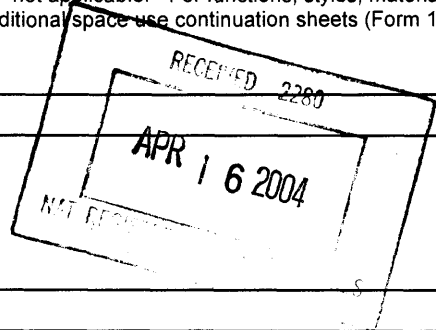


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NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.



1. Name of Property

historic name Parrott Historic District
other names/site number N/A

2. Location

street & number Roughly centered on the intersection of Main Street and Georgia Highway 55/Georgia Highway 520
city, town Parrott () vicinity of
county Terrell code GA 273
state Georgia code GA zip code 31777

() not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

Contributing

Noncontributing

buildings	96	44
sites	8	0
structures	2	1
objects	0	0
total	106	45

Contributing resources previously listed in the National Register: N/A

Name of previous listing: N/A

Name of related multiple property listing: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. () See continuation sheet.

Richard Coover
Signature of certifying official

3-31-04
Date

Ex W. Ray Luce
Historic Preservation Division Director
Deputy State Historic Preservation Officer

In my opinion, the property () meets () does not meet the National Register criteria. () See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

Elson H. Beall 5/26/04

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

[Signature]
Keeper of the National Register Date

6. Function or Use

Historic Functions:

DOMESTIC/SINGLE DWELLING
DOMESTIC/SECONDARY STRUCTURE/SMOKEHOUSE
DOMESTIC/SECONDARY STRUCTURE/STORAGE SHED
DOMESTIC/SECONDARY STRUCTURE/GARAGE
DOMESTIC/HOTEL
COMMERCE/TRADE/BANK
COMMERCE/TRADE/DEPARTMENT STORE/GENERAL STORE
COMMERCE/TRADE/WAREHOUSE
GOVERNMENT/CITY HALL
GOVERNMENT/POST OFFICE
RELIGION/RELIGIOUS FACILITY/CHURCH
FUNERARY/CEMETERY
AGRICULTURE/SUBSISTENCE/PROCESSING
AGRICULTURE/SUBSISTENCE/STORAGE/COTTON WAREHOUSE
AGRICULTURE/SUBSISTENCE/AGRICULTURAL FIELD/PASTURE
AGRICULTURE/SUBSISTENCE/AGRICULTURAL FIELD/ORCHARD
AGRICULTURE/SUBSISTENCE/AGRICULTURAL OUTBUILDING/BARN
INDUSTRY/PROCESSING/EXTRACTION/MANUFACTURING FACILITY/PROCESSING PLANT
TRANSPORTATION/RAIL-RELATED

Current Functions:

DOMESTIC/SINGLE DWELLING
DOMESTIC/SECONDARY STRUCTURE/SMOKEHOUSE
DOMESTIC/SECONDARY STRUCTURE/STORAGE SHED
DOMESTIC/SECONDARY STRUCTURE/GARAGE
COMMERCE/TRADE/DEPARTMENT STORE/GENERAL STORE
COMMERCE/TRADE/WAREHOUSE
GOVERNMENT/CITY HALL
RELIGION/RELIGIOUS FACILITY/CHURCH
FUNERARY/CEMETERY
AGRICULTURE/SUBSISTENCE/PROCESSING
AGRICULTURE/SUBSISTENCE/STORAGE/COTTON WAREHOUSE
AGRICULTURE/SUBSISTENCE/AGRICULTURAL FIELD/PASTURE
AGRICULTURE/SUBSISTENCE/AGRICULTURAL FIELD/ORCHARD
AGRICULTURE/SUBSISTENCE/AGRICULTURAL OUTBUILDING/BARN
INDUSTRY/PROCESSING/EXTRACTION/MANUFACTURING FACILITY/PROCESSING PLANT
TRANSPORTATION/RAIL-RELATED

7. Description

Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS/COLONIAL REVIVAL
LATE 19TH AND 20TH CENTURY REVIVALS/CLASSICAL REVIVAL
LATE 19TH AND 20TH CENTURY REVIVALS/MISSION/SPANISH COLONIAL
REVIVAL/MEDITERRANEAN REVIVAL
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/COMMERCIAL STYLE
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/CRAFTSMAN
OTHER/FOLK VICTORIAN
OTHER/ENGLISH VERNACULAR REVIVAL
OTHER/CENTRAL HALLWAY
OTHER/GEORGIAN COTTAGE
OTHER/GABLED ELL COTTAGE
OTHER/QUEEN ANNE COTTAGE
OTHER/NEW SOUTH COTTAGE
OTHER/PYRAMID COTTAGE
OTHER/ENGLISH COTTAGE
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/BUNGALOW
OTHER/GABLED ELL HOUSE
OTHER/NEW SOUTH HOUSE

Materials:

foundation Brick; Stone/Granite
walls Wood/Weatherboard; Brick; Synthetics/Vinyl
roof Metal/Tin; Asphalt
other Stone/Granite; Limestone

Description of present and historic physical appearance:

Parrott is a small rural town located in northern Terrell County in southwest Georgia. The town is characterized by its rural setting surrounded by agricultural lands. The Parrott Historic District encompasses the intact historic residences with outbuildings and associated fields, commercial buildings, community landmark buildings, three cemeteries, and industrial-related resources constructed from the late 19th century through the mid-20th century.

