DHR | Virginia Department of Historic Resources

PRELIMINARY INFORMATION FORM (PIF) for HISTORIC DISTRICTS

Purpose of Evaluation

Please use the following space to explain briefly why you are seeking an evaluation of this property.

Incorporated in 1873, Chase City developed into a significant economic and social center in Southside Virginia's Mecklenburg County over the next century. As a stop along the Atlantic Richmond and Danville Railroad, the town developed into a trading and shipping hub for the county's agricultural and natural resources, such as tobacco, lumber, and produce. The town's commercial center attracted town residents, as well as visitors from around Mecklenburg County. The Chase City Warehouse and Commercial Historic District encompasses the warehouse and commercial core of the downtown.

Are you interested in applying for State and/or Federal Rehabilitation Tax Credits? Yes __X__ No _____

Are you interested in receiving more information about DHR's easement program? Yes _____ No __X__

1. General Information

District name(s): Chase City Warehouse and Commercial Historic District
DHR File Number: 186-5005
Main Streets and/or Routes: N. Main Street, E. Fifth Street, W. Fourth Street, E. Second Street, E. Sycamore Street
City or Town: Chase City (town)

Name of the Independent City or County where the property is located: Mecklenburg County

2. Physical Aspects

Acreage: Approximately 27.6

Setting (choose only one of the following):
Urban _____ Suburban _____ Town __X__ Village _____ Hamlet _____ Rural_____

Briefly describe the district's overall setting, including any notable landscape features:

The Chase City Warehouse and Commercial Historic District comprises the commercial and industrial core in Chase City. The approximately 27.6-acre district is bounded by the railroad tracks to the west and residential areas to the north, east, and south. The main artery through the district is Main Street (VA State Route 47), which runs north-south. The main side streets, running east-west to form a grid, are Fifth Street, W. Fourth Street and E. Second Street (VA State Route 49). Main Street is generally flat, while the side streets slope down from west to east.

3. Architectural/Physical Description

Architectural Style(s): Main Street Commercial, Industrial Commercial, Queen Anne, Italianate, Art Deco, Moderne

If any individual properties within the district were designed by an architect, landscape architect, engineer, or other professional, please list here:

_____

If any builders or developers are known, please list here: Jacob Holt

Date(s) of construction (can be approximate): ca. 1834-2005

Are there any known threats to this district? Neglect; Vacancy; Demolition

Narrative Description:

In the space below, briefly describe the general characteristics of the entire historic district, such as **building patterns, types, features, and the general architectural quality** of the proposed district. Include prominent materials and noteworthy building details within the district, as well as typical updates, additions, remodelings, or other alterations that characterize the district.

The proposed Chase City Warehouse and Commercial Historic District encompasses the downtown area bounded by the railroad and residential neighborhoods. Centered around Main Street (VA Route 47), the streets are laid out in a grid pattern with curbs and public sidewalks. The district includes the full complement of building types – including the town hall and post office, a school, stores, banks, automobile dealerships, service stations, movie theaters, and warehouses – typical of a Southside Virginia town serving as the commercial center for the surrounding rural area. The majority of the buildings in the district post-date the arrival of the railroad in 1883 and feature a full range of late-nineteenth to mid-twentieth century architectural styles. Generally one- and two-stories in height, almost all of the buildings are of masonry construction, as the town council passed an ordinance after a devastating fire in 1903 mandating that all new buildings in the commercial center be of masonry construction. [1]While some modifications have occurred over the years, they are generally limited to remodeled storefronts and some contemporary exterior cladding. The proposed district consists of 81 primary resources with __ contributing and __ identified as non-contributing due to their date of construction or extensive alterations after the period of significance. [Number of C and N/C TBD]

Commercial

Throughout the district, the commercial architecture is generally of masonry construction. Typically, pre-WWII buildings are of brick construction, while post-WWII buildings are of CMU construction. Many of the buildings feature pilasters and modest brick detailing such as patterned vents, corbeled parapets, and brick banding. Some metal and wood storefront cornices remain intact. Large plate glass storefronts remain intact on many of the buildings on Main Street and E. Fifth Street. A few of the post-1940 buildings feature Art Deco and Moderne influences. Some notable commercial buildings in the district include the following:

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

Peoples Bank and Trust Company, 319 N. Main Street: Constructed ca. 1916, this one-story former bank, currently the town hall, features Neo-Classical Revival elements such as a monumental triangular pediment, acanthus ornament, and a dentilled stone entablature.

