, *South Carolina: A History*, 485.

An event that would change the course of Newberry County's history came on 8 July 1927. It was on that day that the license for Project No. 516 was given by the Federal Power Commission allowing Lexington Water Power Company to construct a dam and powerhouse at Dreher Shoals on the Saluda River creating Lake Murray. The Saluda River had long been the focus of waterpower development. Dreher Shoals was the site of an 11-foot fall and it was there that a canal was constructed to aid riverboat traffic in the early nineteenth century. Mills' Atlas of 1825 shows Dreher's Canal and Dreher's Mill along the river in Lexington County. John Dreher operated the water power-driven Grist Mill along the river for many years. The remnants of which were discovered during the construction of the Saluda Dam. Also discovered during construction was the "Rock House," a stone structure believed to have housed the canal locks' keeper in the early 1800s.[66]

The construction of the Saluda Dam and Lake Murray required the removal and relocation of three churches, six schools, and 193 graveyards, and resulted in the displacement of several families. A large number of the displaced property owners moved into neighboring towns including Little Mountain and Prosperity. Allen Dreher, a descendant of John Dreher, constructed his new home in Little Mountain. One advantage of the dam's construction was the creation of much needed jobs. By 1928, the construction project employed more than 2,000 men and spurred the creation of 37 sawmills to process lumber cleared from the site.[67]

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.[68] The agricultural crisis of the 1920s and 1930s triggered a mass exodus of residents from the state. In Newberry County alone, census figures show a steady drop in total population beginning in 1930 and continuing into the 1960s.[69]

World War II finally brought an end to the depression in Newberry. The war years saw an increase in agricultural production and manufactured products, as many South Carolina businesses received coveted government contracts. More than 100,000 Newberry County citizens joined the armed forces during the war, leaving a huge deficit in the labor force. 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. In the years immediately following World War II, veterans opened businesses throughout Newberry County, some of which are still in operation today. These include: Carter & Holmes, Senn Trucking Company, Cannon Construction Company, Fulmer Building Supplies, Bergen's, West Electric Company, and Eagle Construction Company.[70]

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[66] SCANA, "SCE&G's History of Lake Murray" (www.scana.com/scanacommunity/history.asp, 2001), Part 1.
[67] SCANA, "SCE&G's History of Lake Murray," Part 4.
[68] Edgar, *South Carolina: A History*, 485.
[69] *1930, 1940, 1950, 1960 United States Census*, Newberry County.
[70] Pope, *The History of Newberry County, Vol. II*, 142.

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.[71]

Newberry County did not secure any new industries until well into the 1960s. After the war, U.S. Senator Charles Daniels was influential in attracting new businesses into South Carolina. He openly made it known that he preferred to locate these new businesses in non-union counties, and he would not locate any new plants in Newberry County until all non-union options had been exhausted. Finally, in 1960, after opening more than two hundred plants throughout the state, Daniels announced that industry would finally be coming to Newberry.[72]

Today, Newberry County continues to maintain a primarily agricultural economy despite efforts for diversification. Industrial plants throughout the area provide employment to citizens. These plants, while large scale, still concentrate on agricultural products: ISE America, Inc., processes eggs; Newberry Feed and Seed Center produces animal feed; Counts Sausage Company of Prosperity processes pork and beef products; and Ira T. Cousins, Inc. sells fertilizer and seed.[73] The county's largest employer is Louis Rich, whose plant processes turkeys brought to Newberry from several of the surrounding states. A number of other non-textile plants are located across the county employing a large percentage of county residents. Lumber production has become a key industry within the county. Logging and timber companies are located across the area in towns like Pomaria and Prosperity. International Paper and Georgia Pacific have both constructed plants to process lumber that is readily available in that area of the state.[74]

THE END OF SMALL TOWN LIFE IN NEWBERRY COUNTY

As you drive through the county today, the heyday of the railroad and Newberry'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 Newberry County remain hardworking, they have never fully recovered from the loss of passenger service along the railroad and the failure of the cotton industry.

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. 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.[75]

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[71] Pope, *The History of Newberry County, Vol. II*, 138.
[72] Pope, *The History of Newberry County, Vol. II*, 138.
[73] Pope, *The History of Newberry County, Vol. II*, 149.
[74] South Carolina Department of Commerce, 2001
[75] United States Postal Service, 2001.

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.[76]

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, Newberry, 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.[77]

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 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.[78]

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.[79]

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[76] United States Postal Service, 2001.

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

[78] Pope, *The History of Newberry County, Vol. II,* 282.

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

The halt of passenger service along the rail 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.[80]

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 the 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 to struggle and die.[81]

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. Residents living in towns such as Pomaria, Little Mountain, and Prosperity work in Columbia and Newberry. 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.

ARCHITECTURE IN NEWBERRY COUNTY

The architecture of railroad towns across Newberry County reflects 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,
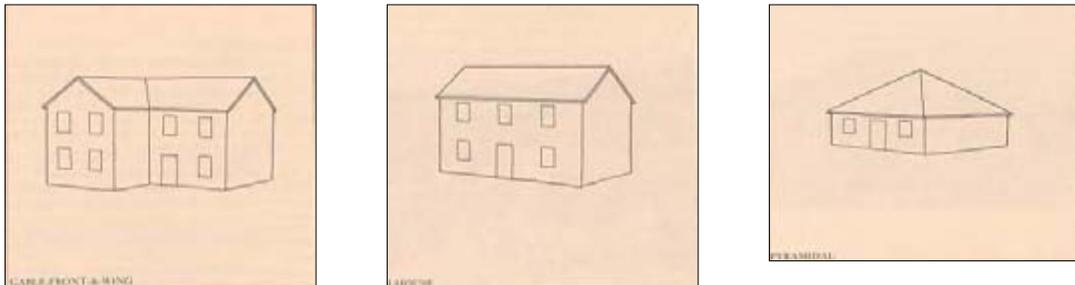
Post-Railroad Housing Styles, from McAlester, *Field Guide to American Houses*, 88.

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[80] Kovacik. *South Carolina, The Making of a Landscape.* 147-149.

lumberyards became standard fixtures in towns all along the new rail lines. Derrick Lumber Yard (**Site 304-0097**) in Little Mountain was one such business. The railroad's development, therefore, changed the traditional materials and style of folk dwellings across the country.[82]

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. 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.[83]

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.

LITTLE MOUNTAIN

The town of Little Mountain is located at the base of a small foothill known as Little Mountain. One of the first references to the area is found on a land grant to John Crebbs in 1754 for 50 acres

Figure 5. Little Mountain Depot.
*Photograph courtesy of Sam
Derrick.*

of land "on Camp Creek one of the north branches of the Saludy River near the mountain."[84] The mountain was originally known as Ruff's Mountain (after a settler of the same name) and is noted as such on Mills' Atlas of 1825. Tradition holds that Ruff eventually sold the mountain for a cow, stating that "he could eat a cow, but what could he do with a mountain?"[85] It is unsure when the name Ruff's Mountain was abandoned and Little Mountain was adopted, but it was likely changed in the late 1800s.

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[81] Kovacik. *South Carolina, The Making of a Landscape.* 147-149.
[82] McAlester, Virginia & Lee. *A Field Guide to American Houses* (New York: Alfred P. Knopf, 1984), 75-87.
[83] McAllister. *A Field Guide to American Houses,* 89-101.
[84] Jayroe, Margaret. "Little Mountain Reunion Festival-Bygone Days Revisited." Brochure printed for the 1979 Little Mountain Reunion Festival, 5.
[85] Jayroe, Margaret. "Little Mountain Reunion Festival-Bygone Days Revisited." Brochure printed for the 1979 Little Mountain Reunion Festival, 14.

Sam Birge and Arthur Kohn owned the eastern side of Little Mountain. Ownership of the area was exchanged between the two men several times until the 1930s when the land came into the possession of the Derrick family, who own it to this day. Fred (Fed) Dominick, a descendent of the early settlers to the Dutch Fork area, owned the western portion of the mountain. At Fred Dominick's estate sale in 1882, Abram Noah Boland purchased the western portion of the mountain, a tract of land that included 400 acres of land as well as a house and several outbuildings. In May of that same year, Boland was named postmaster of Little Mountain and operated the post office from his home on Main Street. Boland gave a small parcel of land to Major Wise of Prosperity for a store and a small home. In 1889, J.B. Lathan, Major Wise's son-in-law, moved to Little Mountain to take charge of the store.[86]

Figure 6. Holy Trinity Church ca. 1890. *Photograph courtesy of Margaret Jayroe.*

The railroad boom of the late nineteenth century played an important role in the creation of the town of Little Mountain. As was the case with many small towns across the upstate, Little Mountain became an incorporated municipality on December 24, 1890, soon after the Columbia, Newberry, and Laurens Railroad (CN&LRR) began operations. The tracks ran through Noah Boland's property, and it was there that the town was formed. The railway depot (see Figure 5), local businesses, and a large percentage of the residences were all located on property that was purchased from Boland. He donated land for the construction of the Holy Trinity Church, for the establishment of a cemetery, and he gave one acre for the construction of a school. The original town was laid out in six blocks—three on the northern side of Main Street and three on the southern side. The rail line ran parallel with Main Street along the southern side. Boland, elected mayor in 1890, is credited with being the "father of Little Mountain."[87]

A map of Little Mountain prepared by the Congaree Construction Company and Noah Boland in July 1891 shows the businesses in town just one year after its incorporation. The map illustrates the effect of the railroad, showing the rail line as well as the newly constructed depot, the section master's house and the railroad tool house. The map also shows Noah Boland's personal residence, the Lutheran Church (Figure 6), and four stores located along the town's Main Street (now SC 76). Boland also operated a Flour and Grist Mill that was located along the railroad tracks on the southern side of Main Street across from his home. Other businesses operating at the time were two stores owned by J.B.

Figure 7. Main Street ca. 1915. *Photograph courtesy of Sam Derrick.*

Lathan, a shop owned by Kate Miller, and another store owned by T.N. Sheely. In addition to his

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[86] Ragland, J. "Little Mountain, Its Past and Present" (Columbia: The State Magazine, January 8, 1950) 3.
[87] Newberry County Historical Society. *Bicentennial History of Newberry County*, 13-17.

businesses, J.B. Lathan also ran a boarding house in his home. These pioneering entrepreneurs helped to establish the incorporated town of Little Mountain.[88]

Dr. John Marion Sease opened his doctor's office on Main Street in the building that now houses the accounting firm of Arthur Jayroe (**Site 304 0082**). Dr. Sease constructed a home for himself and his family on Pomaria Street, several blocks north of his office (**Site 304 0092**). It was Dr. Sease and J.B. Lathan who established the first Drug Store in the town of Little Mountain. The store, formerly located in the building that now houses the Masonic Hall, boasted a marble top soda fountain (**Site 304 0095**). William Arthur Counts and William Ballentine Shealy opened Counts and Shealy's General Store on Main Street in the late nineteenth century (**Site 304 0094**). The town also supported two hotels: The Wise Hotel and the Shealy Hotel. Around the turn of the century, Sonce Matthews, who started Little Mountain's first lumber company, founded the Little Mountain Oil and Fertilizer Company (Figure 8).[89]

Figure 8. Little Mountain Oil Mill. *Photograph courtesy of Sam Derrick.*

From its incorporation in 1890, the Little Mountain settlement grew into a flourishing town. In 1892, the town limits were increased from one square mile to two square miles to accommodate the growing community. Businesses began opening along Main Street (see Figure 7) and in 1907, the Farmers and Merchants Bank opened its doors (**Site 304 0091**). The bank was organized to meet the demand for an organized bank facility that would aid the growing town and support the farmers. The Farmers and Merchants bank operated in Little Mountain until the failure of the cotton industry forced its closure in 1927.[90]

Architectural styles that exist today substantiate the building boom that took place in town shortly after the town's incorporation until around 1915. Queen Anne, Queen Anne, and Classical Revival stylistic elements are present in many of the homes immediately surrounding the Main Street business area.

Another key element of the town's history was also begun during this time. In 1882 the Little Mountain Reunion Festival was born. The festival began as a gathering of Lutheran parishioners from the area and surrounding counties and in 1894 evolved into one of many Newberry College Reunions held throughout South Carolina during that time. The other reunions were held in Edgefield County, Saluda County, and Orangeburg County.[91] The Little Mountain Reunion was held on the First Friday of August each year with chartered trains carrying people to Little Mountain from towns such as Irmo, Ballentine, White Rock, Chapin, Clinton, and Prosperity. Each year the reunion festival would feature political speeches, an address by the president of

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[88] Congaree Construction Company, Map of Little Mountain, July 1891.

[89] Ragland, J. "Little Mountain, Its Past and Present," 3.

[90] Pope, *The History of Newberry County, Vol. II,* 124.

[91] Boland, L.P. "Trains Brought Throngs to Little Mountain for Early College Reunions" (Letter to the Editor: Newberry Herald and News, August 16, 1933).

Newberry College, picnic with water from the local springs, and the opportunity to catch up with old friends and neighbors.[92] The reunion took place around a natural spring (eventually dubbed "Reunion Springs") located at the base of Little Mountain.

The springs were originally known as Boland's Springs and were noted as such on a map created by the Piedmont Land Improvement & Investment Company in 1891. The company was planning to create a resort on the crest of Little Mountain with thirty-four residential lots and commissioned a map of the area showing the proposed lots in relation to the natural surroundings. The spring and the trail that leads from the spring to the top of the mountain are shown on the map, indicating that the area has been a local landmark since the town's creation. A pavilion was constructed near the spring, which was located in a brick well that would keep the water pooled for guests to drink. Each year before the reunion began, the pipes from the spring were plugged, the old water emptied, and the spring scrubbed free of algae and moss to provide the years visitors with crystal clear drinking water.
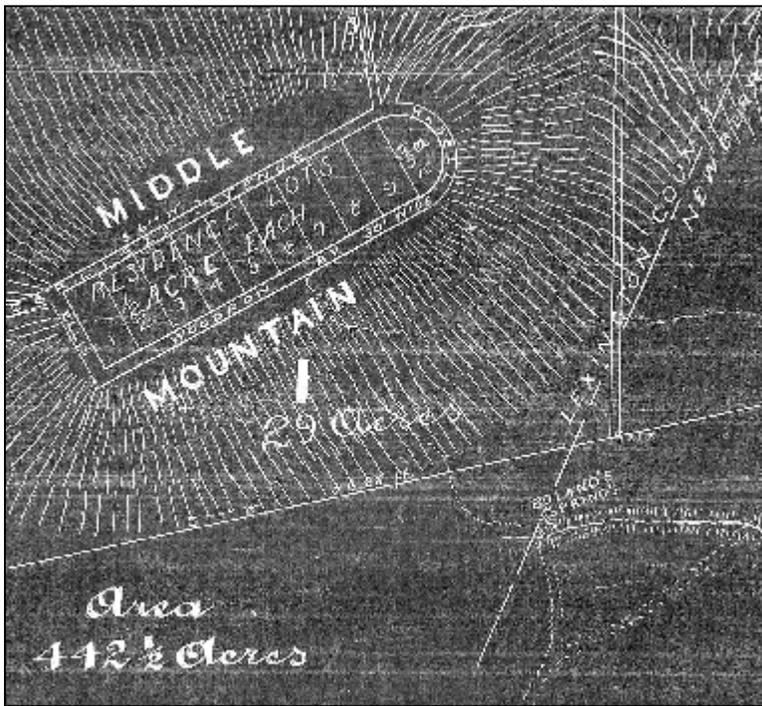
Figure 9. Section of Plat created by the Piedmont Land Improvement and Investment Co. showing Boland's Springs.

