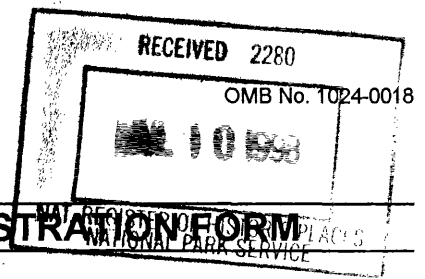


969



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 Covington Historic District
other names/site number n/a

2. Location

street & number City of Covington
city, town Covington (n/a) vicinity of
county Newton code GA 217
state Georgia code GA zip code 30114

() not for publication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:	<u>Contributing</u>	<u>Noncontributing</u>
buildings	601	190
sites	5	0
structures	5	0
objects	1	0
total	612	190

Contributing resources previously listed in the National Register: 24

Name of previous listing: Floyd Street Historic District
Newton County Courthouse

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.

Mark R. Edwards _____ June 25, 1998
Signature of certifying official Date

Mark R. Edwards
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

Edson H. Beall

() determined eligible for the National Register _____

() determined not eligible for the National Register _____

() removed from the National Register _____

() other, explain: _____

() see continuation sheet

Edson H. Beall _____ 8-6-98
Keeper of the National Register Date

6. Function or Use

Historic Functions:

DOMESTIC/single dwelling
COMMERCE/TRADE/department store
COMMERCE/TRADE/financial institution
COMMERCE/TRADE/business
COMMERCE/TRADE/restaurant
COMMERCE/TRADE/specialty store
HEALTH CARE/medical business
HEALTH CARE/clinic
SOCIAL/meeting hall
SOCIAL/clubhouse
GOVERNMENT/city hall

GOVERNMENT/courthouse
GOVERNMENT/correctional facility
GOVERNMENT/post office
RELIGION/religious facility
FUNERARY/cemetery
RECREATION AND CULTURE/sports facility
LANDSCAPE/park
TRANSPORTATION/rail related
TRANSPORTATION/road related

Current Functions:

DOMESTIC/single dwelling
COMMERCE/TRADE/department store
COMMERCE/TRADE/financial institution
COMMERCE/TRADE/business
COMMERCE/TRADE/restaurant
COMMERCE/TRADE/specialty store
HEALTH CARE/medical business
HEALTH CARE/clinic
SOCIAL/meeting hall
SOCIAL/clubhouse
GOVERNMENT/city hall

GOVERNMENT/courthouse
GOVERNMENT/correctional facility
GOVERNMENT/post office
RELIGION/religious facility
FUNERARY/cemetery
RECREATION AND CULTURE/sports facility
LANDSCAPE/park
TRANSPORTATION/rail related
TRANSPORTATION/road related

7. Description

Architectural Classification:

MID-19TH CENTURY/Greek Revival
LATE VICTORIAN/Second Empire
LATE VICTORIAN/Italianate
LATE VICTORIAN/Queen Anne
LATE 19TH AND EARLY 20TH CENTURY REVIVALS/Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS/Classical Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS/Tudor Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS/ Mission/Spanish Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Bungalow/Craftsman
OTHER: Folk Victorian
OTHER: Commercial Vernacular Victorian

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OTHER: 20th Century Commercial

OTHER: Stripped Classical

Materials:

foundation BRICK, STONE, CONCRETE

walls WOOD: weatherboard, BRICK, METAL: ALUMINUM, STUCCO, SYNTHETICS: vinyl

roof ASPHALT, METAL: tin, CERAMIC TILE

other n/a

Description of present and historic physical appearance:

General Description

Covington is the county seat of Newton County which is 35 miles east of Atlanta. The Covington Historic District consists of intact residential, commercial, and community landmark buildings which make up the historic core of the city of Covington. The historic core is the majority of the city limits south of Highway 278. On the north side of Highway 278, the historic areas of North Covington and Covington Mills are separated from the Covington Historic District by the nonhistoric development lining Highway 278.

The historic commercial area of the Covington Historic District is a Washington-type courthouse town square with one- and two-story attached masonry buildings in a rectangle facing a central open area based on the 1822 plan. The original plan called for the courthouse to be located in the center of the square; however, the current Newton County Courthouse was constructed facing the square in 1885 on the site of the 1855 courthouse which burned, leaving the center of the square for use as a park (photograph #57). The commercial buildings are Commercial Vernacular Victorian with decorative brickwork and simpler 20th-Century Commercial style. Also downtown is the Delaney Hotel constructed in ca.1915 and the only historic hotel building left in Covington.