Jeffreys Motor Company, 211 N. Main Street: Built ca. 1940, the design of this former automobile showroom vernacularly interprets the Art Deco style with its vertical projections with ornamental caps that accent the front entrance. These ornamental caps feature geometric shapes with an incised quality.

Service Stations

As the automobile became the dominant form of transportation, service stations were constructed throughout downtown Chase City between 1920 and 1940. Service stations were located on corner lots at busy intersections, featured large porte-cocheres to shelter the gas pumps, and had service bays for convenient automobile access.

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

Industrial

Throughout the district, the industrial buildings are mainly of brick construction with gable roofs and minimal architectural ornament. Many of these buildings are sited adjacent to the railroad.

Southside Roller Mills, 6 E. Third Street: Built ca. 1912 by the Southside Supply Company, the Southside Roller Mill is of brick construction with tall metal silos and painted brick sign. The building's complex form is dictated by the mill's interior functions. The mill is sited directly east of the railroad tracks, which were used to ship the hundreds of pounds of flour and cornmeal the mill produced daily.

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

Entertainment

Several entertainment-related resources were constructed in Chase City during the period of significance. Two movie theaters were built on Main Street during the interwar period. Notably, the Spaulding-Moss Supply Company building at 403 N. Main Street had a skating rink on the second floor for several years. The second floor of the historic town hall (301 N. Main Street) hosted movie viewings and traveling shows.

Mecca Theater, 137 N. Main Street: Built ca. 1936, this movie theater is an example of the Moderne style with its curved brick parapet, smooth concrete façade, and streamlined marquee.

Education

Robert E. Lee Elementary School, 121 E. Second Street: Constructed ca. 1931, the former Robert E. Lee Primary School is the only education related resource in the district. The building exemplifies the institutional interpretation of the Gothic Revival style with its red brick, flying buttresses and central entrance tower.

Residential

Shadow Lawn, 27 N. Main Street: Constructed ca. 1834, the only residence in the historic district was originally owned by Richard Puryear, an early land owner in the area. One of the town's founders, George Endly, moved into the Italianate house in the late 1860s and hired notable architect-builder Jacob W. Holt to enlarge the house. The paneled frieze and wood pilasters, as well as the heavy brackets, two porches, and the wood sash windows with saw-cut trim remain in excellent condition. The house was used for commercial activities in addition to domestic use. The Mecklenburg Hotel utilized the building as an annex in the early twentieth century. The house is considered contributing

to the historic district due to its association with George Endly, one of the town's founders, and its historic commercial use.

Discuss the district's **general setting and/or streetscapes**, including current property uses (and historic uses if different), such as industrial, residential, commercial, religious, etc. For rural historic districts, please include a description of land uses.

The Chase City Warehouse and Commercial Historic District is located in the incorporated town of Chase City. Chase City is one of several towns and small cities located in Mecklenburg County in Southside Virginia. The county seat is Boydton and the largest town is South Hill. Situated on the Piedmont Plateau and bounded by the Meherrin and Staunton-Roanoke rivers, the county lies midway between the Atlantic Ocean and the Blue Ridge Mountains. The topography features gently rolling hills, abundant streams, extensive woodlands and widespread fields. Located in the northwest quadrant of the county, the incorporated town limits of Chase City occupy 2.19 square miles. Two major roads, Virginia State Route 47 (Main Street) and Virginia State Route 49 (Second Street) intersect within the historic district, connecting the town to Clarksville and South Hill. The town is laid out in a grid pattern. Railroad tracks run along the western edge of the district. The topography along Main Street is generally flat while the side streets gradually slope west to east. Main Street (VA State Route 47) is the main artery in the district, running north to south. Cross streets include Fifth Street, East Fourth Street, East Second Street (VA State Route 49), Boyd Street, Grace Street, Mecklenburg Avenue, Randolph Street, Sycamore Street, and Walker Street. Main Street and several of the cross streets feature curbs and sidewalks.

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

4. District's History and Significance

In the space below, briefly describe the **history of the district**, such as when it was established, how it developed over time, and significant events, persons, and/or families associated with the property. Please list all sources of information used to research the history of the property. (It is not necessary to attach lengthy articles or family genealogies to this form.) Normally, only information contained on this form is forwarded to the State Review Board.

If the district is important for its architecture, engineering, landscape architecture, or other aspects of design, please include a brief explanation of this aspect.

Summary Historical Overview

(The following historical overview was largely derived from Douglas Summers Brown's, *Chase City and its environs: the southside Virginia experience, 1765-1975*.)