During the reunion, thousands would flock to Little Mountain to participate in the festival's activities. Account of the 1908 reunion noted, "40 hogs, 5 sheep, 500 chickens, and 2,000 loaves of bread were consumed during the picnic."[93] Coca-Cola was brought down by car or train from the bottling plant in Newberry and was kept cool by 100-pound blocks of ice located behind the stand.[94] In addition to the food, there was another important tradition associated with the reunion. Each year, young boys would invite a young lady to walk up the trail to the top of the mountain. This tradition, according to local accounts, was "considered to be an important step for a young lady" and groups of young people would

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[92] Jayroe, Margaret S. "Little Mountain Reunion Festival-Bygone Days Revisited." Program for the Little Mountain Reunion Festival, 1979. 18-19.

[93] Jayroe Margaret S. "Little Mountain Reunion Festival-Bygone Days Revisited." Program for the Little Mountain Reunion Festival, 1979. 19.

[94] Frey, Sarah Boland. "Remembering…" Welcome To the Reunion: Town of Little Mountain, 1982. 11.

gather at the top of the mountain to visit and enjoy the day.[95] The reunion continued annually well into the 1930s, when it was disbanded. The pavilion has since been torn down and the spring has become overgrown. In 1976, in honor of the town's bicentennial celebration, a committee was formed to revive the reunion tradition, which continues to this day.

The 1910 United States Census recorded 440 residents living within the town limits, but ten years later the population stood at only 399. Because of the sharp decrease in population, the original decision to increase the town limits was reversed in 1924 and the boundaries returned to one square mile. The decision directly affected the total population count for the town, which was recorded as having only 244 residents in the 1930 census.[96]

Because Little Mountain remained largely an agricultural community throughout its early history, many families were able to weather the Depression with plenty of food and supplies. Despite the harsh blow dealt to the community by the Depression, Little Mountain continued to grow in the 1930s and 40s. Several homes scattered throughout the town limits were constructed in the Craftsman and Minimalist Traditional styles, reinforcing the belief that the town experienced resurgence in the 1930s until the late 1940s.

Figure 10. G. Russell Shealy Service Station ca. 1940 (**Site 304 0125**)

The town's commercial livelihood continued to rely on passenger service from the train. Automobile travel began to develop during the post-World War II years and Little Mountain adapted to meet those traveler's needs. G. Russell Shealy constructed his Sinclair service station on Main Street in 1935 (Figure 10). The station had two gas pumps and a service bay. The Shealy family continued to expand the business and today it is still in use. Also located on Main Street was the Frick Service Station, which offered gasoline to automobile owners.

By 1950, the town's population had declined again to just 213 people, down nearly 40 from its population in 1940. In 1952, passenger service ceased along the rail lines. Railroad workers were suddenly unemployed and stores that catered to travelers were suddenly without business. A reduction in cotton production led to the closure of the oil mill and the loss of more jobs. As residents left Little Mountain in search of employment, stores on Main Street could no longer afford to remain open.[97]

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[95] Jayroe, Margaret S. "Little Mountain Reunion Festival-Bygone Days Revisited." Program for the Little Mountain Reunion Festival, 1979. 19.

[96] Jayroe, Margaret S. "Little Mountain Reunion Festival-Bygone Days Revisited." Program for the Little Mountain Reunion Festival, 1979. 18-19.

[97] Personal Interview with Mrs. Margaret Sease Jayroe and Mrs. Julie Hamiter McLeod, August 2001

Despite the exodus of residents in the 1960s and 1970s, the 2000 census recorded 255 residents, indicating that growth in the town of Newberry and the construction of Interstate 26 have encouraged population growth in Little Mountain. Increased construction around Lake Murray has also encouraged new business, such as that of Pleasurecraft Marine Engine Co.[98]

EVALUATION OF PROPERTIES IN LITTLE MOUNTAIN

During fieldwork, 52 properties were surveyed within the municipal limits of the town. The resources are concentrated along Pomaria Street (Figure 11), Church Street, Main Street (Hwy 76), and Mountain Street. Four of these properties have sufficient integrity to be considered for individual listing in the NRHP. Residential structures were the predominant building type; however, seven commercial structures, two schools, and one church were also identified during the survey.

Figure 11. Pomaria Street looking north ca. 1910. *Photograph courtesy of Sam Derrick.*

Residential

Residential structures within the survey area range in construction date from the mid-1800s to the mid-1900s. The bulk of the housing stock in town dates to the arrival of the railroad in 1890 to the early 1920s. The homes lining Pomaria Street and Mountain Street in Little Mountain are representative of the wealth and growth experienced with the arrival of the railroad. It was there that a majority of the early housing in town was located and the structures stand as a testament to the early years of the town's development.

The Dominick House (**Site 304 0105**) is the oldest home in Little Mountain (Figure 12). The home was built by Fred Dominick in the mid-1800s and was purchased by Noah Boland, along with the land that now comprises the town of Little Mountain, at Mr. Dominick's estate sale in 1888. The home has been the residence of the Boland Family since its acquisition. It was there that Noah Boland laid out the plans for the town. The home also served as the location for the town's first Post Office when Dominick was named postmaster of Little Mountain in 1852. The home was constructed in the Carolina I-house

Figure 12. Dominick House (Site 304 0105)

house form. The home consists of a two-story single pile structure with a central hall plan and one-story rear shed rooms.[99] The home also has a rain porch with freestanding columns. Three

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[98] www.teamsc.com/scproductsearch/html
[99] Coons, F.H. "National Register Nomination for the Folk-Holloway House." Record on file at the South Carolina Department of Archives and History, 1992.

separate entries lead into the home from the front porch. The Dominick House is identical in style to the Folk-Holloway House in Pomaria. Both homes were constructed during the same period and may have been built by the same contractor. The Dominick-Boland home is also considered a key property within the Little Mountain Historic District.

The Queen Anne style in Little Mountain is characterized by the presence of decorative detailing on simple vernacular house forms. This detailing is usually found along the porch and within the cornice line. The gable-front-and-wing version of the Queen Anne house is a common residential form throughout the South in the late eighteenth and early nineteenth centuries. The shift from this style to Colonial Revival style is seen throughout the town of Little Mountain and suggests a thriving economy after the turn of the century. This simple change in porch detailing was a preferred method of remodeling during this period because it allowed homeowners to update the look of their house at a modest cost.

Figure 13. Dr. J.M. Sease House (Site 304 0082)

The Sease House (Figure 13) (**Site 304 0082**) and the Frick House (**Site 304 0087**) were two of the first residences constructed along Pomaria Street. Both homes were originally Queen Anne in style and were later altered to reflect the Colonial Revival style.

The Sease house was originally a two-story home with a two-story porch displaying elaborate cutwork detailing. Dr. Sease remodeled the home ca. 1905–1906 to reflect the Classical Revival style that had become popular at the end of the nineteenth century. At this time, the full façade front porch was changed into a single-story porch that wrapped around to the left façade. Above the porch addition, he placed a small sunroom. The home was moved back from the road when Pomaria Street was paved in the 1940s.

Figure 14. Frick House (Site 304 0087)

The Frick House (Figure 14) is a one-story home with a gable-on-hip roof and two front-projecting gables. Within the gables are small, square stained glass windows reflective of the Victorian style. The front porch, once ornately decorated with turned spindles and Victorian detailing, has been transformed to reflect the Colonial Revival style. We recommend the Sease House (Site 304 0082) and the Frick House (Site 304 0087) as eligible for listing in the NRHP as contributing properties within the Little Mountain Historic District under Criterion C for their architecture.

In the homes that survive from the railroad boom, a vernacular gable-front-and-wing style home with Queen Anne elements is repeated throughout the survey area. Both one and two-story examples are seen in homes along Pomaria, Church, and Mountain Streets. While the traditional form of this style has a one-room deep projecting gable, these homes have a small, one-half room projection. In the two-story forms the front projecting gable is located to the left of the main entry

and in the one-story forms the front projecting gable is located to the right of the main entry. The homes reflect the period of growth in Little Mountain that followed the expansion of the railroad into the area. Two intact examples of the one-story gable-front-and-wing style remain within the survey area: the Miller House (**Site 304 0113**) and the house located at 175 Pomaria Street (**Site 304 0084**).

Figure 15. 175 Pomaria Street (Site 304 0084)

The residence at 175 Pomaria Street (Figure 15) is a one-story variation of a gable-front-and-wing plan with ornately turned porch posts and spindles. The porch originally continued along the main façade and wrapped around to the right façade, however, the section of the porch running along the front facade was removed when the street was widened. The Miller House differs slightly in that it retains its entire porch, the main entry door is flanked by sidelights, and the decorative gable on the main façade contains a two-over-two window. The Victorian-era porch detailing on the Miller House has been removed, however, it retains its overall form. No intact examples of this style survive within the survey area.

There are two intact examples of the two-story gable-front-and-wing style residences within the survey area: the Counts-Feagle House (**Site 304 0079**) and the David Shealy House (**Site 304 0122**).

The Counts-Feagle House (Figure 16) was constructed in 1907 and retains all of its original detailing including its wooden clapboard siding, one-over-one double hung sash windows, full façade hip roof porch that wraps to the left side, decorative main entry with transom and sidelights, and decorative porch detailing. The house is similar to its one-story counterpart at 175 Pomaria Street in that it has a decorative front-facing gable that balances out the projecting gable on the main façade. The Shealy House is located on Church Street. The home has wooden clapboard siding, a full façade hip roof porch that wraps to the left side, and six-over-six

Figure 16. Counts-Feagle House (Site 304 0079)

and two-over-two double hung sash windows. The Shealy house is a modest version of the two-story gable-front-and-wing style whereas the Epting house has vernacular Queen Anne decorative elements. The Shealy House was destroyed by fire shortly after it was recorded for this survey. We recommend the Epting House (304 0079) eligible for listing in the NRHP as a contributing property within the Little Mountain Historic District under Criterion C for its architecture.

An economic resurgence within the town stimulated development in the 1920s through the 1940s. This period of revitalization resulted in the construction of several Craftsman-style bungalow homes in the survey area. The bungalow home was popular throughout the United States in the

early twentieth century and was inspired by the English Arts and Crafts Movement.[100] Homes of this type have several characteristic details including exposed rafter tails, triangular knee braces under the eaves, a low-pitched gable roof, and multi-pane window sashes over a one-pane sash. The porch detailing is perhaps the most notable characteristic of this style. A majority of Craftsman bungalows have large tapered columns that rest on brick piers. These bulky columns were a departure from the delicate and intricate detailing of the Queen Anne style. Several examples of the Craftsman-style bungalow are located within the survey area.

The Wise House (**Site 304 0098**) and the Farr House (**Site 304 0104**) are intact examples of the Craftsman style. The Farr house (Figure 17) was constructed in 1927 and has a lateral gable roof, weatherboard siding, four-over-one windows, exposed roof beams, exposed rafter tails, and paired porch columns that rest on brick piers. The home has not been altered since its construction and is the only unaltered example of the Craftsman style remaining in Little Mountain. The home was constructed for Noah Boland's daughter, Essie Boland, on a portion of Boland's property. The

Figure 17. Farr House (Site 304 0104)

Wise house, however, was originally constructed in the 1890s in the gable-front-and-wing form and was known as the Wise Hotel. The projecting gable wing can still be seen on the main façade to the right of the entry door. In the 1930s the upper floor was removed and the home was transformed into a one-story bungalow. The structure has weatherboard siding, triangular knee braces under the eaves, exposed rafter tails, and large round columns supported by brick piers along the porch. Both homes are characteristic examples of the Craftsman style. We recommend the Farr House (Site 304 0104) and the Wise House (Site 304 0098) as eligible for listing in the NRHP as a contributing property within the Little Mountain Historic District under Criterion C for their architecture.

Institutional

Figure 18. Little Mountain School.

Figure 19. Holy Trinity Lutheran Church.

Figure 20. Mt. Zion School.

Three institutional buildings, including two schools and one church, were identified within the survey area. The Little Mountain School (Figure 18) (**Site 304 0109**) and the Holy Trinity Lutheran Church (Figure 19) (**Site 304 0126**) were both created shortly after the formation of the

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[100] McAlester. A Field Guide to American Houses, 452-463.

town in 1890. Noah Boland donated land for both structures in 1890 and the Church appears on a map of the town dated July 1891. The original church structure was frame with weatherboard siding (see Figure 6) and was replaced with the current brick building in 1917. The school was constructed in 1895 and was expanded in 1909, 1927, and 1939. The Mt. Zion School (Figure 20) (**Site 304 0116**) was constructed ca. 1915 in order to educate the African-American population in Little Mountain. The one room schoolhouse is a frame structure with weatherboard siding and a raised seam metal roof. The school is no longer in operation. We recommend the Holy Trinity Lutheran Church (Site 304 0126) as eligible for listing in the NRHP as a contributing property within the Little Mountain Historic District under Criterion C for its architecture. *We recommend the Little Mountain School (site 304 0109) as eligible for listing in the NRHP under Criterion A for its association with education and the Mt. Zion School (site 304 0116) as eligible for listing in the NRHP under Criterion A for its role in the history of Little Mountain's African-American community.*

Commercial

Figure 21. Miller's Store (Site 304 0096)

There are seven surviving commercial buildings along Main Street (Hwy 76) within the survey area. Each of the structures has a brick exterior and was constructed between 1880 and 1920. The stores located along Main Street serviced the townspeople and the passengers traveling through Little Mountain by train. The buildings have been altered over time and adapted to serve various uses. According to old photographs, there were originally several wooden stores located at the western end of Main Street, however, only one of these stores remains extant. Andrew Miller's Store (Figure 21) (**Site 304 0096**) is located behind the former Count's and Shealy General Store building. The store is a small frame structure with wooden siding and a raised seam metal roof. The structure was moved to its current location in 1910 to make room for the Counts and Shealy General Store and was used by the store for storage.