Surrounding the commercial area to the west, south, and east are residential areas which contain a variety of house types and styles. The styles include Greek Revival, Italianate, Queen Anne, Folk Victorian, Neoclassical Revival, Craftsman, Colonial Revival, Spanish Colonial Revival, English Vernacular Revival, and Minimal Traditional. Georgian, Queen Anne, New South, gabled ell, bungalow, shotgun, saddlebag, and central hall are the house types represented. The houses are mostly constructed of wood with some of brick and very few of stone (photograph 14, right). The African-American neighborhoods are to the south and west of downtown. There are a few multiple-family dwellings with the district including an African-American boarding house at 2198 Lee Street (photograph 32) and the Brookwood Apartments on Legion Drive.

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The historic community landmark buildings are the Newton County Courthouse (1885), six historic churches, Masonic Hall (1885), the Newton County Jail (1901), the former United States Post Office (ca.1935), Woman's Club (ca.1920, formerly the library), the American Legion Building (ca.1935) and the WPA Gymnasium (ca.1935) with baseball field.

Also within the district is the Covington City Cemetery, West View Cemetery, Central of Georgia Railroad right-of-way including a trestle (1894), the Emory Street Bridge (a 1914 concrete arch highway bridge), and the Corley Street Bridge. The two parks within the district are the courthouse square park and Academy Springs Park. There is a variety of landscaping in the district including the landscaping of the parks, the cemetery, and that of individual yards.

NOTE: The following description was prepared by historic preservation consultant John Kissane, Gainesville, Georgia, for the Newton County Historical Society.

The Covington Historic District consists of the city's downtown square and surrounding commercial, governmental and institutional properties as well as historic residential neighborhoods to the east, south and west. Much of the district developed from Covington's original 1822 town plan, and the original courthouse square and grid street pattern of that plan are intact. There is a great deal of variety in this large district, in terms of both the age and architectural characteristics of buildings as well as in terms of property types. The downtown square, which remains the commercial and governmental heart of Newton County, is the site of a settlement briefly known as Newtonsborough and incorporated as Covington on 6 December 1822. While none of the original frame commercial buildings remain, downtown Covington exhibits a fine collection of late 19th and early 20th century one- and two-story attached brick buildings as well as the ca.1885 Newton County Courthouse, the county's third courthouse building. The oldest residential streets are those directly east and south of the square. These streets contain many of the earliest dwellings built in Covington, including several dating from the late 1820s and 1830s. Historic neighborhoods, the "boundaries" of some of which are more easily determined than are others, radiate in all directions from downtown Covington excepting northward. The area that begins a few blocks north of the square and continues a short distance beyond U.S. Highway 278 remained undeveloped until the middle of the present century, and thus its development and present character is quite unlike older sections of Covington.

Commercial and Governmental Buildings/Commercial District

The approximate center of the historic district consists of Covington's historic business district. Commercial buildings are concentrated in the eight blocks surrounding the downtown square with only a few commercial structures in any of the blocks beyond the nine block area that is bounded by Usher Street on the north, Elm Street on the east, Reynolds Street on the south and Hendrick Street

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on the west (photograph #55). The land upon which the commercial district developed is virtually flat and higher than much of the surrounding city. To the north, beyond Usher Street, is a gradual drop-off toward Dried Indian Creek. The land also drops to the west, again toward Dried Indian Creek which takes a southerly bend just northwest of downtown. To the east, out Floyd and Conyers Streets, the elevation also drops very gradually as one travels away from downtown. Monticello Street, the major thoroughfare heading south from downtown Covington, also loses elevation as one travels in that direction.

The setting for a temporary (1822) and the first permanent (1824) Newton County Courthouses, Covington's downtown square (photograph #5) has since 1857 been devoid of buildings and instead has served as a park-like space that functions as a place for social gatherings and offers a respite from the adjacent commercial activities. At the center of the square is a historic Confederate monument that features a soldier facing westward, symbolic of the fact that the sun had set on the Confederacy (photograph #57). The base of the monument includes a tribute to women who aided the Confederate cause.

The commercial buildings in downtown Covington are for the most part quite representative of the types of structures built in small-town commercial areas during the late 19th and early 20th centuries (photograph #4). Most buildings are one story in height, although there are several of two stories. Most of the commercial buildings share party walls and are set flush with the sidewalk, creating "blocks" around the square. Brick is the universal building material. Stylistic detailing is restrained and in most cases limited to some elaboration at the cornice. Storefront organization is in nearly all cases typical and most buildings feature centered recessed entrances with paired doors. Nearly all of Covington's historic commercial buildings were originally built with transoms over the front entrance and in some cases over the display windows as well. Some of these transoms have been obscured but many remain visible and functional. Awnings are common today, as they would have been at the turn of the century and even earlier. There is quite a range of awning types, some of which are in keeping with historic form and materials. Most buildings in downtown Covington have flat or gently sloping roofs that are not visible from street level.