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

Proposed Criteria and Period of Significance

The Chase City Warehouse and Commercial District is recommended eligible for listing with significance on the local level under Criterion A for Community Planning, Commerce, and Industry. It is also recommended locally significant under Criterion C for Architecture. Chase City is an excellent example of a Southside Virginia town that developed with the arrival of the railroad in the late nineteenth century. Chase City became a hub of the tobacco trade, industrial operations, and commercial activities in Southside Virginia. Main Street Commercial style architecture dominates the district, with examples of Italianate, Queen Anne, Industrial Commercial, Gothic Revival, Art Deco and Moderne architecture interspersed throughout the district. The anticipated period of significance begins at 1873, when the town was incorporated and ends at 1969, the fifty-year cut off. The current historic district comprises the commercial and industrial core of Chase City.

Background History

<u>Early Settlement</u>

The land that would become the Town of Chase City was first settled in the 1730s as part of Lunenburg County. By 1851, the courthouse for Lunenburg County (predecessor of Mecklenburg County) had been constructed "near or within" the area that would become Chase City. The Court House was located one mile west of the intersection of Abbyville Road (presently Sycamore Street) and the City Road (presently Main Street/VA State Route 49). [2] When Mecklenburg County was created from Lunenburg County in 1765, the Court House was vacated as Boydton became the new county seat.

The area to become Chase City first developed as a crossroads village in the northwest quadrant of the county. First referred to as Raine's Tavern, named for the tavern, constructed at the turn of the nineteenth century at the junction of Abbyville and City roads, that became the social and commercial center of the surrounding rural community. The crossroads settlement later became known as Christiansville or "City."[3] A map created by the Confederate State Engineer Corps in 1864 and published in 1870 illustrated the crossroads community with approximately ten buildings.[4]

Town Development in the Late Nineteenth Century

In the late 1860s, George Endly and John E. Boyd moved to Christiansville from Ohio and Pennsylvania to survey and plot off approximately 2,123 acres in what would become the town of Chase City.[5] Endly and Boyd were part of a larger movement of northerners and English immigrants moving to the South after the Civil War to take advantage of vacant land. Although often viewed as outsiders by natives of the area, these new residents brought the necessary capital to boost the local economy. In 1873, the *Southside Virginian,* a county-wide publication, devoted an entire issue to promoting the area to English farmers. The efforts to persuade Northerners to move to town were so successful that the *New York Herald* proclaimed the town "the largest and wealthiest Northern colony in the Southern States" because "an exceedingly large amount of money had been invested by Northerners and Europeans."[6] The projection of the extension of the Roanoke Railroad in Chase City drew more outsiders to the region. Unfortunately, the difficulties from the financial panic of 1873 ceased construction on this railroad line permanently.[7]

As a result of the influx of new residents to the area, the town of Chase City was incorporated on April 1, 1873. Chase City is named for Chief Justice Salmon P. Chase, a friend of George Endly. Although he never visited the town, as a native of Ohio he was familiar to many of the Ohio and Pennsylvania settlers. Thus, the naming of the town symbolized the power of the Northern immigrants' capital in the Reconstruction South.[8] That same year, the citizens formed a joint stock company to construct a tobacco exchange. A saw mill also moved to the new town.[9] By 1880, the original commercial hub of the community at the intersection of Sycamore and Main streets expanded with the construction of several new stores.[10] The existing buildings at 146, 152, and 156 N. Main Street date to this early period of development.

In 1883, the Atlantic Richmond and Danville Railroad extended to Chase City and ushered in a period of rapid growth. The line ran from Keysville, VA, to Durham, NC. Richmond was now only three-and-a-half hours away by rail. The town developed into a trading and shipping center for Mecklenburg and the surrounding counties. New and larger tobacco, lumber, and agricultural markets became accessible to Chase City residents and businesses. Passenger trains also came through town on the rail line. The presence of the railroad prompted the establishment of new utilities, such as water tanks and telegraph service.[11] The 1880s were a decade of remarkable population growth. From 1880 to 1890, the population of Chase City increased by 367 to a total of 618 residents.[12] In 1884, Chase City's the *Clipper*, predecessor of the *Chase City Progress*, was first published in an office in the one hundred block of Main Street.[13] The first public school, known as "the two-room school," opened in Chase City in 1885 on Boyd Street between Second and Third streets; this building has since been demolished.[14] By 1888, several tobacco warehouses were built and sited near the rail line. During the offseason, these warehouses often held social and recreational events such as dances and circuses. Many new businesses were founded in the 1890s including The Chase City Manufacturing Company, also known as "The Wagon Factory," which employed many Chase City residents and boosted the local economy. The first volunteer Fire Department formed in 1894 and the telephone introduced in 1898.[15]