There are five structures along Main Street that are part of a small commercial block that includes: Wise's Store (**Site 304 0090**), Farmer's and Merchant's Bank (**Site 304 0091**), John Sease, MD (**Site 304 0092**), Counts and Shealy General Store (**Site 304 0094**), and the Little Mountain Drug Company (**Site 304 0095**). The United States Post Office (**Site 304 0093**) was constructed in 1960 and is a non-contributing structure within the block. Though lacking individual distinction, the collection of buildings as a whole maintains its integrity and conveys the commercial history of Little Mountain. The buildings, therefore, are considered contributing properties to the Little Mountain Historic District. Also located on Main Street is the old G. Russell Shealy Service Station (**Site 304 0125**). The station was constructed ca. 1935 in the Spanish Eclectic style and was a chain of the Sinclair Oil Company. The original portion of the station is still standing today, with several additions, and is currently being used as a Citgo Station.

Manufacturing/Industrial

Little Mountain was a small commercial center along the rail line from Columbia to Laurens. Several businesses developed along the line to take advantage of rail transport. The building that now houses Caldwell Contractors (Figure 22) (**Site 304 0099**) was constructed in 1904 and was used as a Cotton Gin and Cotton Seed Oil Factory to process the crops from the surrounding areas and transport them to market. The Tompkins Company out of Charlotte, North Carolina, constructed the building. The Derrick Lumber Yard (**Site 304 0097**) was started ca. 1915. Milled lumber became widely used once rail transportation became available and lumberyards were a

Figure 22. Caldwell Contractors (Site 304 0099)

common fixture in any town with a depot and scheduled stops. When the railroad was constructed in Little Mountain, several buildings were constructed to service the train and rail line. One such building was the Section Master's House (**Site 304 0088**). The home was built for the section master who was in charge of the maintenance of approximately 15 miles of rail right of way. The home (Figure 23) standing in Little Mountain is not only the last standing structure related to the CN&L railroad, it is also the last of seven such homes that stood along the line. The facades of the

Figure 23. CN&L Section Master's House (Site 304 0088)

old Cotton Gin and Derrick Lumber Yard retain some of their historic character, however, their overall historic integrity has been lost. We do not recommend them for individual designation. They are, however, both considered contributing structures within a potential historic district. The CN&L Railroad Section Master's House is the last surviving property within the town that was associated with the railroad and we recommend the home as a key property within the Little Mountain Historic District under Criterion C for its architecture.

RECOMMENDATIONS

Within the municipal limits of Little Mountain there are a significant number of historic properties that contribute to a National Register Historic District. The district includes 27 properties that reflect the history and development of the town. Although a majority of these properties lack individual distinction, the resources as a whole convey the history of Little Mountain and its residents. There are two properties within the municipal limits that qualify for individual listing in the National Register. These properties are the Little Mountain School (**Site 304 0109**) and the Mt. Zion School (**Site 304 0116**) and are both located outside of the proposed district. As discussed above, eight of the proposed district's contributing properties are either commercial or industrial.

The proposed district includes properties along both sides of Pomaria Street beginning with 308 and 317 Pomaria Street and continuing south to its intersection with Main Street, along the north side of Church Street from the intersection with Main Street east to 289 Church Street, along the south side of Main Street from the Dominick House continuing east to Mountain Street, and along the eastern side of Mountain Street beginning at the intersection with Main Street and continuing south to 724 Mountain Street. The residential structures within the potential district represent three main styles: Queen Anne, Colonial Revival, and Craftsman. The three housing styles reflect the three periods of economic growth within the town. *The district as a whole possesses a high level of integrity and remains largely intact from the period which it achieved historic significance. We recommend this district as eligible for the National Register.*

POMARIA

The town of Pomaria is considered to be the center of the Dutch Fork section, located approximately 18 miles south of the Newberry Courthouse near Crim's Creek. The area was populated with German, Swiss, and Welsh/English settlers, most of which had migrated south from Pennsylvania. Originally known as "Countsville," Pomaria is one of the county's oldest settlements.[101]

John Adam Summer, a German immigrant living in Pennsylvania, came to South Carolina in the late 1740s in search of land to establish a settlement for his family and friends. Summer found suitable land near the south fork of Crim's Creek where he later received a grant for 250 acres to establish his settlement. Summer returned to Pennsylvania to gather his family and soon settled in South Carolina where they established Countsville. Other families that settled the area included: Lohner, Leitner, Setzler, Epting, Counts, Folk, Cannon, Dicket, Mayer, Houseal, and Hentz.[102]

Figure 24. Summer-Huggins House. Photograph from Summer's *Newberry County, South Carolina: Historical and Genealogical Annals*

Summer constructed a log cabin to serve as his residence upon his return to South Carolina. His son John later constructed a two-story home on their property, but the home was destroyed by fire. Summer's grandson John constructed the home that remains there today (Figure 24) and is known as the Summer-Huggins House. The home was inherited by William Summer who operated a large nursery called "Pomaria" (from the Latin word "Pomus," which means plants or trees).[103] The nursery became widely known throughout South Carolina and neighboring states to which plants were shipped. Summer sold roses, fruit trees, and a variety of berries, ground cover, shrubs, bulbs, and bedding plants from his nurseries in Countsville and Columbia. In 1823 William Summer constructed a small building in the yard of his home where residents from the surrounding countryside could receive their mail. Summer was the first Postmaster under the stagecoach regime and named the postal stop Pomaria in honor of his nursery. Countsville officially became Pomaria in 1840.[104]

Figure 25. Pomaria Depot. Photograph as seen in "Pomaria South Carolina Bicentennial Program," 1976. p. 27.

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[101] George L. Summer, *Newberry County, South Carolina: Historical and Genealogical Annals* (Baltimore: Genealogical Publishing, Inc., 1980), 88.

[102] "Pomaria, South Carolina: 1776-1976 American Revolution Bicentennial, 1776-1976," (Pomaria, SC: Publication Committee, 1976), 4.

[103] Summer, *Newberry County, South Carolina: Historical and Genealogical Annals*, 88.

[104] Duffy, Sue. "Pomaria: The Summer-Huggins Plantation." Lake Murray Magazine, September 2001, 32-36.

Settlement in Pomaria was scattered with only a handful of families living in the area when the route for the Columbia and Greenville Railroad was proposed. In 1850, when the Southern Railroad was completed as far north as Pomaria, a train depot (see Figure 25) was constructed near the railroad and the post office was moved from Summer's nursery to its current location on Angella Street. The move signaled the inevitable growth that would accompany the railroad's arrival. William Summer remained postmaster at the new location and continued with his duties until the start of the Civil War.[105]

A formal petition was filed on 17 December 1902, asking the South Carolina state legislature to set forth corporate limits and incorporate the town. Mr. Thomas W. Holloway, a local merchant and assistant postmaster, laid out the limits of the town (Figure 26). He measured a distance of 1,000 yards in each direction from a stake in his front yard. In the petition to the legislature Thomas Holloway was named Intendant and John C. Aull, James P. Setzler, George J. Wilson, and John A. Summer, Jr. were named town wardens. The Secretary of State officially incorporated the town of Pomaria on 1 January 1903. A map of Pomaria that was drawn at the time of the town's incorporation shows a budding downtown area along the rail line with several stores, a schoolhouse, and several homes.[106]

Pomaria quickly grew into a booming railroad town and soon had a bank, an oil mill, a bonded warehouse company, a large general merchandise store, a pharmacy, a blacksmith shop, and a jail.[107] Pre-railroad businesses, including William Berley's Grist Mill, focused on agriculture and the processing and sale of agricultural products. The arrival of the railroad saw a boom in the mercantile business. Merchants in Pomaria provided residents of both the town and surrounding area with merchandise at low prices. The Setzler Co. was a general merchandise store that provided residents with a wide variety of items, offering everything from candy to caskets.[108] Aull-Hentz and Company, Kinard Brothers General Store, and the Setzler Hotel were all in operation shortly after the town's incorporation. Residents of Pomaria banded together and opened a bonded warehouse company to
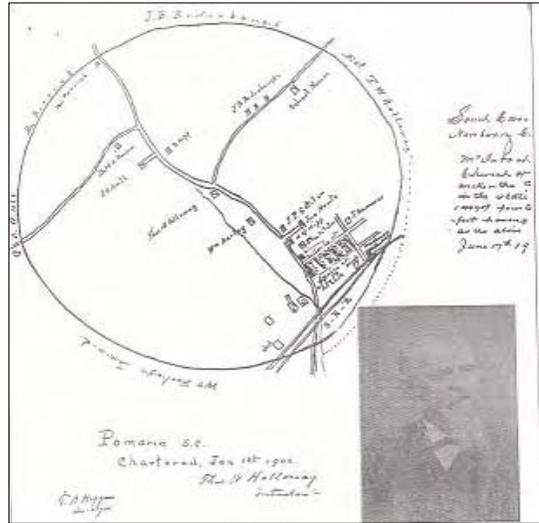
Figure 26. Map of Pomaria with a photo of Thomas Holloway ca. 1903. Photograph as seen in "Pomaria South Carolina Bicentennial Program," 1976. p. 6.

Figure 27. Main Street Pomaria ca. 1900. Photograph as seen in "Pomaria South Carolina Bicentennial Program," 1976. p. 40.

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[105] Summer, *Newberry County*, 88.
[106] "Pomaria, South Carolina American Revolution Bicentennial," 1976. 6.
[107] Newberry County Historical Society, *Bicentennial History*, 16.
[108] "Pomaria, South Carolina American Revolution Bicentennial," 1976. 6.

take advantage of cheaper transport of their products offered by the train. The new warehouse held 1000 bales of cotton and was shared by the local cotton farmers.

A map of the town dated 19 February 1917 shows a heavily developed downtown area with a livery lot and a large cotton gin and oil mill complex—a huge increase since its incorporation in 1903. The Queen Anne and Queen Anne style homes still in existence today throughout the town suggest a building boom during the years shortly after the town's incorporation. In 1913, the Pomaria Elementary and High School was erected. The new brick building was located on Folk Street to the north of town (**Site 407 0156**). In 1927, schools in the outlying areas were consolidated and students began being transported to the Pomaria School. In the early 1900s, Z.T. Pinner constructed a pharmacy on the north side of Main Street (Figure 28) (**Site 407 0136**). The bank that stood adjacent to Pinner's Pharmacy was managed by Dr. Pinner and loaned money to cotton farmers throughout the area (**Site 407 0137**). The Bank of Pomaria managed to stay open until March of 1930, when the Depression forced its closure. All of these elements point to a growing and thriving town, and the success can all be contributed to railroad expansion.[109]

Figure 28. Pinner's Pharmacy & Bank. Photograph as seen in "Pomaria South Carolina Bicentennial Program," 1976, p. 29.

It is uncertain what triggered the decline of Pomaria, but it was likely the result of several factors. Newberry County roads were paved in the 1930s making it easier for cars to navigate the once treacherous roads throughout the area. Passenger service along the rail lines ceased in the 1950s with the beginning of mail trucking. The discontinuation of passenger service along the rail lines was as devastating to Pomaria as it was to most small railroad towns throughout the state. The loss of passenger service meant the loss of revenue from travelers in local stores. With no travelers in need of a place to stay, the local hotel was eventually converted into a single family home. The train depot that served the town of Pomaria beginning in 1890 burned in 1926 but was rebuilt and stood until it was eventually torn down because it was abandoned and in a state of disrepair.[110] The track from the Southern Railroad has been taken up and the trestles sit, piled up, along an overgrown rail bed. Standing abandoned and empty along the old rail line is the former Pomaria Cotton Gin and Oil Mill. The downtown area, once bustling with activity, today is quiet and most of the buildings stand empty.

Today, logging and timber are the main focus of industry in Pomaria. The James C. Doolittle Logging Company, Inc. (employing 24 persons) and Olin Lominick Timber Inc. (employing 25 persons) are the two major industries located in the area. A bed and breakfast is operated out of Thomas Holloway's former home and several other grand railroad era homes stand as a testament

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[109] "Pomaria, South Carolina American Revolution Bicentennial," 1976, 25-30.
[110] "Pomaria, South Carolina American Revolution Bicentennial," 1976, 27.

to what was at one time a wealthy railroad community. The Pomaria School has closed and the building now stands empty. The Highway 176 bypass was constructed around the town in recent years, removing what little traffic through town remained.

EVALUATION OF PROPERTIES IN POMARIA

During fieldwork, 50 properties were surveyed within the municipal limits of the town. The resources are concentrated to the east of Highway 176. Two of these properties have sufficient integrity to be considered for individual listing in the NRHP and two properties are currently listed in the NRHP. Residential structures were the predominant building type, however, thirteen commercial structures, one school, and one church were identified during the survey.

Residential

Residential structures within the survey area range in construction date from the mid-1800s to the mid-1900s. The bulk of the housing stock in Pomaria dates from the arrival of the railroad in 1850 to the early 1920s; however, several homes exist from the pre-railroad era. Homes belonging to several of Pomaria's early settlers remain, including those belonging to Thomas Holloway, J.C. Aull, J.P. Setzler, Dr. W.A. Dunn, and John Summer. Early twentieth century maps of the town indicate a commercial area with three main thoroughfares, Holloway Street (the old Columbia Road), Folk Street, and St. Paul Road. It was there that a majority of the early housing in town was concentrated, and the remaining structures from that era illustrate the early years of the town's development.[111]

Several different residential architectural styles are present throughout the town of Pomaria. Large concentrations of homes within the survey area are representative of the Queen Anne style. This style is characterized by the presence of decorative cutwork detailing on simple vernacular house forms. The detailing is commonly found along the porch and within the cornice line.[112] A majority of the Queen Anne forms within Pomaria are vernacular adaptations of the style, or have been severely altered; however, there are several examples of both the gable-front-and-wing subtype and the side-gabled roof, one-story subtype.

The W.A. Dunn House (**Site 407 0166**) and the Hogan House (**Site 407 0147**) are both examples of the gable-front-and-wing subtype of the vernacular Queen Anne style. The Dunn house was constructed ca. 1890 and has decorative brackets beneath the eaves, decorative exterior window surrounds, and decorative attic vents in the gables. The home also, at one point, had an elaborate porch with Victorian detailing. The original porch supports have been removed and replaced with simple Doric columns characteristic of the Colonial Revival style and a common practice during the early twentieth century. The Hogan house, constructed ca. 1914, also reflects the Queen Anne style. The home does not exhibit any decorative elements, however, it retains its gable-front-and-wing form. Both homes have been substantially altered, and while they retain their overall historic

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[111] "Pomaria, South Carolina American Revolution Bicentennial," 1976, 6-7.
[112] McAlester. A Field Guide to American Houses, 308-317.

core shape, they have lost their historic integrity because of inappropriate alterations and are not eligible for listing in the NRHP.