Parrott was laid out along what would later become a rail line in a gridiron pattern centered on downtown. Georgia Highway 520/Highway 55, which runs north-to-south through the district, runs at an angle to the gridiron street pattern along what was the original path of the railroad. The district is centered on Main Street, which runs east-to-west, and is roughly perpendicular to the highway. The city limits were originally set one-half mile in all directions from John L. Parrott's store. The building no longer remains, but was located on the northeast corner of Main Street and College Street. Most blocks are longer east-to-west than north-to-south, and most of the housing is constructed on these longer blocks. The pattern of subdivision has no relation to the natural terrain. Much of the land on the edges of town was, and still is, working farmland or pecan groves.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

The historic resources in the Parrott Historic District date from the 1890s through the mid-1950s with the majority of the resources constructed from the 1890s to the 1920s. Most historic resources in Parrott are vernacular buildings based on regional building traditions that were influenced by popular styles of the period. Architectural styles represented in the district include Colonial Revival (photographs 45, center, and 46, right), Classical Revival (photograph 1, far right), Folk Victorian (photographs 8, right, 18, left, 19, right, 21, 24, and 46, left), Mediterranean Revival (photograph 11), Commercial (photographs 1, 2, 3, and 4), English Vernacular Revival (photograph 23), and Craftsman (photographs 5, 13, background, 15, and 27). Typical house types in the district include central hallway (photographs 7, background, 13, foreground, and 25), Georgian cottage (photographs 8, right, 18, left, 19, right, 24, and 46, left), gabled ell cottage (photographs 17, 26, and 31), Queen Anne cottage, New South cottage (photograph 21), pyramid cottage (photographs 5 and 30, right), English cottage (photograph 23), bungalow (photographs 15 and 32), gabled ell house, and New South house (photograph 18). The historic residences are located north and east of downtown, with a few residences on the west side of the district, and date from the late 1890s to the early 1950s. They are one- to two-stories in height and represent architectural types and styles popular in Georgia from the late 19th century to the early 20th century. Some residences also retain historic outbuildings such as garages, barns, and smokehouses (photographs 9, left, 10, right, 14, 19, 20, and 25, far right). The historic residences are situated on large lots with informal landscaping consisting of large mature hardwood trees, foundation plantings, agricultural fields, and orchards (photograph 12).

The historic commercial buildings in the historic district are concentrated along Main Street and Railroad Street and form the core of the town. Commercial resources (photographs 1, 2, 3, and 4) in the district are one-and two-story brick buildings with first floor storefronts, double-hung-sash windows on the second floor when one is present, decorative brickwork in the cornices, and flat roofs, features typical of the Commercial style. Buildings were constructed along lot lines and many share party walls. Businesses located in downtown during the historic period included general stores, warehouses, banks, a barn, and a post office. Notable buildings within the commercial area are the Pierce Exchange Bank and what is locally known as the CMU Building. The Pierce Exchange Bank Building (photograph 1, far right) is a one-story Classical Revival-style building constructed in 1912. It features a recessed entrance supported by two brick piers and two Doric columns. Above the supports are a simple concrete frieze and an oversized dentil cornice. Small concrete volutes flank the center projection on the parapet. The recessed entrance is flanked by wide three-over-three windows. The floor of the front entrance is tiled with a key pattern around the edge and a marble baseboard along the entrance. A patterned tin ceiling exists in the recessed entrance. The CMU (concrete masonry unit) building (photograph 1, right) was constructed circa 1907. It consists of two similar buildings. The buildings were constructed with stone-faced concrete block and have a flat roof and a full-length two-story porch along the façade. The porch is unadorned and is supported by square posts with simple bracket details on the second floor. The storefront on the east section of the building contains two double door entrances on each end of the storefront. In between the entrances are plate glass windows separated by fluted cast iron pilasters. Transom lights exist over the entire storefront on the east section. The second floor of the east section has two doors near the center and two, two-over-two double-hung-sash windows to the west and one two-over-two double-hung-sash window to the east. The west section of the building has a symmetrical storefront with two

National Register of Historic Places **Continuation Sheet**

Section 7--Description

recessed entrances flanked by large four light windows. On the second floor there is a door in the center flanked by a pair of one-over-one double-hung-sash windows. The Parrott depot (photograph 1, far left) still exists and is used as a visitors' center and local museum. There is also a gas station (photograph 37) located in the district on the west side of Highway 520/55. It is a house with canopy-type station as defined in Journal of American Culture (1978).

Community landmark buildings in the district include three churches. Parrott Methodist Church (photograph 44), in the northern portion of the district, is a gable-front building with a corner tower that was constructed in 1892. The building in clapboard painted white with decorative patterned shingles in the gable and a standing seam metal roof. The church has fixed stained glass windows along each side and multi-paned, double-hung-sash colored glass windows on the front façade. The tower is square at the bottom and octagonal at the top. It features a conical roof covered with asphalt shingles. The church has a double-door entrance with a round stained glass transom. The front gable features a false window with the image of a cross-incised in the center. Parrott Baptist Church (photographs 45 and 46), constructed in 1920, is also located in the northern portion of the district, just south of Parrott Methodist Church. It is a two-story Colonial Revival-style building with two angled wings. The center section is larger and contains a double-door entrance with a multi-light transom. It also contains double-hung-sash stained glass windows. Two Doric columns support the pediment in this section. The flanking sections feature pediments with dentil cornices and round windows in the center of the gables. Arched stained glass windows with keystones are located on the second floor and fixed rectangular stained glass windows are present on the first floor. The church has a one-story nonhistoric addition on the rear. Macedonia Church (photograph 39) is the last remaining extant historic building associated with the African-American community in the historic district. The church was constructed in 1943 (replacing an 1881 building) and has since been altered. Its original form is still evident, and its location, setting, and association with the adjacent cemetery convey the important role the building played in the African-American community that was once located south of downtown Parrott and the industrial area. According to Carole Merritt in Historic Black Resources, "Among the richest sources of the black built environment are the buildings of religious, educational, and social institutions. The church has been the most important of these, not only serving the spiritual needs of its members, but also fostering their social interaction. The church was also important in the development of other community institutions such as schools and mutual aid societies."