The dominant building in downtown Covington is the Newton County Courthouse (photograph #6), completed in 1885. It is the third permanent courthouse in Covington and the second on its site; the original permanent Newton County Courthouse stood at the center of the square. The present building is an outstanding example of Second Empire styling and is distinguished by a somewhat rare off-center clock tower. Of brick construction, the courthouse features a variety of window treatments including round-arched surrounds on the tower as well as segmental-arched surrounds on the remainder of the building. Large brackets and considerable eave overhang also add to the distinctive qualities of this building.

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The large, two-story, brick Masonic Building (photograph #7) also dates from 1885 and is a fine complement to the courthouse with which it shares the north block of the square. It expresses Italianate influence, particularly in its segmental-arched window surrounds with decorative hoods seen on windows of the large central section. The smaller flanking portions of the building also feature segmental-arch windows but with stone accents. The building's large two-over-two windows are typical of the Italianate style.

The two-story brick building at the southern end of the west block of the square (photograph #3, right) was constructed ca. 1905 to replace the original Star Building, which dated from 1853 and was one of the first brick structures in downtown Covington. The Star Building housed the Covington *Star* as well as retail stores, professional offices and saloons. The present building is a fine example of restrained Italianate styling with its corbeled brick cornice and segmental-arched windows with stone accents. The primary facade features two storefronts with recessed entrances that are divided by a central entrance providing access to the building's upper level.

The building that now house's J. C. Pool Company (photograph #4, left center) was also constructed shortly after the fire of 1904. It is a fine representative example of the type of one-story, attached commercial buildings found in downtown Covington. The corbeled brick cornice is the only decorative feature of the building, which consists of two storefronts with recessed entrances. The storefront to the north has been altered and now lacks its original transom windows, probably the result of lowered ceilings inside the building.

The late 1940s storefront of Cohen's, a men's clothing store, is one of the few examples of 1940s architecture within the district (photograph #3). It has large display windows, white carrera glass, and a flat metal awning. The store has been in operation for over fifty years.

The Delaney Hotel Building (photograph #2) is the only surviving historic hotel in downtown Covington. It was built ca. 1915. A freestanding two-story brick building, it features a one-story colonnade along the front facade and a portion of one side, giving the hotel something of a Neoclassical feel. Hotels were an important feature of Covington's business district since prior to 1850, and at certain times as many as four major hotel buildings were in operation at the same time.

The majority of the buildings in downtown Covington are in good to excellent condition and the historic integrity of the area as a whole is quite high. Only a few nonhistoric or noncontributing buildings are located in the commercial district and there are not enough of these buildings to seriously detract from the overall integrity of the area.

Away from the square are some freestanding commercial buildings dating from the early to mid-20th century. These commercial buildings are brick one- and two-story buildings serving a variety of

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commercial needs including a bank, laundry, specialty stores, and grocery stores (photographs 8, 16, and 18). Along Washington Street in the western portion of the district are some light industrial buildings which are brick and date from the 1920s to the 1940s (photographs 36 and 38). Other types of related buildings within the district include transportation-related buildings including the Mission Revival-style service station on Clark Street (photograph #17), Thrift Oil Company (photograph #75), and the Pure Oil Station on Floyd Street.

Residential Buildings/Historic Neighborhoods

Covington contains a substantial variety of historic residences, ranging in age from some of the town's earliest dwellings (i.e., dating from the early to mid 1830s) to houses constructed just after the Second World War. As would be expected with a large group of buildings built over a span of more than 100 years, there is also considerable variety of architectural design and stylistic influence. Covington's historic residential properties are located in several distinct areas, the oldest and most affluent of which are east of town along and near Floyd street and south of town along and near Church and Monticello Streets. A number of other largely intact historic neighborhoods exist, including those southwest, west and northwest of downtown that have developed as predominantly black areas.

Running east from the downtown square, Floyd Street was originally known as the Madison Road and was one of the town's first residential streets. Some of the individuals who built houses along Floyd Street were major land owners, but this was not always the case. The street was named for Judge John Julius Floyd, who built a house at # 1184. Floyd Street offers a fairly comprehensive architectural history lesson of residential Covington from its earliest years through the 1940s, including several post-Second World War subdivisions developed just north of Floyd beyond its crossing by the Central of Georgia Railroad.

The oldest house standing on Floyd Street today, and believed to have been the first built on the street, is known as "Swanscombe." This name that gives reference to T. C. Swann, who owned the house from the mid-1880s until his death in 1906. The original owner was Cary Wood, one of the most prominent of Covington's early residents and a major land owner. In 1828 Wood built a simple two-over-two house with a central hallway that was extensively altered by several owners, including Wood himself who added on the rear of the house before his death in 1847. The most significant interior changes were made during the period 1884-1922 when the house was owned by T. C. Swann and his wife Sarah, many of these alterations being directed by the Swann's daughter Olive in the early 1890s. As it appears today at 1164 Floyd Street, Swanscombe is a fine example of Greek Revival styling, particularly as expressed by the two-story front portico supported by Doric columns.