Growth Prior to WWI

The turn of the century brought significant financial growth to Chase City. One of the biggest economic drivers was the Mecklenburg Hotel (demolished), which opened in 1903. The town boasted two mineral springs that were rare in their proximity to one and another and in their distinct medicinal

uses. The Mineral Springs Corporation of Chase City built the Mecklenburg Hotel as a combination hotel and sanitarium – one of the first of its kind in the United States.[16] The hotel featured numerous social and recreational spaces, such as ballrooms, private parlors, tennis courts, dance pavilions, and a gymnasium. A bottling house was also located on the grounds for the commercial distribution of the mineral water. Patrons were also offered services from the hotel's private physician and hydrotherapist, Dr. J.C. Walton. Many notable guests stayed at the hotel, including John Philip Sousa, Ellen Glasgow, and Judge and U.S. Senator John T. Jones. Unfortunately, the financial growth associated with the hotel was short lived, as it burned in 1909. Eventually, the hotel grounds were surveyed and platted and presently serve as residential and business lots. [17]

In 1903, a devastating fire destroyed a handful of frame commercial buildings in downtown Chase City. The town council declared thereafter that it would be "unlawful to erect any but brick or stone buildings within 100 feet of Main between 5th and Sycamore, nor on either side opposite the corner of Sycamore and Main and the Southern Railroad."[18] The same year the first automobile arrived in town.[19] The building at 301 N. Main Street was constructed ca. 1905 for the town hall and post office. By 1906, Chase City featured modern enhancements such as electric lights, running water, a sewage system, and macadamized streets.[20] Three banks were in operation by 1907.[21] An armory (demolished) was constructed on Main Street in 1909 as the headquarters for the Mecklenburg Guards.[22]

During the 1910s, the town gradually shifted from an agriculturally-based economy to a more industrial economy. Between 1900 and 1910, the town's population rose significantly at 206.6 percent, from 542 to 1,662.[23] The establishment of several industrial and commercial operations in town followed this dramatic growth in population. In 1910, Robert M. Jeffreys, a farmer and real estate developer, established Jeffreys-Spaulding Manufacturing Company in Chase City. His business is credited with having a substantial and steadying effect on the local economy. As a community leader, Jeffreys not only brought new tobacco to town, but he also convinced farmers from North Carolina and around Virginia to move to the area.[24] In February 1912, The South Side Supply Company was incorporated in Chase City to manufacture or deal in ice, coal, wood, lumber, grain, meal, flour, cold storage, and cotton.[25] The oldest, continuously family owned-store in town, The Chase City Department Store, opened in 1915.[26] In 1917, the streets were paved as the automobile abounded in town.[27] The Peoples Bank & Trust Company, the only bank in town to survive the Great Depression, was built at 319 N. Main Street in 1916.

Continued Growth Between WWI and WWII

The 1920s saw further development of downtown, as the economy boomed. In 1921, the first hospital in the county, Chase City Hospital, opened in a house on Boyd Street, to the north of the historic district boundary.[28] As the automobile became the dominant form of transportation in town, service stations were constructed on corner lots along Main Street, such as the Piedmont Service Station at 5 N. Main Street and the Inge Gas Station at 1 S. Main Street. A post office was constructed around 1925 at 144 N. Main Street and several commercial buildings in the two hundred block of Main Street were erected during this period, including the Pruden and Hutchinson Department Store at 225 N. Main Street. Local businessman, C. E. Geogehan, developed part of the five hundred block of N. Main Street with the first movie theater, the Cozy Theater, at 504 N. Main Street and a large wholesale grocery at 514 N. Main Street, both constructed ca. 1920.[29] In September 1930, the Robert E. Lee Primary School opened on Second Street, across from the site of the town's original elementary school.