Parrott contains an excellent collection of early to mid-20th century industrial-related buildings (photographs 27, background, 33, 34, 35, 36, right, 38, right, and 40, background). The industrial area of Parrott is located south of downtown on the east and west sides of Highway 520/55, the former rail line. These buildings were constructed between 1900 and the early 1960s and include processing (cotton gin, peanut shellers, scales) and storage (warehouses) resources related to the cotton and peanut industries as well as offices and buildings used for the distribution of crops by rail. Most of the buildings are wood-framed covered with metal with metal roofs. Many of the buildings still contain the machinery used in the cotton and peanut industries.

The Parrott Historic District also includes three cemeteries: the municipal cemetery (photographs 42

National Register of Historic Places **Continuation Sheet**

Section 7--Description

and 43) to the north of downtown, the African-American cemetery (photograph 40) to the south of downtown, behind the Macedonia Baptist Church, and a small cemetery with three graves to the west of the Highway 520/55. The earliest markers in the municipal cemetery appear to date to 1892. Most of the prominent white citizens of Parrott are buried in this cemetery, and there are several ornate headstones and a few marble mausoleums. The cemetery is still in use. A 1926 water tower is also located in the cemetery (photographs 17 and 42). A recently constructed water tower is next to the historic one. African-Americans were buried in small farm cemeteries or, if in town, at the Macedonia Church. There are only a few headstones dating prior to 1950, and most are from the 1960's through the 1980's. Only two are prior to 1910. Most of the markers are concrete with painted, impressed, or scratched names and dates. Many gravestones do not have any visible markings. It appears that some of the cemetery may be overgrown on the southern end. The third cemetery (photograph 41) is located across the highway from the commercial district. It appears to be a private cemetery and contains only three graves. James and Harriett Parrott (the parents of John L. Parrott) and their daughter, Martha Whaley, are buried here. This cemetery is located on a lot that was occupied by the J. C. Whaley house, and may have been the family cemetery, although no Whaleys (Martha was a Whaley by marriage) are buried here. One account states that these graves are all that remain from a larger cemetery that was obliterated by the paving of the highway. This cemetery does not appear on a 1907 map, but is shown on the 1934 county map.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

Agriculture
Architecture
Commerce
Community Planning and Development
Transportation

Period of Significance:

1889-1953

Significant Dates:

1856-Terrell County created by an Act of the Georgia Legislature
1889-City of Parrott incorporated
1890-Columbus Southern Railroad constructed through Parrott

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Unknown

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Statement of significance (areas of significance)

The Parrott Historic District is a good example of a rural town in southwest Georgia that developed due to the cotton and peanut industries and its proximity to the railroad.

The district is significant in the area of architecture for its intact and excellent collection of late 19th- and early 20th-century one- and two-story residential, commercial, industrial, and community landmark buildings that reflect local adaptation of prevailing architectural styles and types. Buildings of the styles and types found in Parrott are typical of small Georgia towns that developed during the 19th and early 20th centuries. Architectural styles represented in the district include Folk Victorian, Commercial, Mediterranean Revival, and English Vernacular Revival. House types represented in the district include central hallway, gabled ell cottage, Queen Anne cottage, English cottage, I-house, and Queen Anne house. Many residences retain a substantial amount of original material and historic outbuildings. These architectural styles and house types have been identified as important in the architecture of Georgia in Georgia's Living Places: Historic Houses in their Landscaped Settings, a statewide context. Commercial and industrial buildings represent styles and types of buildings not well represented by residential buildings in Parrott, such as the Commercial style. Commercial buildings in the district include freestanding and attached one- and two-story buildings. Character-defining features of these types of buildings include: freestanding or attached with party walls; simple rectangular forms; oriented to the street, usually in lines or rows with a common setback usually fronting directly on the sidewalk; storefronts with cast-iron or wood columns, large display windows with transom lights and wood or brick bulkheads; architectural ornament primarily on the front and sometimes side facades; parapet rooflines, some with recessed panels; second-story segmental-arched windows; and ornamented projecting cornices. The Parrott Historic District also contains architecturally significant community landmark buildings including three churches. These buildings generally possess a high degree of craftsmanship as evidenced by architectural details and ornamentation common to architectural styles represented in the district.

The district is significant in the areas of commerce and agriculture as the historic trade center of northern Terrell County since its founding. This is reflected by Parrott's history as the banking, railroad, and communications center of the surrounding area. It later became the warehousing and distribution center of the immediate area because of its ability to distribute agricultural goods to market by rail. Although the county seat and much larger city of Dawson is less than ten miles to the south, Parrott was a significant commercial center. This is reflected by the unusually large number of industrial buildings located south of town along the original rail corridor and by buildings such as the Pierce Exchange Bank Building that is a Classical Revival-style building exhibiting many of the character-defining features of the style not typically found in small rural communities.

Parrott Historic District is significant in the area of community planning and development and transportation for its intact historic plan that was influenced by the railroad. John L. Parrott owned most of the land that would become Parrott, and the area began to develop in the late 1800s as he subdivided his land. Other than county-seat towns, more Georgia communities were established in conjunction with new railroads during the late 19th and early 20th centuries. Parrott is somewhat

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

unusual in that it was founded as a small processing center for agricultural products, especially cotton and later peanuts, and was incorporated just prior to the arrival of the railroad in 1890. According to Darlene Roth in Georgia Community Development and Morphology of Community Types, Parrott is a “crossroad town with railroad.” “Frequently, but not always, the railroad post-dates the founding of the community, so the primary orientation of the town is not toward the railroad. Yet, the railroad is an important part of the physical development of patterning of the layout of the town and usually accounts for the development of a set of railroad related structures—depot, warehouses, freight sidings, service buildings, even backtracks and switching tracks. Frequently the railroad lies at a remove from the main center of the town, or cuts across the previously developed grid or other street pattern.” This was the case in Parrott. The railroad line was established the year after the town was incorporated and cut a northwest-to-southeast line through the grid pattern of the town, just southwest of downtown. The railroad enhanced the city’s role as a commercial and industrial center in Terrell County and contributed to the city’s growth and development. The industrial area south of downtown Parrott particularly benefited from the presence of the railroad.