Also present within the survey area are examples of the pyramidal Queen Anne house. Pyramidal homes have either hip or pyramidal rooflines and are accented with elaborate Victorian detailing. Examples of this subtype include 671 Holloway Street (**Site 407 0169**) and 312 Rest Street (**Site 407 0148**).

The home located at 671 Holloway Street (**Site 407 0169**) is a massed plan structure with a hip roof and wrap around porch, and is a good example of the Queen Anne style. A projecting gable is located just above the main entry and contains a small two-over-two window. The gable is accented with decorative shingles—a hallmark of the Queen Anne style. One original six-over-nine double hung sash window remains on the rear ell; the remainder of the windows are two-over-two double hung sash. In order to reflect the Colonial Revival style, the original porch detailing was replaced and it is likely that the windows were redone at the same time. *We recommend that the property located at 671 Holloway Street is eligible for listing in the NRHP under Criterion C for its architecture.*

The home located at 312 Rest Street (Figure 29) was constructed ca. 1900 and is a massed plan structure with a pyramidal roof. The original porch and decorative porch detailing has been lost and vinyl siding has been applied to the exterior, however, the structure retains its historic core shape. Due to a lack of overall historic integrity, this property is considered ineligible for listing in the NRHP.

Figure 29. 312 Rest Street (Site 407 0148)

There are two homes within the survey area that have been listed in the NRHP: the Hatton House (**Site 407 0160**) and the Folk-Holloway House (**Site 407 0171**). The Hatton House is more commonly known as the 1892 House—a name derived from the date carved into wood above the main entry to the home. The house is significant as an excellent example of the Queen Anne style with ornate millwork done by G.B. Aull, a local carpenter. The home is notable as the first residence in the Pomaria area to have electricity.

Figure 30. Folk-Holloway House (Site 407 0171)

The Folk-Holloway House (Figure 30) is an example of a common southern house type occasionally referred to as the Carolina I-house form. The home is a two-story, single pile dwelling with one story rear shed rooms and a rain porch with freestanding columns. The house was constructed by the Folk family and came into possession of Thomas Holloway upon his marriage to Martha H. Folk. Holloway was an important member of the local community and it was from his front yard that he laid out the limits of the town. Both homes are significant for their architecture, but they are also important for their association with the local community and its members.

Commercial

There are 15 commercial structures within the survey area. A majority of these buildings were constructed upon the arrival of the C&GRR (Southern Railroad) in 1850. There is a group of five remaining stores along Main Street that comprise the primary commercial area. Among these are the Kinard Brothers General Merchandise Store (**Site 407 0133**), the Bank of Pomaria (**Site 407 0137**), and Pinner's Pharmacy (**Site 407 0136**). Thaddeus Kinard opened Kinard Brother's Store

Figure 31. Kinard Brother's Store (Site 407 0133)

in the early 1900s (Figure 31). The business was continued by his sons Alvin and Ernest and remained in operation through the late 1960s. The building that housed Kinard Brothers is flanked by two brick buildings creating a small commercial block. It is not known what companies were housed within these two brick buildings. The Kinard Brothers storefront remains largely unaltered and retains its original storefront and double entry doors. The remaining two buildings on the block have been significantly altered with new storefront windows and replacement doors. These stores

retain their overall historic core shapes; however, their historic integrity has been compromised making them ineligible for individual listing in the NRHP. We recommend these buildings eligible as contributing structures to the Pomaria Commercial Historic District.

Figure 32. Pinner's Pharmacy (Site 407 0136)

Dr. Z.T. Pinner was a practicing local physician who opened Pinner's Pharmacy (Figure 32) on Main Street in the early 1900s. The pharmacy was an important fixture within the community. Dr. Roy J. Johnson, a graduate of the State College of Charleston, worked as the pharmacist. Dr. Pinner was also instrumental in bringing a bank to Pomaria (Figure 33). The building, constructed adjacent to his pharmacy, was opened sometime in the mid-1910s and remained open until the Depression forced its closure in 1930. Dr. Pinner was acting president of the bank and J.C. Aull was the cashier.[113] The Pharmacy
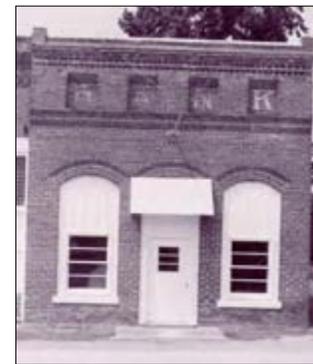
Figure 33. Bank of Pomaria (Site 407 0137)

remains much as it was when it was constructed with leaded glass blocks above the storefront and double entry doors. The store windows have been boarded shut. The bank's original door and windows have been removed and replaced, but the word "BANK" remains faint but legible along the cornice of the building. While all three buildings retain their historic integrity, they lack individual distinction and are therefore not individually eligible. We recommend these buildings eligible as contributing structures to the Pomaria Commercial Historic District.

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[113] "Pomaria, South Carolina American Revolution Bicentennial," 1976, 30.

There are two commercial buildings with cast stone exteriors: the old Setzler Company Building (**Site 407 0130**) and the Bryan Heating and Cooling building (**Site 407 0135**). The Setzler Co. building has been identified as housing several different stores including Aull and Hipp Co., and C.E. Long Service Station (Figure 34). It is possible that this structure was once a two-part commercial block that has been adapted into one large space. The building has been badly damaged by alterations and a portion of the building has been gutted. The exterior walls have been removed and a shed roof has been placed over the empty space. The integrity of the structure has been severely compromised because of the changes.

Figure 34. The Setzler Company
Building (Site 407 0130)

Figure 35. Bryan Heating and Cooling
(Site 407 0135)

The Bryan Heating and Cooling building (Figure 35) is a one-story structure and appears to have also been a two-part commercial form. There are two entry doors each flanked with large, four pane windows. The building remains largely intact; only the original doors have been lost. Both buildings have undergone renovation and have lost their historic integrity. However, they are important parts of the historic commercial area and housed key businesses within the town. We recommend these buildings eligible as contributing structures to the Pomaria Commercial Historic District.

Institutional
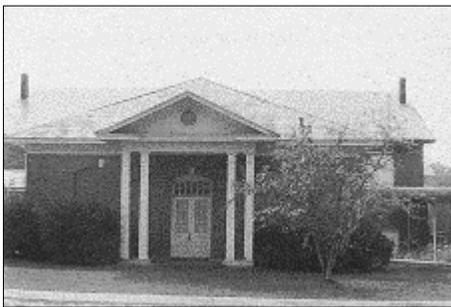
Figure 36. Pomaria Elementary
School (Site 407 0156)

Churches and schools played an important role in the development of communities. During fieldwork, one church and one school were identified within the survey area: Pomaria Elementary (**Site 407 0156**) and an abandoned Methodist Church on Hentz Street (**Site 407 0150**). The school (Figure 36) was constructed in 1913 as a vernacular adaptation of the Colonial Revival style. The original structure has a brick exterior with a front-facing hip roof and a double door front entry accentuated with a projecting entry porch. Around 1927 the area schools were consolidated and in 1935 the school was subsequently enlarged to accommodate the growing number of students.[114] The 1935 addition was placed on the rear of the original structure and is almost double the size. In 1958 a modern cafeteria facility was added on the eastern side of the

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[114] "Pomaria, South Carolina American Revolution Bicentennial," 1976, 16-21.

school. This addition is not attached to the building and is accessed by a covered walkway. The integrity of the original school building has been compromised by the large addition and because the original front windows have been bricked in. The school is therefore recommended ineligible for listing in the NRHP.

On Hentz Street stands an abandoned Methodist Church building constructed in the Gothic Revival style (Figure 37). The one room structure has weatherboard siding; two-over-two, double-hung sash windows; a raised seam metal roof; and a brick pier foundation. A bell tower is located on the main façade to the left of the entry door. The tower's roof is clad in wooden shingles. A small bay is located on the southern elevation and most likely held the pulpit/choir area. The structure is an excellent example of a vernacular Gothic Revival Style church building and is the only example of its kind in the area. Little is known about the history of the church; however, its style indicates that it may have been the first church within the limits of Pomaria. *We recommend that the Hentz Street Church (site 407 0150) as eligible for listing in the NRHP under Criterion C for architecture.*

Figure 37. Old Methodist Church (Site 407 0150)

Manufacturing/Industrial

The Pomaria Cotton Gin and Oil Mill (Figure 38) is located at the edge of the commercial district along the railroad bed (**Site 407 0142**). The gin was opened sometime around the turn of the

Figure 38. Pomaria Cotton Gin and Oil Mill (Site 407 0142)

century and appears on a map of Pomaria dated 1903. The gin house is a frame building with a corrugated metal exterior. Attached to the northeastern façade of the gin house is a brick warehouse building. It is possible that this building is the bonded warehouse that the residents of Pomaria built through the State Warehouse System. The complex, which remains intact, is significant because it played a key role in the economic growth of Pomaria. We recommend the Pomaria Cotton Gin and Oil Mill as eligible for listing in the NRHP as a contributing property to the Pomaria Commercial Historic District under Criterion C for architecture.

RECOMMENDATIONS

During fieldwork, 50 properties were identified within the survey boundaries. A majority of the resources identified are residential; however, historic resources within the residential areas are irregularly spaced and the majority of the homes have lost their historic integrity as a result of additions and alterations. Because of these factors, the homes do not form a cohesive district. One of the homes identified, 671 Holloway Street (**Site 407 0169**), has individual distinction and

retains its historic integrity. *We recommended this property as eligible for listing in the National Register under Criterion C for architecture.*

In addition, a Methodist Church (**Site 407 0150**) was identified during the survey within Pomaria's municipal limits. The church retains its historic integrity and exhibits an architectural style that is unique to the area giving it individual distinction. *We recommend this property as eligible for listing in the National Register under Criterion C for architecture.*

A significant number of commercial structures within the community form a potential National Register Historic District. The potential district includes 13 properties that reflect the history and development of the town as a local commercial center. The proposed district includes the properties along the north side of Angella Street from the intersection with Holloway Street east to Victoria Street, along the east side of Victoria Street north to Rest Street, the south side of Rest Street east to include the cotton gin, and both sides of Main Street from the intersection with Victoria Street west to the intersection of Hwy 76. Although none of these properties is individually distinctive, these resources as a whole convey the importance of the railroad and commercial trade to Pomaria's history. *Therefore, we recommend the Pomaria Commercial Historic District as eligible for listing in the National Register under Criterion C for architecture.*

PROSPERITY

The history of Prosperity is unique from many Newberry County railroad towns formed during the nineteenth century in that it reaped the benefits of not one but two rail lines. Prosperity is located approximately seven miles south of the Newberry County Courthouse. It was originally known as "Frog Level" because, according to tradition, of its low-lying land and the abundance of frogs in the surrounding ponds.[115] Captain Matthew Hall first settled in the area in 1827. In 1830 he constructed a home and a small log store that was used as the post office for Frog Level from 1832 to 1848. The first known recorded naming of the area as Frog Level was in 1832, when Hall was officially appointed postmaster. The post office was the second to serve the area; the first was located at Stony Battery two miles outside of town. The second man to establish a business in Frog Level was David Kibler, who served as the town's first mayor.[116]

Figure 39. Prosperity Southern Railway Depot. Photograph as seen in "The History of Prosperity" prepared for the Centennial Celebration, 1973. p.29.

In 1850, Frog Level became one of three route stations along the Southern Railroad and the town was officially chartered the following year. The Southern Railroad line offered service from Columbia to Greenville, running north through Frog Level. The railroad depot (Figure 39) stood in the center of the new town and the town limits were established by measuring one mile in each direction from that point (**Site 414 0177**). Until the Civil War, Frog Level enjoyed strong growth as a result of the marketing opportunities supplied by the railroad in the transportation of crops and supplies from the surrounding agricultural areas. During that time, the town's growing prosperity was reflected in its architecture, which was constructed in the prevailing Greek Revival mode favored by the southern antebellum cotton and mercantile elite.[117] Settlement in the town began to develop in a linear pattern as residents constructed their homes along the rail line.

On 5 July 1873, a large fire destroyed the entire business section of town—18 stores in all, with only H.S. Boozer & Company left standing. That same year, the citizens of Frog Level banded together and created a petition to change the town name. It was decided that the new name would be "Prosperity," taken from the Prosperity Associate Reformed Presbyterian (ARP) Church. The church had been

Figure 40. View of fire damage looking toward the town square from Church Street ca. 1915. *Photograph courtesy of Michael Bedenbaugh.*

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[115] Summer, *Newberry County*, 89.

[116] Summer, *Newberry County*, 89.

[117] Central Midlands Regional Planning Council. "Historical Survey and Preservation Study for Prosperity, South Carolina," 1976, 10.

established by the Scots-Irish settlers in 1802 and is shown on the 1825 Mill's Atlas as Prosperity Meeting House. A second fire on 26 March 1915 destroyed 35 businesses and several homes, this time south of the present town square (see Figure 40). Sparks flying from passing trains allegedly ignited both of the fires. As a result, all new construction in the business district was done in brick.[118]

Figure 41. Prosperity CN&L Railroad Depot. Photograph as seen in "Pomaria South Carolina Bicentennial Program," 1976. p. 27.

The year 1886 saw the construction of a second rail line through Prosperity. The Columbia, Newberry, and Laurens Railroad passes through the southern side of town and continues east toward Laurens. A separate depot (Figure 41) was constructed to accommodate passengers along the new line. Prosperity now had two depots providing passenger service with trains passing through town twice daily. The presence of the two lines further expanded and sustained a large commercial center. The railroads brought industry and opportunity for trade that was previously unavailable, making it possible for rural farmers and working class citizens to become wealthy members of local society. Prosperity had become a thriving farming/business community that pivoted around the railroad.

By 1892, the town had six churches (four white and two black), a high school, and businesses consisting of: two steam ginneries, one fruit and vegetable canning factory, one flouring and grist mill, two blacksmith and wheelwright shops, a brick manufacturing company, an investment company, and a bank.[119] The new buildings constructed during that period reflected the post-Civil War Victorian era; however, lingering Greek Revival stylistic elements were a reminder of the town's pre-war affluence.

The influence of the second rail line is evidenced in the town's population growth from 357 persons in 1880 to 582 in 1890. The town square (Figure 42), originally a large dirt area in the center of town, was replaced with a public green named "Myrtle Garden." Prosperity's first rural mail route began in 1899 and by 1900 telephone service reached the growing town. Evidence of the town's prosperity could be seen in the homes and belongings of its residents. In 1907, J.I. Bedenbaugh became the first man in town to own an automobile.[120]

Prior to the Depression, there were two banks operating in town, the People's National Bank and the Bank of Prosperity. Several General Merchandise Stores and Dry Goods Stores

Figure 42. Prosperity Town Square ca. 1885. *Photograph courtesy of Michael Bedenbaugh.*

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[118] Summer, *Newberry County*, 89.