One of the largest and most successful new commercial enterprises for Chase City, Estes Express Lines, was founded in 1931 by Webb W. Estes. During the Depression, Estes, a farmer, started The Line to make ends meet. Eventually, the Line became a common carrier for interstate freight. Its original headquarters were in a building on the three hundred block of N. Main Street in Chase City (demolished). The headquarters were ultimately moved to Richmond for efficiency. By 1941, ten terminals were constructed around the state of Virginia, as far away as Arlington, Winchester, Newport News. In 1974, the Estes Express Line was a twelve-million-dollar business.[30] Another new

industry that opened in Chase City was the Standard Overall Company, which moved into the warehouse at 7 N. Main Street in 1935. Originally manufacturing overalls, the company changed its name to Standard Garments, Inc. in the early 1940s as they changed their chief product to work shirts.[31] In 1938, Chase City's Chamber of Commerce published a promotional edition of the *Chase City Progress* to encourage people to move to Chase City, which at the time "boasted four lumber plants, a flour mill, a tobacco re-drying plant, a work-shirt manufacturing plant and three warehouses where an average of 3,000,000 pounds of tobacco were sold yearly."[32]

During WWII, the lumber industry in town, including the local Butler and Lumber Manufacturing Plant, was inundated with orders for products to support the war effort.[33]

The social and cultural life of Chase City also expanded during the period. Chase City Public Library was established in 1936 on the second floor of town hall. Around 1936, the Mecca Theater opened at 347 N. Main Street. Ridley Green built the theater for $40,000. The theater contained 600 seats and a soda shop. The WPA's 1940 *Virginia—A Guide to the Old Dominion,* stated that "among the stores, tobacco warehouses, comfortable homes and churches, a motion picture house with ultra-modern decorations is conspicuous."[34]

Annexation and Growth Post-WWII to Present

The town experienced steady growth in the decades following World War II. Buildings continued to be constructed along Main Street and its side streets, infilling the open lots among the pre-WWII buildings. The one hundred block of Main Street features several of buildings of this era. The Jeffreys Motor Company and the Fitz Motor Company, automobile sales and service operations, were both established during the 1940s.

In 1950, the town doubled its size through annexation and population grew by 623 to a total of 2,519. In 1960, the population grew by 688 to 3,207 and local industrial employment reached about 1,200 employees, representing the largest number in Mecklenburg County.[35] At this time, four tobacco warehouses, to lumber firms, a shoe manufacturing plant, and two garment plants were still in operation. A few more commercial buildings were constructed along Main Street. In 1962, the Virginia Electric and Power Company and the Mecklenburg Electric Cooperative supplied electric power to the region. Both companies were headquartered in Chase City. [36]

Beginning in 1968, the population of Chase City declined for the first time in four decades, decreasing by 9.3 percent to 2,909.[37] That same year, the town experienced dramatic social upheaval as the school system fully obeyed the Supreme Court's order to immediately desegregate following more than a decade of massive resistance in Virginia.[38] The late 1960s saw a decline in railroad service as the highway network became the preferred means of commercial and industrial transportation, which led to a weakening of the town's economy.

The population has steadily declined since 1970 as the mills and manufacturing companies have closed. Tobacco and other types of farming remain the largest economic driver in town.

Bibliography

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

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

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

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

5. Property Ownership (Check as many categories as apply):

Private: __X__ Public\Local __X__ Public\State __X__ Public\Federal _____

6. Applicant/Sponsor (Individual and/or organization sponsoring preparation of the PIF, with contact information. For more than one sponsor, please list each below or on an additional sheet.)

name/title: Angela A. Lawrence, Town Manager
organization: Town of Chase City
street & number: 319 N. Main Street
city or town: Chase City state: VA zip code: 23924
e-mail: cc.townmanager@gmail.com telephone: (434) 372-5136

Applicant's Signature: _____
Date: _____

• • Signature required for processing all applications. • •

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.

Contact person: Angela A. Lawrence, Town Manager
Daytime Telephone: (434) 372-5136

Applicant Information (Individual completing form if other than applicant/sponsor listed above)

name/title: Katie Gutshall/Kate Kronau
organization: Hill Studio
street & number: 120 Campbell Avenue SW
city or town: Roanoke state: VA zip code: 24011
e-mail: kgutshall@hillstudio.com telephone: (540) 342-5263

7. Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator, City Manager, and/or Town Manager.

name/title: Angela A. Lawrence, Town Manager
locality: Town of Chase City
street & number: 319 N. Main Street
city or town: Chase City state: VA zip code: 23924
telephone: (434) 372-5136