National Register Criteria

Parrott Historic District is eligible for listing in the National Register of Historic Places under Criterion A in the areas of agriculture, commerce, community planning and development, and transportation as an example of a small rural community with strong ties to the cotton and peanut industries and the railroad, and under Criterion C in the area of architecture for its excellent collection of mid-19th to mid-20th century examples of architectural styles and house types popular in Georgia towns during the historic period.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance for the Parrott Historic District begins in 1889, the year in which the city was incorporated, and ends in 1953, the end of the historic period.

Contributing/Noncontributing Resources (explanation, if necessary)

Contributing resources within the Parrott Historic District are those constructed during the historic period that are significant in the areas of agriculture, architecture, commerce, community planning and development, and transportation. This includes residential, commercial, industrial, and community landmark buildings. The contributing sites within the district include three cemeteries, two orchards, two agricultural fields, and a vacant lot in the commercial area that was continuously used as an animal pen throughout the historic period. The contributing structures within the district are the original intact town plan laid out in 1889 and the historic 1926 water tower at the north end of the district.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Noncontributing resources within the district are those constructed outside the period of significance (photographs 22, left, 25, center, 32, background, and 41), those built during the period of significance that have lost their historic integrity (photograph 4), and vacant lots. A noncontributing structure within the district is the recently constructed water tower (photographs 17 and 42).

Developmental history/historic context (if appropriate)

****Note: The following history was compiled by Paul Forgey and Alex MacDonald, Preservation Planners, Southwest Georgia Regional Development Center, March, 2001, and March, 2002. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.**

From the beginning of Parrott's history, cotton was one of its main crops due in part to its suitability to the red clay soils of Terrell County and surrounding counties. The importance of cotton to Parrott and the surrounding area is illustrated by the fact that in 1930 there were three cotton warehouses and two cotton gins in Parrott. Nevertheless cotton warehouses still ran out of room and needed to store cotton on the sidewalks. Parrott was important both as a center for shipping cotton as well as a center for processing it. The cotton gin on the southeast corner of Lee St. and Oak St. is important because it served the surrounding area by processing their cotton and it is the only gin one left in the town of Parrott. There is a cotton warehouse to the east of the cotton gin.

In the late 1930s and early 1940s cotton production dropped in the United States and in Terrell County and surrounding areas. Farmers were beginning to diversify their crop production and a new crop was becoming much more popular nationally and would become one of the main crops for Terrell County and the surrounding area. This new crop was the peanut. The peanut became extremely important during World War II as a food ration for US soldiers and national production of the peanut jumped from 2,945 planted acres in 1941 to 4,725 planted acres in 1942. Its popularity continued after World War II.

The peanut's importance to Terrell County and the surrounding area started during World War II. The establishment of peanut shellers in Parrott right at the end of World War II made Parrott important not just as a center for shipping peanuts, but as a center for shelling them as well. The peanut shellers and buildings associated with peanut production are significant because they helped to sustain Parrott as a shipping and processing center for Northern Terrell County and parts of surrounding counties after the decline of cotton.

Terrell County, located in southwest Georgia, was originally part of Randolph County and Lee County. Terrell County was created by an Act of the Georgia Legislature in 1856. It is located in the coastal plain region of southwest Georgia and is named after Dr. William Terrell (1778-1855), who was a prominent statesman and Georgia legislator. Terrell was also known to have been a keen supporter of Georgia agriculture, establishing the chair of agriculture at the University of Georgia. The county that bears his name has proved to be an agricultural center from the day it was established until the present.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

The county seat of Terrell County, Dawson, was formed immediately after the county was created. It is centrally located within the county, about 10 miles southeast of Parrott. Dawson began to grow rapidly in the late 1850s after the Central of Georgia Railroad came through town from Macon to the east and continued west to Eufaula, Alabama.

Terrell County developed slowly, and still has a small, agriculturally oriented population. The settlers were unlike those in other parts of Georgia in that they were mostly big planters rather than small farmers. The planters cleared and farmed most of the land. Cotton was the primary, and in some places the only, crop. This was because it would not spoil on the journey to market, was very profitable, and the soils of Terrell County were well suited for growing it. In addition to cotton, they grew food crops that were mostly for local consumption. After the Civil War, the price of cotton fell and prompted the diversification of crops. The region's economy has always centered on agriculture and as a result the land retains its rural character today. Terrell County has an area of 329 square miles and a 1990 population of 10,653.

When the county was formed there was nothing in the area of what would become Parrott except for several pioneer farmers. Among those were John Dudley Whaley and James Parrott. According to the tax digest of 1856, James Parrott owned 815 acres, on most of which the town would be built. Whaley owned land that joined Parrott's to the north and west. On this property, two miles to the west of Parrott, Whaley built a gristmill that was used to provide the families of soldiers cornmeal during the Civil War. The millpond still exists, but there are no standing structures. In 1856 the Inferior Court ordered a road built from Dawson to Whaley's mill. The completion of this road boosted the utilization of the mill and made the area more accessible. Because a road was ordered built in 1856, to Whaley's Mill, it can be assumed that a road did not exist from Dawson to Parrott. If one had, it would have been much cheaper and easier for the county to simply build a road from Parrott, two miles to the east. Based on this information, there probably was not a settlement in the area of Parrott until later. Although Parrott is on a line from Albany to Columbus, it appears that there was not a road following this path until Highway 55 was developed. An early map of Parrott from 1907 does not show a road leading north along the railroad. The Columbus road goes west from Parrott before turning north. A county map from 1934 shows highway 55 paved, and follows the path of the railroad.