[119] John Belton O'Neal, and John Abney Chapman, *The Annals of Newberry in Two Parts* (Newberry, SC, 1892), 542.

[120] "The History of Prosperity" prepared for the Centennial Celebration, 1973, 29-35.

were in operation around the square and several hotels were located around town to accommodate those passing through by train. The Wise Hotel sat on Main Street where First Citizen's Bank is now located, and is depicted in a mural on the Wheeler and Moseley building (**Site 414 0207**). The Prosperity Hotel was located on the town square where the NAPA Autoparts (**Site 414 0179**) store now stands. The two-story hotel had porches on both the first and second floors overlooking the square, an ideal place for travelers to rest and take in the action on the street below.[121]

As the population continued to grow with the town's success, the landscape began to change. Electric lights were installed in Prosperity in 1920 and a public water system was installed in the town in 1934. Census records from 1930 show the local population at 844—the largest in the town's history. All of these advances in infrastructure and increase in personal wealth illustrate the success that Prosperity enjoyed beginning in the 1850s and continuing into the middle twentieth century.[122]

The agricultural depression in the South had a dramatic effect on Prosperity's history. In 1921, when the boll weevil arrived, the town was heavily dependant on income from cotton production and processing. The Prosperity Ginning Company (**Site 414 0225**) was located in the center of town just across the tracks from the Columbia, Newberry, and Laurens Railroad Depot. There were also several other gins scattered around the outskirts of town including Bedenbaugh's Gin at Stony Battery. Those who did not lose their jobs when the cotton market went under lost their jobs after the collapse of the Stock Market in 1929. Few businesses that thrived before the arrival of the Depression survived the economic downturn; today the Prosperity Drug Company (**Site 414 0187**) is the last surviving business from the town's heyday.[123]

Figure 43. Prosperity Town Square ca. 1940. *Photograph courtesy of Michael Bedenbaugh.*

After the stock market crash in 1929, residents of Newberry County left in droves, abandoning agriculture and seeking jobs in larger cities where they could earn money to support their families. Prosperity was no exception. By 1940, the population had decreased from 844 to 719 and would continue to fall steadily into the 1970s.[124]

In 1952, passenger service along the rail lines was ended. The sudden end to the constant flow of customers into local stores and hotels dealt a harsh blow to the local economy. However, there were several events that would act to boost the sagging local economy. The construction of Lake Murray in 1930 was beneficial for residents of the area. It not only provided much need employment to the local citizens, but today the lake has become a major recreational destination

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[121] Photograph of Prosperity Town Square provided by Mr. Michael Bedenbaugh.
[122] Pope, *History of Newberry County, vol. II*, 282.
[123] "The History of Prosperity." Prosperity, SC: Centennial Celebration Committee, 1973, 29-31.
[124] *United States Census records 1920, 1930, 1940, 1950, 1960, 1970*

in the state as well as a prestigious place to live. Development around the lake has resulted in an influx of population into the area, helping to revive the local economy.[125]

Ironically, another boost to Prosperity's current economy came with the failure of the local cotton industry. As farmers stopped cultivation, pine trees grew in the once thriving cotton fields across the area. Those trees today are the backbone of the local economy. The trees provide material for the Georgia Pacific Plant in Prosperity that produces pine plywood and wood chips. The Georgia Pacific Plant as well as the International Paper Company not only provides jobs in their plants but they also support several other local logging companies.[126]

Prosperity's close proximity to Newberry has also been beneficial to the town's economy. Because the town of Newberry is only seven miles north, it is possible for residents to work in Newberry and live in Prosperity. The town also receives traffic from those traveling down Highway 76 from Newberry to Lake Murray and Columbia. Today, evidence of an economic resurgence is evident. New stores occupy the buildings along Main Street and there are few vacant structures in town. The Southern Railway Depot stands empty at the north corner of the square; a silent reminder of the town's heyday.

EVALUATION OF PROPERTIES IN PROSPERITY

During fieldwork, 150 properties were surveyed within the municipal limits of the town. The resources are concentrated along Elm Street, McNeary Street, and Main Street. Two properties within the survey area have sufficient integrity to be considered for individual listing in the NRHP. Residential structures were the predominant building type; however, 32 commercial properties were identified within the survey boundaries.

Residential

The earliest residences located within the survey area were constructed before the arrival of the Southern Railroad. Although local tradition holds that several extant houses date from the ante-bellum period, no concrete evidence is available to substantiate the claims. A majority of the homes that remain within the municipal limits of Prosperity were constructed between 1890 and 1920 and reflect the Queen Anne style. Development of Prosperity's residential areas followed several distinct patterns. Most of the housing is located on McNeary Street, a stretch of road that ran from the Prosperity commercial district to the Prosperity ARP Church and the town cemetery. Maps indicate that development along McNeary Street was nearing completion 1923. The second concentration of homes is along Main and Byrd Streets, to the south of the commercial district. It is along South Main Street that a majority of the two-story, high style homes were located. The third area of development

Figure 44. Harmon House (Site 414 0233)

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[125] SCANA. "SCE&G's History of Lake Murray," Part 4.
[126] www.teamsc.com/scproductsearch/html.

followed the Southern Railroad line from the commercial district continuing east along Elm Street. The homes closest to the commercial area have been lost; however, the row of homes along Elm Street east of Y Street remains intact.

Homes constructed along the McNeary Street corridor are largely one-story, Queen Anne structures with a variety of core shapes. The Queen Anne style is characterized by elaborate porch detailing on vernacular house forms and was commonly found in post-railroad communities.

The Harmon House (**Site 414 0233**) was constructed ca. 1915 and has a "T" shaped floor plan (see Figure 44). The home retains the characteristic Queen Anne detailing including decorative brackets beneath the eaves; attic vents with scalloped wooden shingles; and flat, jigsaw cut trim along the porch. The form, however, is uncharacteristic for this style and suggests adaptation of an older house form to an updated style. A second home slightly more characteristic of the Queen Anne style is located at 321 McNeary Street (**Site 414 0236**); however, its irregular floor plan and decorative elements suggest a Queen Anne influence. Constructed ca. 1905, the home has a porch accented with a spindle work frieze and turned porch supports and balustrade (Figure 45). The gable ends have been chamfered and accented with decorative corner brackets.

Figure 45. 321 McNeary Street (Site 414 0236)

Figure 46. Site 414 0247.

Another McNeary Street home, (**Site 414 0247**), represents a third common style found along the corridor. This home has a side-gable roof with two large projecting gables on the main façade (Figure 46). The paired gables are accented with jigsaw cut detailing. The front porch is decorated with a spindle work frieze; small, decorative brackets, and turned porch supports and balustrade. The main entry has a double door surrounded by a transom and sidelights. This paired gable form is repeated along the southernmost portion of the McNenry Street Corridor. These three homes lack sufficient architectural integrity to be individually eligible for the National Register, but are recommended as contributing resources to a potential National Register historic district.

Main Street was the location of much of the early activity in Prosperity. Along Main Street there was a church, two hotels, a grist mill, the CN&L Railroad Depot, and a variety of stores. Many of the homes along this stretch of road are high style examples from different periods of architecture ranging from Greek Revival to Craftsman style. One of the oldest homes along Main is the George Harmon House (**Site 414 0294**). The house (Figure 47) is located just north of the commercial district and appears on maps as early as 1894. George Harmon was a local

Figure 47. George Harmon House (Site 414 0294)

dentist and had his offices on the second floor of what is now the Prosperity Rescue Squad building (**Site 414 0180**). The home was originally one-story, but was altered sometime around 1930 when a second story was added as were Craftsman style four-over-one windows and tapered porch supports atop brick piers.

In 1910, 432 S. Main Street (**Site 414 0262**) was constructed, and is a vernacular adaptation of the Neoclassical style with its two-story entry portico supported by Doric columns, and the symmetrical placement of the main entry doors and windows on the main façade (Figure 48).

Figure 48. 432 South Main Street (Site 414 0262)

The Dr. J.D. Luther Home (**Site 414 0261**), located on S. Main Street, was constructed in two parts. The original section of the home was constructed in 1840 and was converted into the kitchen when the main house was completed in 1860. The home reflects the Greek Revival style with pedimented window surrounds, dentils along the cornice line, a two-story entry portico with vernacular Doric columns, and a pedimented entry with double entry doors surrounded by sidelights and a transom (Figure 49). Originally, the home had full façade; double porches with decorative cutwork detailing but these porches were later removed and replaced with the current entry porticos. The home is identical on both the east and west facades because, according to local accounts, Dr. and Mrs. Luther could

Figure 49. Dr. J.D. Luther House (Site 414 0261)

not agree on which direction the home should face so they made two formal entries, one on each side. Dr. Luther was one of many local physicians and served as a surgeon during the Civil War before returning to Prosperity to continue his medical practice, eventually also opening a mercantile business. The alterations to the Luther home have changed its original appearance, however, because they were undertaken in the 1920s, they are historic in their own right. The Luther House (site 414 0261) and 432 S. Main Street (site 414 0262) are recommended as contributing resources to the Prosperity Residential Historic District under Criterion C for their architecture. *We recommend the Luther House (site 414 0261) as individually eligible for listing in the NRHP under Criterion C for architecture.*

Figure 50. 214 Elm Street (Site 414 0289)

The Elm Street corridor was developed, for the most part, between 1900 and 1930. These American Foursquare homes are two-stories with either full façade or wrap porches. There are three homes along the Elm Street corridor that are the same in overall form, but differ in style. These homes chronicle various periods in architectural design from the late nineteenth century to the mid-twentieth century. 214 Elm Street (**Site 414 0289**) is a two-story structure with a hip roof with two interior chimneys (Figure 50). A long centrally placed gable containing a small Palladian window and decorative detailing dominates

the roofline. The porch wraps to both facades and has a pedimented entry with decorative brackets located beneath the eaves and along the porch. The home clearly reflects the Queen Anne style, which became popular in the late nineteenth and early twentieth centuries.

Site 414 0288 (Figure 51) is also square in shape with a hip roof and two interior chimneys. A second story porch projects from the roofline above the main entry and rests on the wrap around porch below. The porch is supported with simple Doric columns and a transom and sidelights surround the main entry door. This home reflects the Colonial Revival style, preferred during the early twentieth century.

Figure 51. Site 414 0288.

The Ballentine House (**Site 414 0291**) is two stories with a hip roof and two interior chimneys. The home was constructed in 1929 in the Craftsman style (Figure 52) and has four-over-one Craftsman-style windows, exposed rafter tails, and tapered porch supports resting on brick piers. The home was constructed by Mr. "Willy" Ballentine, a local postal carrier, and was the first in Prosperity to be wired for electricity and plumbing. These three homes lack sufficient historical and architectural integrity to be individually eligible for the National Register, but are recommended as contributing resources to the Prosperity Residential Historic District.

Figure 52. Ballentine House (Site 414 0291)

Commercial

Figure 53. Wheeler and Moseley Dry Goods (Site 414 0207)

There are 37 commercial structures within the survey boundaries. A large portion of these buildings were constructed upon the arrival of the Columbia & Greenville Railroad (Southern Railroad) in 1850 and the remainder was constructed after the arrival of the Columbia, Newberry & Laurens (CN&L) Railroad in 1886. Because there were two rail lines running through Prosperity, the town became a major commercial center
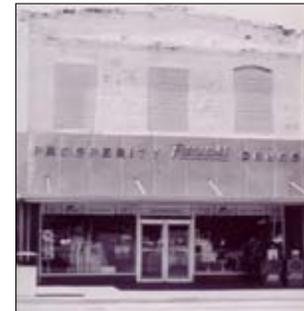
Figure 54. Prosperity Drug Company (Site 414 0187)

with a large, well-developed commercial area. The main portion of Prosperity's business district is located around a small square. It was here that the first stores were constructed and two of the oldest commercial buildings are located.[127] Wheeler and Moseley Dry Goods Store (**Site 414 0207**) was one of the first stores to open after the arrival of the Southern Railroad in 1850. The original store was a small, frame building with weatherboard siding. By 1876, the store had grown into the large, two-story brick building that exists today (Figure 53). The Prosperity Drug

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[127] Sanborn Fire Insurance Maps of the Town of Prosperity dated: 1884, 1901, 1911, 1923.

Company (**Site 414 0187**) was constructed ca. 1906 and is the longest continually operating store in town. The building's façade has been altered over time. The windows on the second story have been covered and the original storefront has been lost (Figure 54).

Buildings around the square and throughout the commercial district changed gradually over time. A fire in 1873 and another in 1915 destroyed large sections of the commercial district. Hot cinders from the passing trains allegedly started the fires. As a result of these two devastating events, all buildings within the business area were constructed of brick. The Prosperity Hotel stood on the square until the 1920s when it was torn down and replaced with an automobile dealership (**Site 414 0179**).

In the 1960s and 1970s, the Prosperity commercial area underwent a series of transformations. A large majority of the stores around the square had false facades added and had their original storefronts replaced with plate glass and modern metal doors. The alterations reflect an attempt to revitalize the struggling downtown area, but have severely compromised the historic integrity of the buildings. The removal of historic fabric and the addition of non-historic material have resulted in a majority of the buildings lacking individual National Register eligibility; however, the district as a whole possesses a high level of integrity and remains largely intact. *We recommend the Prosperity commercial district as eligible for the NRHP under Criterion C for its architecture.*

Transportation

Prosperity benefited from income generated by not one, but two rail lines running through town. Each line had its own passenger depot, cotton platform, and various warehouse buildings. The

Figure 55. Prosperity Southern Railroad Depot (Site 414 0177)

Southern Railroad Passenger Depot (**Site 414 0177**) is the only remaining railroad structure in Prosperity. The depot (Figure 55) is similar in style to most depots constructed during the late nineteenth century. The exterior is clad in weatherboard siding and the passenger waiting area has six-over-six, double hung sash windows. The passenger platform has been lost, as has the cotton platform; however, the building retains its overall form. This structure sits along the Southern Railroad line and is significant for its association with transportation history and the history of Prosperity's growth and development. We recommend the Prosperity Southern Railroad Passenger Depot eligible for inclusion in the NRHP as a contributing property within the Prosperity Commercial Historic district under Criterion C for its architecture.

Institutional

The Prosperity Elementary School (**Site 414 0298**) was constructed in 1926 as the result of a gradual increase in the student body and the consolidation of Prosperity School with the Mt. Pilgrim School. The original school building was located on Main Street just north of the CN&L Passenger Depot. The school originally had a side-gabled roof with two projecting wings on

either end of the front and rear façades, creating an "H" shaped floor plan. A small cupola sits along the ridgepole of the roof. The building has recently been renovated and will house the city offices. During the renovations, the roofline was changed and the roofing material replaced (Figure 56). There is also a modern structure located to the left of the building that has been attached by a covered walkway. The alterations to the school have compromised the building's historic form and due to a lack of integrity the school is not eligible for inclusion in the NRHP.