[1] Douglas Summers Brown, *Chase City and its environs,* 162-163
[2] Brown, 12
[3] Brown, 18
[4] Brown, 37-39
[5] Brown, 93-94
[6] Brown, 125
[7] Brown, 119-120
[8] Brown, 124
[9] Brown, 122-123
[10] Brown, 137
[11] Ibid
[12] https://population.us/va/chase-city/
[13] Brown, 144
[14] Brown, 145
[15] Brown, 153
[16] John Caknipe Jr., *Images of America: Chase City*, 9
[17] Brown, 167-169
[18] Brown, 162-163
[19] Brown, 164
[20] Ibid
[21] Brown, 170
[22] Brown, 175
[23] https://population.us/va/chase-city/
[24] Brown, 173
[25] Susan L. Bracey, *Life by the Roaring Roanoke*, 375
[26] Brown, 174
[27] Brown, 172
[28] Brown, 186
[29] Caknipe, 53
[30] Brown, 191
[31] Ibid
[32] Brown, 192
[33] Brown, 194
[34] Brown, 190
[35] https://population.us/va/chase-city/; Brown, 205
[36] Brown, 205
[37] https://population.us/va/chase-city/
[38] Brown, 202

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

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city or town: Chase City state: VA zip code: 23924
e-mail: cc.townmanager@gmail.com telephone: (434) 372-5136

Applicant's Signature: _____
Date: 5/7/2019

• • Signature required for processing all applications. • •

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Contact person: Angela A. Lawrence, Town Manager
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e-mail: kgutshall@hillstudio.com telephone: (540) 342-5263

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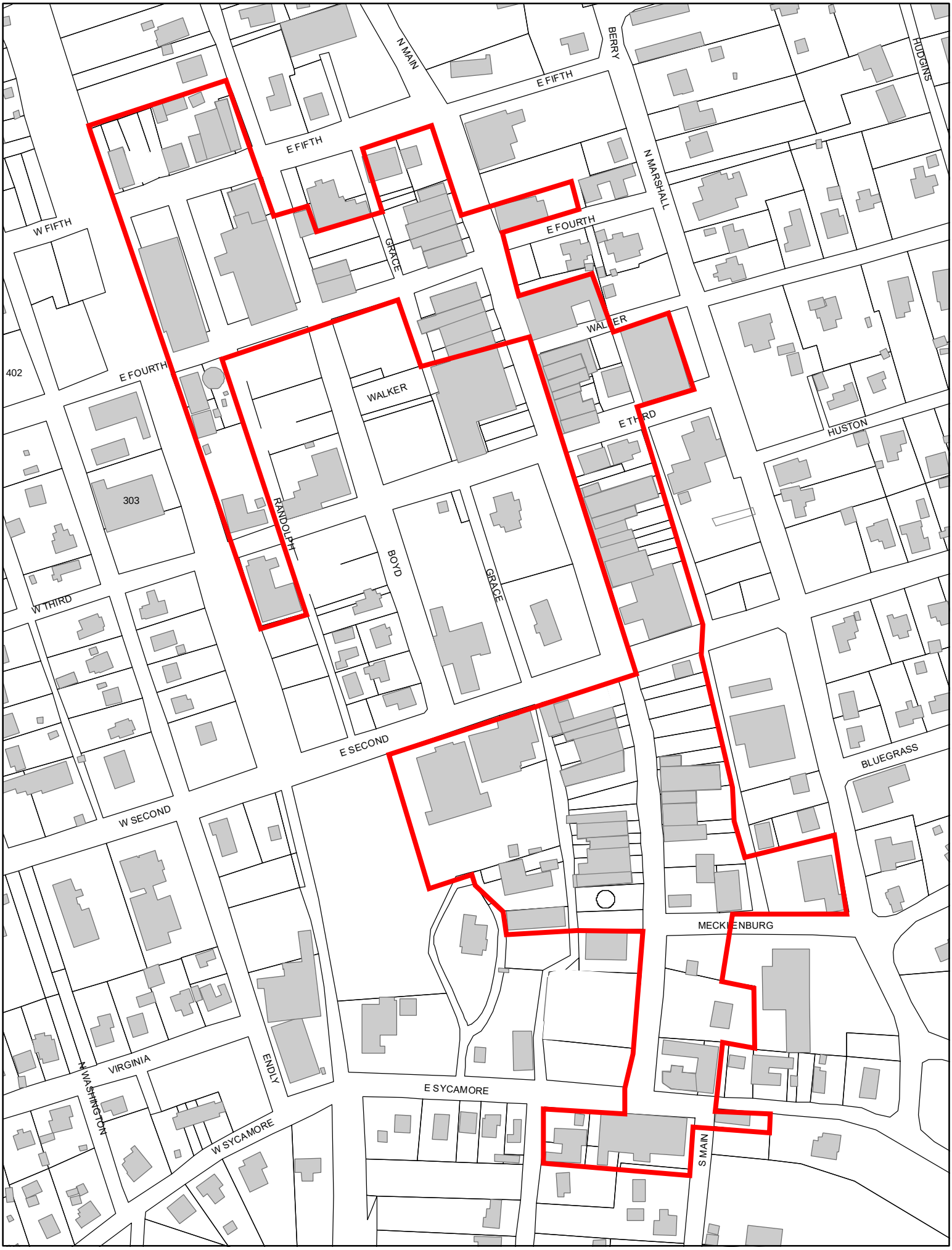
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Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