Parrott developed as a commercial center for the northern part of Terrell County and the surrounding area due to its location on the railroad from Albany to Columbus. Early businesses catered to the agricultural community, such as general stores, warehouses and banks. As the town grew, and merchants settled there, more businesses and institutions were established.

Record of settlement in Parrott, as a community, only goes back to 1887. At this point, it was referred to as Chenubia in the Dawson News. In 1887, the following items were mentioned in the paper: C. W. Gunnels operating a store in the area, anticipation of the railroad passing through, and James C. Whaley being "behind the counter". In 1888, a Miss Annie Burge was teaching at Chenubia at a school paid for by subscription. In September of 1888, the paper changed the spelling of the name to "Chenubbee". Later that year, John L. Parrott is reported on as being from

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

"Parrottsville" and was building a larger storehouse to accommodate increasing trade. In 1889, the paper states "On May 22, 1889, a bill will be introduced to the legislature to incorporate the town as Parrott, after John L. Parrott, who owns most all the land in and around the area."

In a letter dating from 1934, a granddaughter of Harriett Parrott (a niece of J. L. Parrott) states that the town was named in honor of her grandmother. While this is possible, all other sources point to John Lawson Parrott as being the founder. The letter implies that when the railroad was built, they named the town in her honor. However, she died in 1888 and the railroad did not arrive until 1890. A biography of J. L. Parrott published in 1895, and articles in the Dawson News from the late 1880's state that the town was named after him.

Apparently, J. L. Parrott had knowledge of the future path of the railroad, as he began to establish the town several years before the railroad arrived. The town was incorporated on September 26, 1889, and the Columbus Southern Railroad came through the next year. J. L. Parrott served as the first mayor, with J. C. Whaley, E. S. Pinkston, and P. T. Huckaby forming the city council. Tom Beall was the city Marshall. At this time, these five men constituted the entire white vote of the town. After the railroad came through, there were two general stores (one operated by Parrott and one by Pinkston), a post office (probably within one of the stores), one brick general merchandise store, a planing mill, a sawmill, a hat shop and a barroom. The town began to develop, and several farmers from the surrounding area built commercial interests and residences there.

Dr. J. H. Williford was the first resident physician, and may have been in the area prior to the founding of the town. He owned a store with J. C. Whaley that was destroyed by fire in 1892. After this, most of the commercial buildings were built of masonry. In 1894, Dr. Williford established a drug store and started a mercantile business with his father. He built a sawmill, but it burned shortly after completion. He also built at least seven houses in town.

Mr. William Dunn boarded in Parrott while he was working on constructing the railroad from Albany to Columbus. After it was completed, he moved to the area and began farming. His agricultural pursuits were quite successful and in 1902 he moved to town and became a leading citizen. He owned a grocery, a cotton gin and warehouse, and served on the city council, the county commission and the school board of education. His son Guerre built one of the most expensive houses in town in the 1930's. It is the only Mediterranean style house in town, and still stands. William Dunn's cotton gin was located on the site of the present Texaco gas station. G. H. Keyton operated the Dunn cotton gin for 53 years.

The construction of the railroad also brought J. A. Rutherford to Parrott. He worked as a dispatcher for the Columbus Southern Railroad and his wife taught music at the school. A Mr. McLelland, who also worked for the railroad, moved to town and built a house. He had the first telephone in Parrott.

A Mrs. Lunsford was the telephone operator. The telephone office was in a home, which still stands on the corner of Main Street and Leverette Street. As in most small towns, the operator knew everybody by his or her voice. The operator also knew everyone's number, so there was no need for anyone to memorize phone numbers in Parrott. It was also not uncommon for the telephone

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

operator to listen in on conversations, so the office was an important source of local gossip.

John Thomas Thornton, Jr. moved to Parrott in the early 1920s. He was a farmer, mechanic, and inventor. He developed the peanut shaker, a device to remove debris from peanut harvests. Over 16 years, he refined his invention from a mule drawn to tractor drawn device that was patented in 1945. The original machine is on display at the Agrirama in Tifton. Another early example has been restored and is in the Parrott depot.

By 1906, the city had a municipally owned water system. This was located to the south of Main Street until an elevated water tank was built near the cemetery. The one that stands in this location now is the second to occupy that site and was built in 1926. The residences and businesses were supplied with indoor water, but there was no sewer system. Outhouses were used as recently as the 1960's, but were discontinued by ordinance. A new water tower was recently constructed next to the 1926 tower, which still stands.

The city was electrified in the mid 1930s by the Rural Electrification Association. Prior to this, there were kerosene (or carbide) lanterns on Main Street and Railroad Street that were filled by a night watchman. Some business and residences had private electrical generating systems. In the 1920s, J. T. Thornton sold electricity from his generator to the city to power the downtown lights.

Highway 55 was paved by 1934, but the streets of Parrott remained dirt until the 1950s. When Main Street was paved, the old Chinaberry trees were cut down. The Transportation Department replaced these with the trees that are present now.

In 1888, the Parrott Baptist Church was organized under a bush arbor. Sometime between 1890 and 1892, a wood-framed church was constructed. It was built on land given by J. L. Parrott. Brother W. W. Mabury was the first Pastor, with W. M. Jenkins and Alex Helton served as the first Deacons. In 1920, the current brick building was constructed on the same lot as the previous church. Most of the prominent citizens-Pinkston, McLendon, Cannon, Cochran, Pierce, Dunn, Prichard, Helton, Alston, Bridges-were Baptists and attended the church.