Figure 56. Prosperity Elementary School (Site 414 0298)

Manufacturing/Industrial

The Prosperity Ginning and Manufacturing Company (Figure 57) appears on the Sanborn maps of Prosperity as early as 1894. The company started with one gin building (**Site 414 0225.02**) and

Figure 57. Prosperity Ginning & Manufacturing Co. (Site 414 0225)

slowly grew into a large manufacturing complex with several warehouses and a separate office building (**Site 414 0225.01**). The company was owned and operated by Ira Cousins and was located along the CN&L Rail line directly across from the passenger depot and cotton platform. The gin building is unique in that it was constructed in brick; a majority of the gins surviving from that time were frame structures clad in corrugated metal sheeting. The gin office building was also constructed in brick and retains its original counter and supply cabinet. Two frame warehouses are located in the complex (**Sites 414 0225.00 & 414 0225.03**). Both buildings are clad in weatherboard that has since been covered in corrugated metal. Of the three ginneries that were in operation in town, this is the only remaining complex. *We recommend the Prosperity Ginning and Manufacturing Company (site 414 0225) as individually eligible for inclusion in the NRHP as a complex under Criterion C for its architecture.*

The Alliance Cotton Warehouse (**Site 414 0285**) (Figure 58) was constructed ca. 1900 and was located along the CN&L rail line approximately one-quarter mile east of the Prosperity Ginning and Manufacturing Company. According to the Sanborn maps dated May 1923, the Warehouse complex was located at a fork in the tracks—one path leading to Ira Cousin's gin and the other leading to the Prosperity Mill and Ginnery. It is likely that the two businesses utilized the warehouses for storage. There are two buildings associated with the Alliance Cotton Warehouse. The westernmost building is brick and had two large cargo doors opening onto the railroad tracks. The easternmost building is frame with weatherboard siding and may have been utilized for office

Figure 58. Alliance Cotton Warehouses (Site 414 0285)

space. The complex is in poor condition. Both buildings were converted into apartment homes and modern windows and doors were placed in both structures. The extensive and irreversible alterations to both buildings have compromised their historic integrity, therefore, the complex is considered ineligible for listing in the NRHP.

RECOMMENDATIONS

During fieldwork, 150 properties were identified within the survey boundaries. A majority of the resources identified were residential and range in date of construction from 1890 to 1930. Forty-nine of these homes are located south of the town square and reflect the growth and development of Prosperity in the late nineteenth and early twentieth centuries. The district includes properties on both sides of DeWalt Street, both sides of Church Street from the intersection with McNeary to 129 Church Street, both sides of McNeary Street from the intersection with Broad Street south to the cemetery, both sides of Main Street from the CN&L railroad tracks south to 524 South Main Street, both sides of Byrd Street, and the south side of Elm Street from the intersection with Pine Street east to 222 Elm Street. Together these properties form a cohesive district with numerous examples of the Queen Anne architectural style that was so common during the period immediately following railroad expansion. *The district as a whole possesses a high level of integrity and remains largely intact. Therefore, we recommend the Prosperity Residential District as eligible for the National Register under Criterion C for architecture.*

In addition, the Luther House (site 414 0261) has individual distinction and retains its historic integrity. *We recommend it as eligible for listing in the National Register under Criterion C for architecture.*

There are 28 commercial structures remaining within the business district that contribute to a potential National Register Historic District. The potential district includes the Prosperity Southern Railroad Depot, which played a key role in the history and development of the town's commercial center. The district includes the commercial buildings facing the town square from the Southern Railroad tracks south to Main Street, the buildings on both sides of Main Street from the Prosperity Rescue Squad building south to the intersection with Broad Street and includes the City Hall Building on McNeary Street. A majority of these properties lack individual distinction, however, the resources as a whole convey the importance of the railroad and commerce to Prosperity's history. *The district as a whole possesses a high level of integrity and remains largely intact and we recommend the Prosperity Commercial Historic District as eligible for the NRHP under Criterion C for architecture.*

The Prosperity Ginning and Manufacturing Company Industrial Complex (site 414 0225) has individual distinction and retains its historic integrity. *We recommended eligible for listing in the NRHP under Criterion C for architecture.*

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VI. PROPERTIES DETERMINED ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES

The following properties were determined individually eligible for listing in the NRHP:

LITTLE MOUNTAIN

304 0088	CN&L Railroad Section House	Criterion A, transportation & Criterion C, architecture
304 0105	Dominick-Boland House	Criterion C, architecture
304 0109	Little Mountain School	Criterion C, architecture
304 0116	Mt. Zion School	Criterion A, education

POMARIA

407 0150	Old Church	Criterion C, architecture
407 0169	671 Holloway Street	Criterion C, architecture

PROSPERITY

414 0261	Dr. J.D. Luther House	Criterion C, architecture

The following property is eligible for the NRHP as an industrial complex:

PROSPERITY

414 0225	Prosperity Ginning and Manufacturing Co.	Criterion A, local history & C, architecture

The following properties were determined eligible for listing in the NRHP as contributing properties within a district:

LITTLE MOUNTAIN HISTORIC DISTRICT

304 0079	Counts-Feagle House	Criterion C, architecture
304 0080	W.B. Shealy House	Criterion C, architecture
304 0081	Colonel E.J. Locke House	Criterion C, architecture
304 0082	Dr. J.M. Sease House	Criterion C, architecture
304 0083	J.B. Lathan House	Criterion C, architecture
304 0084	175 Pomaria Street	Criterion C, architecture
304 0085	116 Pomaria Street	Criterion C, architecture
304 0086	G.M. Shealy House	Criterion C, architecture
304 0087	Frick House	Criterion C, architecture
304 0088	CN&L Section Master's House	Criterion C, architecture
304 0089	Brady House	Criterion C, architecture
304 0090	James H. Wise Store	Criterion C, architecture
304 0092	J.M. Sease, MD Bldg.	Criterion C, architecture
304 0094	Counts and Shealy General Store Bldg.	Criterion C, architecture
304 0096	Miller's Store	Criterion C, architecture
304 0097	218 Depot Street	Criterion C, architecture
304 0098	Wise House	Criterion C, architecture
304 0099	199 West Church Street	Criterion C, architecture
304 0104	Farr House	Criterion C, architecture
304 0105	Dominick House	Criterion C, architecture
304 0106	1036 Main Street	Criterion C, architecture

304 0107	1010 Main Street	Criterion C, architecture
304 0108	Matthews House	Criterion C, architecture
304 0112	Miller House	Criterion C, architecture
304 0113	Bennett Miller House	Criterion C, architecture
304 0114	Malcom Sloan House	Criterion C, architecture
304 0117	Stoudemire House	Criterion C, architecture
304 0118	329 Church Street	Criterion C, architecture
304 0119	289 Church Street	Criterion C, architecture
304 0126	Holy Trinity Lutheran Church	Criterion C, architecture

POMARIA - COMMERCIAL HISTORIC DISTRICT

407 0129	120 Angella Street	Criterion C, architecture
407 0130	Setzler Brothers/Aull and Hipp Co.	Criterion C, architecture
407 0131	Pomaria Post Office	Criterion C, architecture
407 0132	152 Main Street	Criterion C, architecture
407 0133	Kinard Brother's General Store	Criterion C, architecture
407 0134	172 Main Street	Criterion C, architecture
407 0135	Main Street Commercial Building	Criterion C, architecture
407 0136	Pinner's Pharmacy	Criterion C, architecture
407 0137	Bank of Pomaria	Criterion C, architecture
407 0139	140 Victoria Street	Criterion C, architecture
407 0140	Victoria Street Commercial Building	Criterion C, architecture
407 0142	Pomaria Cotton Gin and Oil Mill	Criterion C, architecture
407 0176	Berley Garage	Criterion C, architecture

PROSPERITY - COMMERCIAL HISTORIC DISTRICT

414 0177	Prosperity Southern Railroad Depot	Criterion C, architecture
414 0178	Old Mule Barn	Criterion C, architecture
414 0179	Shealy Motor Company	Criterion C, architecture
414 0180	N. Main Street Commercial Building	Criterion C, architecture
414 0181	N. Main Street Commercial Building	Criterion C, architecture
414 0183	Prosperity Post Office	Criterion C, architecture
414 0187	Prosperity Drug Company	Criterion C, architecture
414 0188	Bank of Prosperity	Criterion C, architecture
414 0189	Philco Drug Company	Criterion C, architecture
414 0195	N. Main Street Commercial Building	Criterion C, architecture
414 0196	N. Main Street Commercial Building	Criterion C, architecture
414 0197	210 Main Street	Criterion C, architecture
414 0198	Main Street Commercial Building	Criterion C, architecture
414 0199	Main Street Commercial Building	Criterion C, architecture
414 0200	220 Main Street	Criterion C, architecture
414 0201	Main Street Commercial Building	Criterion C, architecture
414 0202	211 Main Street	Criterion C, architecture
414 0203	209 Main Street	Criterion C, architecture
414 0204	207 Main Street	Criterion C, architecture
414 0205	205 Main Street	Criterion C, architecture
414 0206	Main Street Commercial Building	Criterion C, architecture

414 0207	Wheeler and Moseley Dry Goods	Criterion C, architecture
414 0208	Moseley Garage	Criterion C, architecture
414 0209	Bank	Criterion C, architecture
414 0210	Ford Dealership	Criterion C, architecture
414 0211	Old Service Station	Criterion C, architecture
414 0213	Epting Garage	Criterion C, architecture
414 0215	City Hall	Criterion C, architecture

PROSPERITY - RESIDENTIAL HISTORIC DISTRICT

414 0217	110 DeWalt Street	Criterion C, architecture
414 0218	Simpson House	Criterion C, architecture
414 0220	109 DeWalt Street	Criterion C, architecture
414 0227	286 McNeary Street	Criterion C, architecture
414 0228	114 Church Street	Criterion C, architecture
414 0229	115 Church Street	Criterion C, architecture
414 0230	121 Church Street	Criterion C, architecture
414 0231	129 Church Street	Criterion C, architecture
414 0232	McNeary Street House	Criterion C, architecture
414 0233	Harmon House	Criterion C, architecture
414 0234	313 McNeary Street	Criterion C, architecture
414 0235	McNeary Street House	Criterion C, architecture
414 0236	321 McNeary Street	Criterion C, architecture
414 0237	325 McNeary Street	Criterion C, architecture
414 0238	Dr. G.Y. Hunter House	Criterion C, architecture
414 0239	402 McNeary Street	Criterion C, architecture

414 0240	1378 Dominick Street	Criterion C, architecture
414 0241	401 McNeary Street	Criterion C, architecture
414 0242	405 McNeary Street	Criterion C, architecture
414 0243	410 McNeary Street	Criterion C, architecture
414 0244	414 McNeary Street	Criterion C, architecture
414 0246	417 McNeary Street	Criterion C, architecture
414 0247	McNeary Street House	Criterion C, architecture
414 0248	506 McNeary Street	Criterion C, architecture
414 0249	201 Long Street	Criterion C, architecture
414 0251	McNeary Street House	Criterion C, architecture
414 0253	517 McNeary Street	Criterion C, architecture
414 0254	522 McNeary Street	Criterion C, architecture
414 0255	521 McNeary Street	Criterion C, architecture
414 0256	526 McNeary Street	Criterion C, architecture
414 0257	525 McNeary Street	Criterion C, architecture
414 0261	Dr. J.D. Luther House	Criterion C, architecture
414 0262	432 South Main Street	Criterion C, architecture
414 0265	424 South Main Street	Criterion C, architecture
414 0266	Hamm House	Criterion C, architecture
414 0269	413 South Main Street	Criterion C, architecture
414 0274	107 Byrd Street	Criterion C, architecture
414 0275	108 Byrd Street	Criterion C, architecture
414 0276	109 Byrd Street	Criterion C, architecture
414 0277	116 Byrd Street	Criterion C, architecture
414 0278	112 Byrd Street	Criterion C, architecture

414 0279	122 Byrd Street	Criterion C, architecture
414 0286	202 Elm Street	Criterion C, architecture
414 0287	206 Elm Street	Criterion C, architecture
414 0288	Elm Street House	Criterion C, architecture
414 0289	214 Elm Street	Criterion C, architecture
414 0290	Elm Street House	Criterion C, architecture
414 0291	222 Elm Street	Criterion C, architecture
414 0321	McNeary Street	Criterion C, architecture

VII. RECOMMENDATIONS

RESULTS OF THE LITTLE MOUNTAIN SURVEY

Based on the findings of the survey, we recommend that two properties be individually nominated to the NRHP (sites 304 0109 and 304 0116). One district, the Little Mountain Historic District, is also recommended for nomination to the NRHP. Boundaries for the district are noted on tax maps in the Appendix.

There are few, if any, development threats to historically significant homes located within the municipal limits of Little Mountain. Several key properties within the survey area have already been lost including the CN&L Railroad Passenger Depot, the Little Mountain Oil Mill, and a moderate portion of the commercial buildings. However, the areas where these buildings once stood are not being developed and the lots remain empty. Historically sensitive infill development could occupy vacant lots that currently make the town appear empty.

The survey identified inappropriate home renovations as the most significant threat to preservation efforts throughout the surveyed area. A large number of homes documented during the survey have been subject to the addition of synthetic siding, replacement windows, inappropriate roofing material, and historically inaccurate porch alterations. These alterations not only damage the individual integrity of these homes, but also damage the overall integrity of a potential historic district. Gradual changes and additions may appear to be benign, however, when seen in a larger context they are very damaging. In order to retain a historic district, it is necessary to retain the integrity of the individual structures within that district.

RESULTS OF THE POMARIA SURVEY

Based on the findings of the survey, we recommend that two properties be individually nominated to the NRHP (sites 407 0150 and 407 0169). One district, the Pomaria Commercial Historic District, is also recommended for nomination to the NRHP. Boundaries for the district are noted on tax maps in the Appendix.

There are few development threats to historically significant homes located within the municipal limits of Pomaria. Several key properties within the survey area have already been lost including the Southern Railroad Passenger Depot and a moderate portion of the commercial buildings. However, the areas where these buildings once stood are not being developed and the lots remain empty.

The survey identified demolition, neglect, and inappropriate renovation as the most significant threat to preservation efforts in Pomaria. Several of the homes associated with the town's early development have been lost. It appears, from the styles of construction throughout the area, that there was a building boom in the late 1930s until the early 1960s. Homes from this period are scattered throughout the residential section of town. Also located sporadically throughout

Pomaria are mobile homes. These homes, when placed within a historic district, break up the flow of the streetscape, damaging the historical integrity of the district and the surrounding homes. In addition, a large number of homes throughout the survey area have been altered by the addition of synthetic siding, replacement windows, new roofing material, and changes in porch design. These alterations not only damage the individual integrity of the homes, but also damage the overall integrity of a potential historic district. The residential section of Pomaria has already been irreversibly damaged by such alterations. Many properties within the survey area have been severely neglected over the years. These structures have had little to no upkeep and are in a state of disrepair. The lack of upkeep hinders preservation efforts and is detrimental to a potential historic district.