Chase City Warehouse and Commercial Historic District PIF (186-5005)

N

Feet

0 200 400 600 800

1:9,028 / 1"=752 Feet

Title: Chase City Warehouse and Commercial Historic District

Date: 3/28/2019

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

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

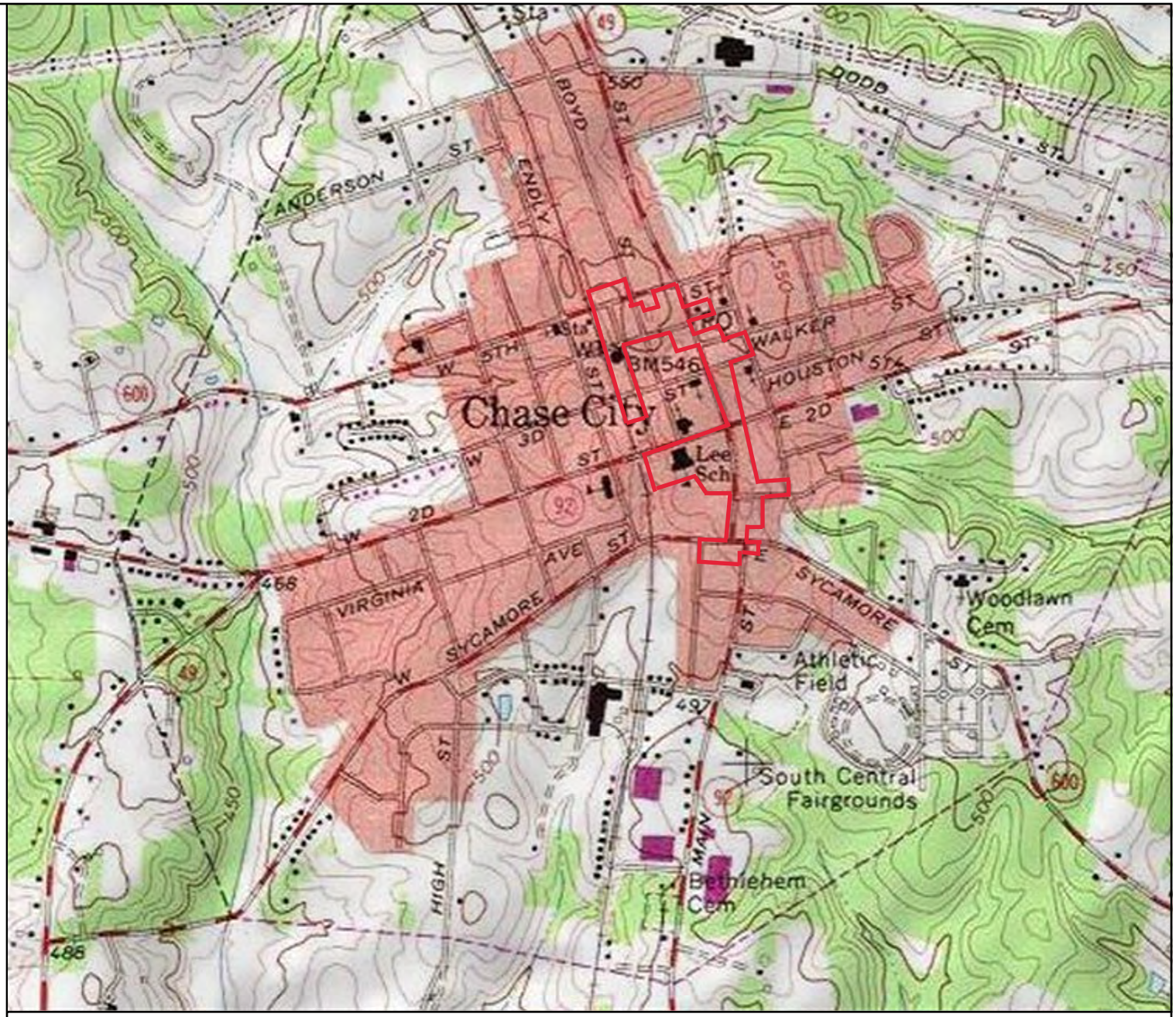
Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