In August of 1891, there was a Methodist tent meeting in Parrott. The reverends J. B. McGehee, E. Whiting and J. West presided. This event inspired the organization of the Parrott Methodist Church and construction of a building was started shortly afterwards. J. L. Parrott provided the land for this church as well. Methodist services were held at the Baptist church until the present Methodist church was completed in January, 1892. The parsonage, which is located directly to the east of the church, was constructed in 1904, and remodeled in 1930 and 1959. In 1955, new pews and a new pulpit set were given to the church by Mrs. Nannie Merritt Lee. Citizens that attended this church included McLennan, Kennedy, Holt, Powell, Williford and McNeil.

The Baptist faith had more followers in town, and as a result the money to replace their older building. Services for both denominations were held monthly at first, but because of the larger numbers of Baptists, weekly services were given. Many citizens attended services and functions of

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both churches, regardless of their membership.

There is an African-American church in town. The corner stone of the Macedonia Church (which is located at the south end of the proposed district) indicates that the building was first constructed in 1881, and rebuilt in 1943. Since that time, it has been further altered, and is a noncontributing resource in the district.

The first schoolhouse in Parrott was built prior to 1900 and was used for all grades until 1914, when a new brick high school was constructed to the east of the city cemetery. The first school still exists, but has been divided into three parts and moved to various locations throughout town. The main portion is used as a house, while the two smaller wings are used as outbuildings. The brick school building was two-story with four massive columns in front. In 1933, it had electricity, coal heat, and running water. It was used until 1946, when it burned. After this, the school children attended classes in various locations throughout town--churches, warehouses and other commercial buildings. After two years, the older students were bussed to Dawson to attend High School. A new elementary school was constructed on the site next to the cemetery. It was used until the county schools were consolidated. The building no longer stands. New schools were built elsewhere in the county during the first quarter of the 20th century, and apparently improved the quality of education. A parent-teacher association (PTA) was established in September of 1916. The first countywide athletic contest and field day exercises were held in Parrott on April 20, 1917. In 1929, the State High School Supervisor, Dr. Pound, called the progress Terrell County Schools had made "remarkable". Many of the teachers did not have permanent residences in the city, and boarded in local houses. In 1944, a home demonstration club project was started in Terrell County. A local club was organized in Parrott in 1945. This program grew out of the war effort, in order to teach young women the skills required to take care of their families and homes. In the 1960s the name was changed to the home economics club.

Classes for the African-American children were held in a wood-frame building (no longer standing) behind the Macedonia Baptist Church until the Georgia Relief Commission built a brick schoolhouse in 1940. According to the county history, the African-American community named their institutions for outstanding Terrell County white citizens who contributed to their betterment. Use of the school was discontinued when the county schools were integrated in the early 1970s. Ruins of the building are located outside of the district.

The first post office in the area was established at Chenubia in 1836. At this time, the area was part of Lee County. The exact location is unknown, but was probably close to the site of Parrott. The first post office in Parrott was established soon after the town was founded. Over the years, it occupied space in several commercial stores in the downtown area, including one on Railroad Street and two on the north side of Main Street. The post office was not located in a freestanding building until the present, non-historic building was constructed.

J. L. Parrott and C. F. Oxford established the Bank of Parrott in 1906 with \$15,000 in capital. A building was constructed at the northeast corner of Main Street and College Street. Parrott died in

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1920, but the bank remained open until the Depression. The building is now used for city hall. In 1912, the Planter's Bank was founded with J. W. Tilley as President. The bank he built was, for Parrott, quite high style. It still stands on the north side of Main Street. James Walter Tilley started in business at his uncle's general store, and eventually bought his uncle out. He grew the business, catering to the agricultural market. Tilley was also a successful farmer, and raised Hereford cattle, which he shipped to markets in Chicago. He was one of the most successful businessmen in Parrott, and owned the grandest house, complete with a ticker tape machine. It burned in the late 1920s and was not rebuilt. Marvin Pierce started working for Mr. Tilley as a cashier, and gradually worked his way up to be bank President. Tilley's daughter, Walter, married Pierce. Upon Tilley's death in 1924, the bank was liquidated and reopened in 1926 by Pierce as the privately held Pierce Exchange. The Exchange was quite successful, until the effects of the Great Depression caused it to go bankrupt. Pierce tried to save the bank with his own fortune and ended up losing that as well. Because of his losses, he was forced sell much of his land holdings and to close his store, gin, warehouse, peanut brokerage and sawmill.

Dr. H. A. Cook moved to Parrott in 1891, and became the town's second resident physician and druggist. He retired from medicine in 1903, to devote time to farming and go into business with his brother, R. F. Cook. R. F. established a mercantile business in Parrott in 1891. The business operated as the Cook Brothers for over 60 years. The building still exists on the northwest corner of Main Street and College Street. The brothers had houses across the street from one another one block to the north at Church Street.

By the early 1930s Parrott had three cotton warehouses, two cotton gins, three garages, four mercantile stores, two drugstores, one barbershop and one sales stable. There was a hotel on the west side of Highway 55, where the existing one now stands. The present hotel was built in 1961. The town also boasted one of the largest peach orchards in the region. The orchard, owned by J. H. and G. T. Lee, annually shipped 30 rail cars of fruit to market.

The commercial district did more than half of its business on Saturday evenings. Farmers worked all week during daylight hours, and could not shop during regular business hours. As a result, stores stayed open until midnight on Saturday. Families would come to town from the surrounding countryside and park their wagons at the gin. It was not uncommon to see wagons in town in the late 1940s. Many farmers would sign for their employees' purchases, and pay the merchants once a year when their crops were gathered and sold in the fall. Most of the farm hands and sharecroppers were African-American, and on the weekend they would come to shop in Parrott.