The commercial section in Pomaria retains a majority of its historic fabric. Several of the original storefronts have been altered, however, the overall form of the commercial buildings as well as the streetscape remains intact. A majority of the buildings in this section are currently vacant and steps should be taken to adaptively reuse these structures. Because of the small local population in Pomaria, it may not be feasible to construct infill development within the commercial district, as it would likely not be utilized. The buildings that remain could be utilized by local residents for either commercial or community activities.

RESULTS OF THE PROSPERITY SURVEY

Based on the findings of the survey, we recommend that one property (Site 414 0261) and one complex (Site 414 0225) be individually nominated to the NRHP. Two districts, the Prosperity Commercial Historic District and the Prosperity Residential Historic District, are also recommended for nomination to the NRHP. Boundaries for the districts are noted on tax maps in the Appendix.

There are few development threats to historically significant homes located within the municipal limits of Pomaria. Prosperity retains a large number of its key properties, including the Southern Railroad Passenger Depot and the Prosperity Ginning Company. However, several other major properties within the survey area have already been lost including the CN&L Railroad Passenger Depot, the two local hotels, and several public buildings (including two churches and a school). The areas where these buildings once stood have been redeveloped with residential structures that help to maintain a cohesive streetscape. Historically sensitive infill development would aid in occupying several vacant lots that currently make the southernmost portion of the commercial district appear empty.

The survey identified neglect and historically inappropriate renovation as the most significant threats to preservation efforts in Prosperity. Several of the structures associated with the town's early development have been lost either through fire or demolition. Several other homes within the survey area stand vacant or are occupied by renters that have no responsibility for upkeep. Lack of maintenance on these homes will eventually lead to deterioration and possible collapse. In addition, a large number of homes throughout the survey area have been subject to the addition of synthetic siding, replacement windows, new roofing material, and changes in porch design. These alterations not only damage the individual integrity of the homes, but also damage the overall integrity of a potential historic district.

The commercial section in Prosperity retains a majority of its historic fabric. A majority of the original storefronts have been altered; however, the overall forms of the commercial buildings as well as the streetscape remain intact. Most of the buildings in this section are currently occupied, which is the first step to a successful commercial district, as the occupation of the buildings will help ensure their upkeep. Because of the commercial activity in Prosperity, historically sensitive infill development within the commercial district could be useful by filling in gaps to create a more cohesive streetscape. The buildings that remain extant should continue to be utilized for the local residents for either commercial or community activities.

THE FRAMEWORK FOR PRESERVATION IN THE SURVEY AREA

Public awareness is the first step to good local preservation programs. Steps should be taken to educate the public on proper preservation procedure and the Secretary of Interior's Standards for the Treatment of Historic Properties. These standards are not a technical guideline, but they promote responsible 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. The Standards can be applied to individual homes, as well as properties within an entire district, and deal with aspects of preservation, rehabilitation, restoration, and reconstruction. A general understanding of these guidelines would aid the community and local planning officials when making decisions regarding design guidelines and private rehabilitation projects. A workshop or pamphlet for residents living within the proposed historic district regarding the care of their homes would be useful.

The current survey is a compilation of significant properties and districts within all three communities that are worthy of recognition and in need of preservation efforts. The survey will be a tool for raising public awareness of historic resources in their communities and will direct the attention of local government officials and community leaders toward the preservation of these resources. By raising public awareness and strengthening local government leadership, preservation efforts can play a role in the further growth and development of these communities.

Federal and State funded tax incentives are another way to get local citizens interested in preservation. Federal tax incentives can be used on income producing historic properties and would be an excellent way to revitalize downtown commercial areas. A 10 percent Federal tax credit can be taken on non-historic buildings that are not individually listed or listed as contributing properties within a district. The building must also have been built before 1936 and be income producing. A 20 percent Federal tax credit can be taken on certified non-residential historic structures that are fifty years old. Certification of your historic property can be obtained through the South Carolina State Historic Preservation Office. The State of South Carolina will begin offering a State Tax Credit in January 2003 that would apply a 25 percent credit to residential structures. Tax incentives are a good aid in the restoration of local commercial structures and subsequently assist in the revitalization of the town as a whole.

A Board of Architectural Review (BAR) should be established to monitor structures determined individually eligible or that are located within historic districts. The BAR would serve as a governing body to monitor and guide preservation efforts within the towns' municipal limits. The board would operate under the authority of City Zoning laws and would review proposals to alter,

relocate, or demolish any structure within the proposed National Register Historic District. Members of this committee should have a working knowledge of the town's history, the role key historic properties played in that history, as well as knowledge of the Secretary of Interior's Standards for the Treatment of Historic Properties.

Because the BAR plays such an important role in mandating local preservation policy, it should remain in close contact with other state and federal preservation organizations including the State Historic Preservation Office, the National Park Service, the National Trust for Historic Preservation, and the Palmetto Conservation Foundation. Each of these organizations will provide technical support in the form of advice and/or written information that will guide the HPRB when making decisions regarding the fate of local 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 advice and consultation.

VIII. COMPILED PROPERTY INVENTORY

LITTLE MOUNTAIN

Site Number	Address	Historic Name	Historic Use	Date	National Register Eligibility
304-0075	532 Pomaria St.	Counts House	single dwelling	1930 c.	Not Eligible
304-0076	428 Pomaria St.	Kempston House	single dwelling	1900 c.	Not Eligible
304-0077	435 Pomaria St.		single dwelling	1915 c.	Not Eligible
304-0078	380 Pomaria St.		single dwelling	1939 c.	Not Eligible
304-0079	308 Pomaria St.	Counts-Feagle House	single dwelling	1907	Contributes to Eligible District
304-0080	317 Pomaria St.	W.B. Shealy House	single dwelling	1905 c.	Contributes to Eligible District
304-0081	274 Pomaria St.	Col. E.J. Locke House	single dwelling	1949	Contributes to Eligible District
304-0082	263 Pomaria St.	J.M. Sease, MD House	single dwelling	1890 c.	Contributes to Eligible District
304-0083	229 Pomaria St.	J.B. Lathan House	single dwelling	1905 c.	Contributes to Eligible District
304-0084	175 Pomaria St.	Preacher Wessinger House	single dwelling	1890 c.	Contributes to Eligible District
304-0085	116 Pomaria St.	G.R. Shealy House	single dwelling	1940 c.	Contributes to Eligible District
304-0086	89 Pomaria St.	G.M. Shealy House	single dwelling	1914 c.	Contributes to Eligible District
304-0087	69 Pomaria St.	Frick House	single dwelling	1915 c.	Contributes to Eligible District
304-0088	NW corner at int. of Church and Pomaria Sts.	CN&L Railroad Section Master's House	single dwelling	1890	Individually Eligible/Contributes to Eligible District

304-0089	585 Church St.	Brady House	single dwelling	1890 c.	Contributes to Eligible District
304-0090	810 Main St.	James H. Wise Store	commercial	1900 c.	Contributes to Eligible District
304-0091	Main St.	Farmers & Merchants Bank	commercial	1910	Not Eligible
304-0092	824 Main St.	J.M. and J.C. Sease, MD	commercial	1917 c.	Contributes to Eligible District
304-0093	834 Main St.	Post Office	commercial	1960	Not Eligible
304-0094	Main St.	Counts & Shealy General Merchandise	commercial	1910 c.	Contributes to Eligible District
304-0095	Main St.	Drug Store	commercial	1920 c.	Not Eligible
304-0096	S of Main St. in alley behind Masonic Hall	Andrew Miller's Store	commercial	1900 c.	Contributes to Eligible District
304-0097	218 Depot St.	Derrick Lumber Yard	commercial	1915 c.	Contributes to Eligible District
304-0098	97 W. Church St.	Wise House	commercial	1890 c.	Contributes to Eligible District
304-0099	199 W. Church St.	Little Mtn. Oil Mill	industrial	1904	Contributes to Eligible District
304-0100	1437 Longtrail Pl.		single dwelling	1925 c.	Not Eligible
304-0101	26 Dogwood Rd.		single dwelling	1925 c.	Not Eligible
304-0102	1586 Main St.	J. Effice Metts House	single dwelling	1949 c.	Not Eligible
304-0103	1228 Main St.	Ed Locke House	single dwelling	1960 c.	Not Eligible
304-0104	1172 Main St.	David Farr House	single dwelling	1927 c.	Contributes to Eligible District
304-0105	1098 Main St.	Dominick-Boland House	single dwelling	1860	Individually Eligible/Contributes to Eligible District
304-0106	1036 Main St.		single dwelling	1890 c.	Contributes to Eligible District

304-0107	1010 Main St.		single dwelling	1925 c.	Contributes to Eligible District
304-0108	984 Main St.	Matthews House	single dwelling	1910 c.	Contributes to Eligible District
304-0109	692 Mill St.	Little Mountain School	education	1909 c.	Individually Eligible
304-0110	127 Mill St.		single dwelling	1925 c.	Not Eligible
304-0111	858 Mountain St.	Manse	single dwelling	1895 c.	Not Eligible
304-0112	832 Mountain St.	Miller House	single dwelling	1910 c.	Contributes to Eligible District
304-0113	Mountain St.	Bennett Miller House	single dwelling	1910 c.	Contributes to Eligible District
304-0114	724 Mountain St.	Malcom Sloan House	single dwelling	1910 c.	Contributes to Eligible District
304-0115	Mountain St.	Ernest Boland House	single dwelling	1905 c.	Not Eligible
304-0116	Mt. Zion Cir.	Mt. Zion AME School	education	1915 c.	Individually Eligible
304-0117	357 Church St.	Olie Stoudemire House	single dwelling	1915 c.	Contributes to Eligible District
304-0118	329 Church St.		single dwelling	1900 c.	Contributes to Eligible District
304-0119	289 Church St.		single dwelling	1925 c.	Contributes to Eligible District
304-0120	177 Church St.		single dwelling	1925 c.	Not Eligible
304-0121	314 Main St.	Stoudemire House	single dwelling	1926	Not Eligible
304-0122	Church St.	David Shealy House	single dwelling	1810	Not Eligible
304-0123	508 Mountain St.		single dwelling	1940	Not Eligible
304-0124	549 Mountain Ave.		single dwelling	1950 c.	Not Eligible
304-0125	Main St.	G. Russell Shealy Service Station	commercial	1935	Not Eligible

| 304-0126 | 531 Church St. | Holy Trinity Lutheran Church | religious | 1891 c. | Contributes to Eligible District |

POMARIA

Site Number	Address	Historic Name	Historic Use	Date	National Register Eligibility
407-0127	Hwy 176		single dwelling	1900 c.	Not Eligible
407-0128	110 Angella St.		commercial	1920 c.	Not Eligible
407-0129	120 Angella St.		commercial	1920 c.	Contributes to Eligible District
407-0130	N corner of int. Main, Holloway & Angella Sts.		commercial	1900 c.	Contributes to Eligible District
407-0131	N side of Angella St. approx. 120 ft. E of int. w/ Holloway St.	Pomaria Post Office	commercial	1949 c.	Contributes to Eligible District
407-0132	152 Main St.		commercial	1900 c.	Contributes to Eligible District
407-0133	162 Main St.	Kinard Bros. General Store	commercial	1900 c.	Contributes to Eligible District
407-0134	172 Main St.		commercial	1900 c.	Contributes to Eligible District
407-0135	Main St.		commercial	1900 c.	Contributes to Eligible District
407-0136	Main St.	Pinner's Pharmacy	commercial	1900 c.	Contributes to Eligible District
407-0137	Main St.	Bank of Pomaria	commercial	1900 c.	Contributes to Eligible District
407-0138	109 Rest St.		single dwelling	1890 c.	Not Eligible
407-0139	140 Victoria St.	Girl Scout Hut	commercial	1925 c.	Contributes to Eligible District
407-0140	Victoria St.	Wilson's Laundrymat	commercial	1920 c.	Contributes to Eligible District

407-0141	120 Victoria St.		single dwelling	1900 c.	Not Eligible
407-0142	108 Rest St.	Pomaria Cotton Gin and Oil Mill	single dwelling	1890 c.	Contributes to Eligible District
407-0143	241 Rest St.	L.H. Boland House	single dwelling	1925 c.	Not Eligible
407-0144	261 Rest St.	Hentz House	single dwelling	1890 c.	Not Eligible
407-0145	246 Rest St.		single dwelling	1920 c.	Not Eligible
407-0146	274 Rest St.		single dwelling	1880 c.	Not Eligible
407-0147	Rest St.		single dwelling	1914 c.	Not Eligible
407-0148	Rest St.		single dwelling	1900 c.	Not Eligible
407-0149	332 Rest St.	Counts House	single dwelling	1890 c.	Not Eligible
407-0150	Hentz St., S side, approx. 100 yds. E of int. w/ Holloway St.	Old Methodist Church	religious	1890 c.	Individually Eligible
407-0151	431 Rest St.	Old Methodist Parsonage	single dwelling	1915 c.	Not Eligible
407-0152	450 Rest St.		single dwelling	1910 c.	Not Eligible
407-0153	221 Folk St.		single dwelling	1930 c.	Not Eligible
407-0154	211 Folk St.		single dwelling	1920 c.	Not Eligible
407-0155	165 Folk St.		single dwelling	1945 c.	Not Eligible
407-0156	138 Folk St.	Pomaria Elementary School	education	1913	Not Eligible
407-0157	115 Folk St.		single dwelling	1945 c.	Not Eligible
407-0158	578 Holloway St.		single dwelling	1920 c.	Not Eligible

407-0159	602 Holloway St.		single dwelling	1945 c.	Not Eligible
407-0160	662 Holloway St.	1892 House	single dwelling	1892	Listed
407-0161	155 Kinard St.	Tenant house	single dwelling	1930 c.	Not Eligible
407-0162	162 Kinard St.	Tenant house	single dwelling	1930 c.	Not Eligible
407-0163	159 Kinard St.	Tenant house	single dwelling	1930 c.	Not Eligible
407-0164	6864 Hwy. 176	Tenant house	single dwelling	1930 c.	Not Eligible
407-0165	112 St. Paul Rd.		single dwelling	1925 c.	Not Eligible
407-0166	111 St. Paul Rd.	William Hatton House	single dwelling	1890 c.	Not Eligible
407-0167	Hwy 176, E side, approx. 100 ft. S of int. w/ St. Paul Rd.	Hatton's Store	commercial	1945 c.	Not Eligible
407-0168	6686 Hwy 176	J.C. Aull House	single dwelling	1850 c.	Not Eligible
407-0169	671 Holloway St.		single dwelling	1915 c.	Individually Eligible
407-0170	661 Holloway St.		single dwelling	1920 c.	Not Eligible
407-0171	561 Holloway St.	Holloway House	single dwelling	1835 c.	Listed
407-0172	411 Holloway St.	Oakland House	single dwelling	1821	Not Eligible
407-0173	352 Holloway St.	Old Setzler Hotel	commercial/single dwelling	1900 c.	Not Eligible
407-0174	Holloway St.	John Hentz House	single dwelling	1902	Not Eligible
407-0175	242 Holloway St.	H.W. Hipp House	single dwelling	1900 c.	Not Eligible
407-0176	N side of int. of Hwy 176 & Holloway St.		single dwelling	1930 c.	Contributes to Eligible District