Chase City Warehouse and Commercial Historic District PIF (186-5005)



N

Feet

0 500 1000 1500 2000

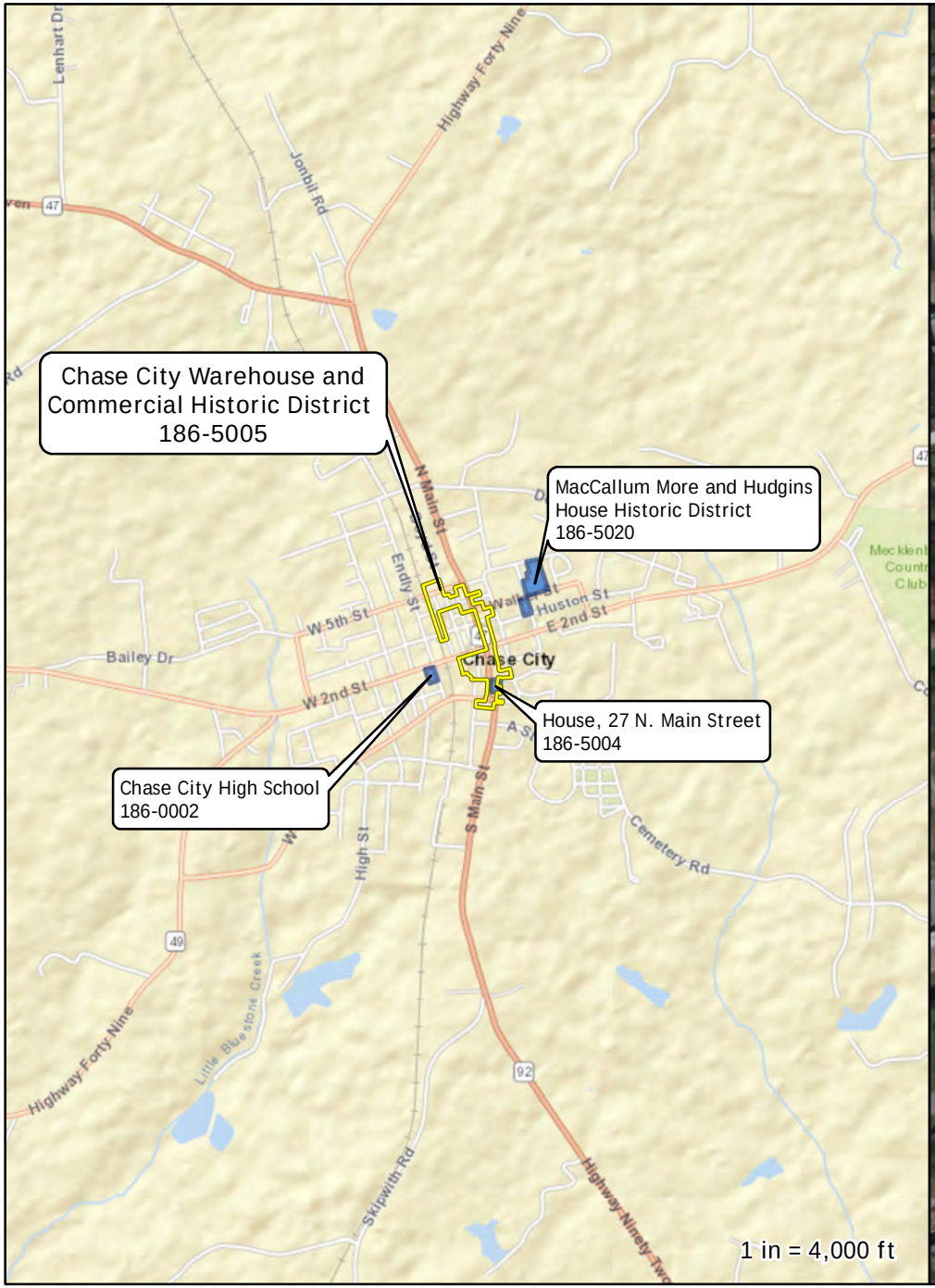
1:18,056 / 1"=1,505 Feet

Title: Chase City Warehouse and Commercial Historic District

Date: 3/28/2019

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

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



Chase City Warehouse and Commercial Historic District
Mecklenburg County, Chase City Quad
DHR ID: 186-5005

186-5005
Listed Architecture

N

Created By: D. Bascone May 13, 2019
Sources: VDHR 2019, ESRI 2019, VDOT 2019, VGIN 2019
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DHR
Department of Historic Resources