In addition to farm labor, many African-Americans worked in town as cooks and gardeners. Most families had a cook, who was usually female. Terrell County has always had a majority African-American population. In 1930, 71% of the county was Black. This declined slightly to 60% in 1990.

African-Americans lived in the southern and western parts of town, and in tenant houses on area farms. The neighborhood to the west of downtown still exists, but does not retain enough integrity to be part of the historic district. None of the houses around Macedonia Baptist Church remain. Most

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of the African-American residents of Parrott lived on the west side of the train tracks. Saddlebag and shotgun plan houses were common, but the housing that remains lacks historic integrity. There were also quite a few white people in this part of town, and their housing compares to the more modest homes on the east side. It does not appear that the whites on either side of the tracks differed greatly, socio-economically, but they apparently did not often mix.

The development of Main Street from 1890 to 1910 was slow but steady. The first buildings were wood frame, and shortly after several brick buildings were constructed. By 1907, two, two-story stone-faced concrete block buildings were located on the north side of the street. Most of the buildings on that side of the street were masonry, and the buildings on the south side were wood frame. All of the early buildings were built up to the front property lines, but did not share party walls with their neighbors. Newer buildings were constructed filling in these gaps. Parrott's development was rather slow, and some spaces were not filled until the 1940s. The north side of Main Street was never completely developed. The current vacant lot in the middle of the block, was at one time a mule pen that served the existing brick barn to the rear of this lot. The barn was not a commercial sales lot as would have been common in a larger town, but the private barn of Mr. Guerre Dunn. The sidewalk along Main Street did not continue in front of the pen to allow for animals to enter from that side. The pen was used up until the early 1960s.

The old cotton warehouse in the center of the north side of the block has also housed several businesses. In the 1940s the post office and bank were located in the front part of the building. After the cotton was shipped out, the warehouse also served as both a bowling alley and basketball court. At some point in the building's history, the ceiling height was raised to allow for more storage space. The floor may have also been raised to prevent the cotton bales from getting wet because of the damp soil conditions.

The last two buildings constructed downtown were two brick warehouses on either side of Main Street. These were constructed in the late 1940s. The building on the south side also housed a branch of the Bank of Terrell on the western end.

Cotton yields were good through the 1930s, and often the warehouses would run out of space. When this happened, the bales of cotton would be stored on the downtown streets and on the in-town property of the farmers. Because there were so many bales, it was possible to walk from one end of main to the other on them without touching the ground. Children would play games and make forts in and around the bales.

Most social activities centered on church and school activities. Occasionally, traveling tent shows would stop through town and provide entertainment and offer lectures. They would use the vacant lot adjacent to the present post office. This lot was also used as a baseball field. In the 1930s Parrott had a tennis court, a miniature golf course, a basketball court and bowling alley. On the north side of Main Street in the residential area, a resident developed a miniature golf course. The "fairways" of the course were made of cotton seed compacted with a weighted roller. Nothing remains of the course. At least one of the cotton warehouses was used for both a bowling alley and basketball court

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after the cotton season was over. A brass band played on the balcony of the hollow block buildings on Sunday afternoons in the 1920s and 1930s.

Farming was the primary source of revenue to most Terrell County residents. Cotton and corn were the principal crops, and peanuts became an important crop later. Oxen and mules were used until they were replaced by machines in the late 1940s.

Parrott was affected by the Great Depression, but not to the extent of cities elsewhere. This was due to several reasons. First, the settlement of the town was rather recent. Many of the pioneers were still alive and active in business. Because of this, there existed a "pioneer mentality" that allowed the citizens to get through times of difficulty without dwelling on their misfortune. Second, because Terrell County's main industry is agriculture, there were food crops available, as well as income for those involved in the business. Both yields and prices for crops consistently rose through the period of 1932 to 1940. Although the prices during this period were not great, they were comparatively better than during the 1920s. After World War I, there was an agricultural depression. This combined with the devastation of the boll weevil had caused major problems in farming communities, Parrott being no exception. By the time the Depression hit south Georgia in the early 1930s, crop prices were back up, and the boll weevil was nearly under control. Because of these factors, the Depression seemed bearable. Because Terrell County had many productive farms, and prices for their crops were good, Parrott fared better than many places.

As a result of the Great Depression, the school board cut teacher salaries and expenses in 1931. In 1932, the city police chief, Mercer Marshall, was evicted from his house due to nonpayment of rent. In the summers, the local men would organize a baseball team to play other local towns. Out of work pilots would land in local fields and give "barnstorming" rides for one or two dollars. During this period, Parrott had at least two known bootleggers.

State and regional histories indicate that the Great Depression devastated the South more than elsewhere. After World War I, agriculture began to mechanize, increasing the size of farms and decreasing the number of farm workers. Many farms were operated by tenant farmers who did not profit from their work, except to provide food for their families. This made the appeal of other places all the more enticing. African-Americans especially were lured away from the rural life to big cities where opportunities were greater. Between 1930 and 1950, the population of Parrott decreased, while the City of Albany's (30 miles to the southeast) more than doubled.

This national trend can be seen in the census figures for Terrell County. From 1930 to 1990, the county's population steadily declined by more than 42% from 18,290 in 1930 to 10,653 in 1990. Parrott's population declined by 52% during that same period. In 1930, the city had a population of 383 and in 1990 it was 183. It is probable that Terrell County was affected in the same manner as other rural areas throughout the nation. Parrott reflects this national trend. It is important to note however, that there are other influences on these figures, and as a result they may not be an accurate reflection of the larger trend.