Site Number	Address	Historic Name	Historic Use	Date	National Register Eligibility
407-0322	Hentz St., N side, approx. 50 yds. E of int. w/ Holloway St.		single dwelling	1905 c.	Not Eligible

PROSPERITY

Site Number	Address	Historic Name	Historic Use	Date	National Register Eligibility
414-0177	McNeary St., E side, at int. w/ railroad tracks	Southern Railway Depot	transportation	1850	Contributes to Eligible District
414-0178	McNeary St.	Old Mule Barn	commercial	1935 c.	Contributes to Eligible District
414-0179	N corner of int. of McNeary & Main Sts.	Shealy Motor Company	commercial	1920 c.	Contributes to Eligible District
414-0180	N. Main St.		commercial	1900 c.	Contributes to Eligible District
414-0181	N. Main St.		commercial	1880 c.	Contributes to Eligible District
414-0182	N. Main St.	Bank	commercial	1880 c.	Not Eligible
414-0183	N. Main St.	Prosperity Post Office	commercial	1915 c.	Contributes to Eligible District
414-0184	N. Main St.		commercial	1880 c.	Not Eligible
414-0185	113 N. Main St.		commercial	1880 c.	Not Eligible
414-0186	N. Main St.	Singley's Dry Goods	commercial	1880 c.	Not Eligible
414-0187	N. Main St.	Rexall Drugs Prosperity Drug Company	commercial	1906	Contributes to Eligible District
414-0188	N. Main St.	Bank of Prosperity	commercial	1905 c.	Contributes to Eligible District
414-0189	N. Main St.	Philco Drugs	commercial	1900 c.	Contributes to Eligible District
414-0190	138 N. Main St.	Prosperity Furniture Company	commercial	1890 c.	Not Eligible
414-0191	N. Main St.	Prosperity Furniture Company	commercial	1910 c.	Not Eligible
414-0192	N. Main St.		commercial	1910 c.	Not Eligible

414-0193	N. Main St.		commercial	1910 c.	Not Eligible
414-0194	N. Main St.		commercial	1910 c.	Not Eligible
414-0195	N. Main St.		commercial	1910 c.	Contributes to Eligible District
414-0196	N. Main St.		commercial	1910 c.	Contributes to Eligible District
414-0197	210 Main St.		commercial	1900 c.	Contributes to Eligible District
414-0198	Main St.		commercial	1920 c.	Contributes to Eligible District
414-0199	Main St.		commercial	1900 c.	Contributes to Eligible District
414-0200	220 Main St.		commercial	1910 c.	Contributes to Eligible District
414-0201	Main St.		commercial	1915 c.	Contributes to Eligible District
414-0202	211 Main St.		commercial	1920 c.	Contributes to Eligible District
414-0203	209 Main St.		commercial	1920 c.	Contributes to Eligible District
414-0204	207 Main St.		commercial	1920 c.	Contributes to Eligible District
414-0205	205 Main St.		commercial	1920 c.	Contributes to Eligible District
414-0206	Main St.		commercial	1935 c.	Contributes to Eligible District
414-0207	SE corner of int. of Main & Grace Sts.	Wheeler & Mosely Dry Goods	commercial	1850 c.	Contributes to Eligible District
414-0208	Grace St.	Mosely Garage	commercial	1880 c.	Contributes to Eligible District
414-0209	120 Grace St.	Bank	commercial	1915 c.	Contributes to Eligible District
414-0210	126 Grace St.	Ford Dealership	commercial	1920 c.	Contributes to Eligible District
414-0211	NE corner of int. of Grace & Elm Sts.		commercial	1920 c.	Contributes to Eligible District

414-0212	Elm St.	Wessinger Bros. Ice House	commercial	1934	Not Eligible
414-0213	Elm St.	Bedenbaugh Wagon Dealership	commercial	1910 c.	Contributes to Eligible District
414-0214	McNeary St.		commercial	1900 c.	Not Eligible
414-0215	McNeary St.	City Hall	government	1890 c.	Contributes to Eligible District
414-0216	McNeary St., N side, at int. w/ railroad tracks	CN&L Railroad Bldg.	transportation	1930 c.	Not Eligible
414-0217	110 DeWalt St.		single dwelling	1890 c.	Contributes to Eligible District
414-0218	119 DeWalt St.	Simpson House	single dwelling	1906	Contributes to Eligible District
414-0219	113 DeWalt St.		single dwelling	1915 c.	Not Eligible
414-0220	109 DeWalt St.		single dwelling	1915 c.	Contributes to Eligible District
414-0221	Kibler St.	Warehouse	industrial	1920 c.	Not Eligible
414-0222			transportation	1920 c.	Not Eligible
414-0223			transportation	1900 c.	Not Eligible
414-0224			single dwelling	1915 c.	Not Eligible
414-0225.00	Boyd St.	Prosperity Gin Company-Warehouse	industrial	1910 c.	Individually Eligible as an Industrial Complex
414-0225.01	1409 McNeary St.	Prosperity Gin Company-Office	industrial	1910 c.	Individually Eligible as an Industrial Complex
414-0225.02	1409 McNeary St.	Prosperity Gin Company-Gin Building	industrial	1910 c.	Individually Eligible as an Industrial Complex
414-0225.03	1409 McNeary St.	Prosperity Gin Company-Warehouse	industrial	1910 c.	Individually Eligible as an Industrial Complex
414-0226		Warehouse	industrial	1930 c.	Not Eligible

414-0228	114 Church St.		single dwelling	1915 c.	Contributes to Eligible District
414-0229	115 Church St.		single dwelling	1915 c.	Contributes to Eligible District
414-0230	121 Church St.		single dwelling	1900 c.	Contributes to Eligible District
414-0231	129 Church St.		single dwelling	1905	Contributes to Eligible District
414-0232	McNeary St.		single dwelling	1900 c.	Contributes to Eligible District
414-0233	306 McNeary St.	Harmon House	single dwelling	1915 c.	Contributes to Eligible District
414-0234	313 McNeary St.		single dwelling	1925 c.	Contributes to Eligible District
414-0235	McNeary St.		single dwelling	1925 c.	Contributes to Eligible District
414-0236	321 McNeary St.		single dwelling	1905 c.	Contributes to Eligible District
414-0237	325 McNeary St.		single dwelling	1890 c.	Contributes to Eligible District
414-0238	324 McNeary St.	Dr. G.Y. Hunter House	single dwelling	1890 c.	Contributes to Eligible District
414-0239	402 McNeary St.		single dwelling	1880 c.	Contributes to Eligible District
414-0240	1378 Dominick St.	tenant house	single dwelling	1915 c.	Contributes to Eligible District
414-0241	401 McNeary St.		single dwelling	1905 c.	Contributes to Eligible District
414-0242	405 McNeary St.		single dwelling	1905 c.	Contributes to Eligible District
414-0243	410 McNeary St.		single dwelling	1915 c.	Contributes to Eligible District
414-0244	414 McNeary St.		single dwelling	1900 c.	Contributes to Eligible District
414-0245	418 McNeary St.	Dreher House	single dwelling	1925 c.	Not Eligible

414-0246	417 McNeary St.		single dwelling	1905 c.	Contributes to Eligible District
414-0247	McNeary St.		single dwelling	1900 c.	Contributes to Eligible District
414-0248	506 McNeary St.		single dwelling	1880 c.	Contributes to Eligible District
414-0249	201 Long St.		single dwelling	1850 c.	Contributes to Eligible District
414-0250	505 McNeary St.		single dwelling	1915 c.	Not Eligible
414-0251	McNeary St.		single dwelling	1880 c.	Contributes to Eligible District
414-0252	518 McNeary St.		single dwelling	1900 c.	Not Eligible
414-0253	517 McNeary St.		single dwelling	1900 c.	Contributes to Eligible District
414-0254	522 McNeary St.		single dwelling	1900 c.	Contributes to Eligible District
414-0255	521 McNeary St.		single dwelling	1910 c.	Contributes to Eligible District
414-0256	526 McNeary St.		single dwelling	1905 c.	Contributes to Eligible District
414-0257	525 McNeary St.		single dwelling	1905 c.	Contributes to Eligible District
414-0258	119 Washington St.	slave house	single dwelling	1920 c.	Not Eligible
414-0259	111 Washington St.	slave house	single dwelling	1930 c.	Not Eligible
414-0260	107 Washington St.	slave house	single dwelling	1925 c.	Not Eligible
414-0261	524 S. Main St.	Dr. J.D. Luther House	single dwelling	1840 c.	Individually Eligible/Contributes to Eligible District
414-0262	432 S. Main St.		single dwelling	1910 c.	Contributes to Eligible District
414-0263	429 S. Main St.	Schumpert House	single dwelling	1894	Not Eligible

414-0264	428 S. Main St.		single dwelling	1939 c.	Not Eligible
414-0265	424 S. Main St.		single dwelling	1920 c.	Contributes to Eligible District
414-0266	S. Main St.	Hamm House	single dwelling	1890	Contributes to Eligible District
414-0267	420 S. Main St.		single dwelling	1915 c.	Not Eligible
414-0268	416 S. Main St.		single dwelling	1915 c.	Not Eligible
414-0269	413 S. Main St.		single dwelling	1900 c.	Contributes to Eligible District
414-0270	409 S. Main St.		single dwelling	1940 c.	Not Eligible
414-0271	408 S. Main St.		single dwelling	1870 c.	Not Eligible
414-0272	402 S. Main St.		single dwelling	1890 c.	Not Eligible
414-0273	102 Byrd St.		single dwelling	1890 c.	Not Eligible
414-0274	107 Byrd St.		single dwelling	1890	Not Eligible
414-0275	108 Byrd St.		single dwelling	1925 c.	Contributes to Eligible District
414-0276	109 Byrd St.		single dwelling	1920 c.	Contributes to Eligible District
414-0277	116 Byrd St.		single dwelling	1920 c.	Contributes to Eligible District
414-0278	112 Byrd St.		single dwelling	1915 c.	Contributes to Eligible District
414-0279	122 Byrd St.		single dwelling	1900 c.	Contributes to Eligible District
414-0280	Wye St.	tenant house	single dwelling	1900 c.	Not Eligible
414-0281	109 Wye St.	tenant house	single dwelling	1920 c.	Not Eligible

414-0282	107 Wye St.	tenant house	single dwelling	1920 c.	Not Eligible
414-0283	103 Wye St.	tenant house	single dwelling	1900 c.	Not Eligible
414-0284	Wye St.	tenant house	single dwelling	1900 c.	Not Eligible
414-0285.00	Alliance Cotton Warehouse		industrial	1890 c.	Not Eligible
414-0285.01	Alliance Cotton Warehouse		industrial	1890 c.	Not Eligible
414-0286	202 Elm St.		single dwelling	1900 c.	Contributes to Eligible District
414-0287	206 Elm St.		single dwelling	1910 c.	Contributes to Eligible District
414-0288	Elm St.		single dwelling	1900 c.	Contributes to Eligible District
414-0289	214 Elm St.		single dwelling	1905 c.	Contributes to Eligible District
414-0290	Elm St.		single dwelling	1890 c.	Contributes to Eligible District
414-0291	222 Elm St.	Ballentine House	single dwelling	1929	Contributes to Eligible District
414-0292	236 Elm St.		single dwelling	1850 c.	Not Eligible
414-0293	122 Elm St.		single dwelling	1936	Not Eligible
414-0294	139 N. Main St.	George Harmon House	single dwelling	1923	Not Eligible
414-0295	Brown St.	Dr. W. McFall House	single dwelling	1880 c.	Not Eligible
414-0296	119 Brown St.	John A. Sease House	single dwelling	1920	Not Eligible
414-0297	123 Brown St.		single dwelling	1935	Not Eligible
414-0298	School St.	Prosperity Elementary School	education	1905	Not Eligible

414-0299	Brown St.		single dwelling	1905 c.	Not Eligible
414-0300	143 Brown St.		single dwelling	1858	Not Eligible
414-0301	371 Brown St.		single dwelling	1890 c.	Not Eligible
414-0302	153 Brown St.		single dwelling	1920 c.	Not Eligible
414-0303	208 Brown St.		single dwelling	1915 c.	Not Eligible
414-0304	N. Main St.		single dwelling	1900 c.	Not Eligible
414-0305	N. Main St.	Wightman United Methodist Church Manse	single dwelling	1952 c.	Not Eligible
414-0306	208 N. Main St.	Old Wightman United Methodist Church	religious	1881	Not Eligible
414-0307	211 N. Main St.		single dwelling	1929	Not Eligible
414-0308	210 N. Main St.		single dwelling	1885 c.	Not Eligible
414-0309	N. Main St., W side, approx. 50 yds. S of int. w/ School Rd.		single dwelling	1925 c.	Not Eligible
414-0310	222 N. Main St.		single dwelling	1910 c.	Not Eligible
414-0311	301 N. Main St.		single dwelling	1910 c.	Not Eligible
414-0312	402 Hwy 76		single dwelling	1925 c.	Not Eligible
414-0313	306 Hwy 76		single dwelling	1910 c.	Not Eligible
414-0314	Langford St., N side, approx. ¼ mi. E of int. w/ Hwy 76		single dwelling	1920 c.	Not Eligible
414-0315	101 Hwy 76		single dwelling	1930 c.	Not Eligible

414-0316	122 Hwy 76		single dwelling	1910 c.	Not Eligible
414-0317	237 Hwy 76		single dwelling	1910 c.	Not Eligible
414-0318	Elm St.		single dwelling	1915 c.	Not Eligible
414-0319	248 Elm St.	Crosson House	single dwelling	1910 c.	Not Eligible
414-0320	311 Hwy 76	Dominick House	single dwelling	1850 c.	Not Eligible
414-0321	McNeary St		single dwelling	1940 c.	Contributes to Eligible District

APPENDIX:

TAX MAPS FOR LITTLE MOUNTAIN, POMARIA, AND PROSPERITY SHOWING PROPOSED HISTORIC DISTRICT BOUNDARIES

DETAIL MAPS SHOWING PROPERTY LOCATIONS