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	POPULATION	
	<u>TERRELL COUNTY</u>	<u>PARROTT</u>
1900		267
1910		360
1920	19,601	367
1930	18,290	383
1934		404
1940	16,675	337
1950	14,314	291
1960	12,742	280
1970	11,416	222
1980	12,017	222
1990	10,653	183

During World War II, the Parrott Garden Club had a Victory Garden on the lot where the current Post Office sits. It was used to grow vegetables to make up for shortages caused by the war. Parrott, like all other towns, was subject to rationing of gas and food items. A canning plant was built behind the high school (no longer standing). The women of the town would bring produce in to be canned and sent off to feed those in need. A home demonstration project was started during the war. Nationally, World War II caused a further shift away from agriculture. New technology created more efficient methods of farming, requiring fewer workers. Also, new industries created urban opportunities for men and women alike. Many left the farms to find their fortunes in the cities, just as their parents had during the Depression. This pattern actually caused a shortage of farm workers, which brought about the rise of migrant labor. The new industries necessary to support the war effort provided employment to all those who were able.

In the late 1970s Parrott was chosen as a location for the filming of the western movie "The Long Riders". The decision to film in Parrott was driven by the little altered appearance of the town. Changes to downtown Parrott included false building facades, signs painted on the windows of the commercial buildings, and covering the paved roads with dirt. These changes were reversed after the filming of the movie with the exception of some of the signs that were painted in the windows of the commercial buildings.

Until recently, downtown Parrott had no businesses except for agricultural- and industrial-related businesses. Most of the downtown property was tied up in estates, and the heirs had no interest in them. After a public sale of this property in the mid 1990s, most of the downtown buildings have been rehabilitated, and there are several stores and restaurants located there.

9. Major Bibliographic References

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1934 Terrell County map.

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Section 9—Major Bibliographic References

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Previous documentation on file (NPS): (X) N/A

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

Primary location of additional data:

- State historic preservation office
- Other State Agency
- Federal agency
- Local government
- University
- Other, Specify Repository:

Georgia Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 283 acres

UTM References

A)	Zone 16	Easting 736186	Northing 3531841
B)	Zone 16	Easting 736209	Northing 3530266
C)	Zone 16	Easting 734862	Northing 3530239
D)	Zone 16	Easting 734797	Northing 3531811

Verbal Boundary Description

The boundary of the Parrott Historic District is indicated on the attached maps by a heavy black line.

Boundary Justification

The boundary of the Parrott Historic District encompasses the remaining and contiguous historic residential, commercial, community landmark, and industrial resources associated with the development of the town of Parrott.

11. Form Prepared By

State Historic Preservation Office

name/title Holly L. Anderson, National Register Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 156 Trinity Avenue, S.W., Suite 101
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** December 31, 2003
e-mail holly_anderson@dnr.state.ga.us

Consulting Services/Technical Assistance (if applicable) () not applicable

name/title Paul Forgey and Alex MacDonald, Preservation Planners
organization Southwest Georgia Regional Development Center
mailing address P.O. Box 346
city or town Camilla **state** Georgia **zip code** 31730
telephone (229)522-3552
e-mail

- () **property owner**
- () **consultant**
- (X) **regional development center preservation planner**
- () **other:**

Property Owner or Contact Information

name (property owner or contact person) Mayor Ed Wade
organization (if applicable) City of Parrott
mailing address P.O. Box 38
city or town Parrott **state** Georgia **zip code** 31777
e-mail (optional)

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Photographs

Name of Property: Parrott Historic District
City or Vicinity: Parrott
County: Terrell
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: March, 2003

Description of Photograph(s):

Number of photographs: 46

1. Intersection of Georgia Highway 520/55 and Main Street; photographer facing north.
2. Main Street; photographer facing west.
3. Intersection of Main Street and College Street; photographer facing northwest.
4. Main Street; photographer facing west.
5. Church Street; photographer facing north.
6. Main Street; photographer facing northwest.
7. Main Street; photographer facing west.
8. Main Street; photographer facing west.
9. Preston Road; photographer facing northeast.
10. Preston Road; photographer facing northeast.
11. Church Street; photographer facing north.
12. Church Street; photographer facing west.
13. Church Street; photographer facing northwest.
14. Leverette Street; photographer facing west.
15. Huckaby Street; photographer facing northwest.

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Photographs

16. Huckaby Street; photographer facing west.
17. Intersection of College Street and Huckaby Street; photographer facing northwest.
18. College Street; photographer facing north.
19. College Street; photographer facing northwest.
20. Church Street; photographer facing north.
21. Huckaby Street; photographer facing northwest.
22. Cook Street; photographer facing north.
23. Leverette Street; photographer facing northeast.
24. Old Dawson-Parrott Road; photographer facing northwest.
25. Old Dawson-Parrott Road; photographer facing northwest.
26. Georgia Highway 520/55; photographer facing southwest.
27. Oak Street; photographer facing northwest.
28. Oak Street; photographer facing northwest.
29. Oak Street; photographer facing north.
30. College Street; photographer facing northwest.
31. College Street; photographer facing northeast.
32. Intersection of Georgia Highway 520/55 and College Street; photographer facing north.
33. Mill Road; photographer facing northeast.
34. Mill Road; photographer facing west.
35. Pecan Street; photographer facing northwest.
36. Georgia Highway 520/55; photographer facing northwest.
37. Georgia Highway 520/55; photographer facing west.

National Register of Historic Places **Continuation Sheet**

Photographs

38. Georgia Highway 520/55; photographer facing northeast.
39. Macedonia Baptist Church; photographer facing southeast.
40. African-American cemetery; photographer facing northwest.
41. Georgia Highway 520/55; photographer facing west.
42. Municipal Cemetery; photographer facing southwest.
43. Municipal Cemetery; photographer facing west.
44. Parrott Methodist Church; photographer facing northwest.
45. Parrott Baptist Church; photographer facing northeast.
46. Parrott Baptist Church; photographer facing northwest.

(HPD WORD form version 11-03-01)