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Well out Floyd Street (#5219) stands the Neal-Sanders-Ramsey House, the central facade of which dates to about 1830. It was originally the front portico of the Neal-Sanders House on Church Street, believed to have been the second weatherboard house built in Covington. When that house was about to be demolished in the early 1930s, Coe David Ramsey had the central section dismantled and moved to a mid to late-19th century residence on Floyd Street.

Several other Greek Revival- styled residences stand in the vicinity of Swanscombe, notably the Usher House (photograph #86) at 1187 Floyd, built in the early 1840s, and the Neal-Patterson House (photograph #81) at 2149 Floyd, which dates from the late 1850s and is an outstanding example of a Sand Hills Cottage. Another antebellum house located well out Floyd Street is the Dearing House, built by Dr. John Jackson Dearing ca.1845. This was one of two dwellings on the vast Dearing plantation; the other originally stood near the Alcovy River at the eastern extreme of the property but was destroyed during the Civil War.

East of Town Branch Creek, Floyd Street is decidedly 20th century in appearance (with the exceptions of the Neal-Sanders-Ramsey and Dearing properties already mentioned) (photographs 73-78). It is an interesting mixture of vernacular design with some Victorian-era stylistic influence along with several high-styled residences. The Milner-Durden House at 4158 Floyd Street is a relatively late (1910) example of the Queen Anne Free Classic style. It occupies a lot subdivided from the J. J. Dearing estate. Also subdivided in the early 20th century was the Joseph S. Anderson estate, a portion of which was developed by Charles Thompson as Eastern Heights. Thompson placed distinctive paired brick entrance pillars at either end of South Elizabeth Street as well as at Thompson Avenue at South Mill Street to mark the subdivision (photograph #66). Single pillars were placed at the intersection of Floyd and South Mill. The Thompson-Davidson House at 4120 Floyd Street (photograph #78), is a combination of Mediterranean Revival and Prairie stylistic influences. Another large property subdivided off Floyd Street to the north was the L. L. Middlebrooks estate. Houses facing both sides of Middlebrooks Street are representative of the simple housing in the minimum traditional style built in the immediate post-Second World War years (photograph #94).

Monticello and Church Streets, which run south from the downtown square and eventually merge, also exhibit a variety of substantial residences that range in age from the 1830s and 1840s through the early 20th century (photograph #24). A few of these buildings, such as the Harris-Turner House ("Whitehall") at 2176 Monticello Street, formerly occupied large properties that have long since been subdivided. As is true with Floyd Street, Monticello and Church Streets are fairly level and make a quite gradual drop toward the south which becomes more noticeable after the streets have merged.

The dominant houses in this area are several that are in relatively close proximity on the west side of Monticello Street. The Harris-Turner House (photo #22) is the oldest of these, dating to the mid-1830s. It is perhaps the most elaborate and imposing house in all of Covington, a Greek Revival-

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style residence with massive Doric columns supporting the front portico. Substantial alterations have been made to the house, including a colonnade across the north facade, changes to the roofline to allow for a third level, and the addition of a bay window. Although altered, the Harris-Turner House is still contributing to the district.

The house known as Dixie Manor (photograph #21), at 3115 Pennington Street, is unusual for its styling as well as for its brick construction. It is the only two-story antebellum house in Covington constructed of brick, as all others were originally built of wood and sided with weatherboard. The styling of the house is primarily Italianate with a symmetrical organization of the front facade and widely overhanging eaves supported by large decorative brackets. The pair of Doric columns that flank the recessed entrance are especially distinctive.

On Church Street, most of the houses are smaller and of more recent vintage than those on Monticello, though the Dewald-Wood-Pratt House at 2171 Church is quite large and dates from 1850. The Jordan-Phillips-Dietz House (photograph #59) at 2111 Church Street is an outstanding example of a Craftsman-styled front-gable bungalow. With a reputed construction date of 1902, this house would be an extremely early example of an architectural style that did not become popular in Georgia until after 1910.

Another important-20th century Church Street dwelling is the Cohen House at 1173 Church. It was constructed in 1933 by V. C. Ellington, who never lived in the house but rented it and eventually sold it to Leon Cohen. Utilized in construction of this building were materials from the Neal-Sanders house, which was demolished in 1932. (See earlier discussion of the Neal-Sanders House.) The Cohen House does not conform to any single architectural style but rather exhibits elements of several styles. Its terra-cotta tile roof is original to the house and is thus nearly 65 years old.

Besides Covington's best-known residential streets (Floyd, Church and Monticello), East Conyers Street developed into a diverse area that includes several large Neoclassical- and Colonial Revival-styled houses (photograph #72). But scattered in among these few monumental residences are many smaller and less elaborate dwellings (photograph #69). The house at 2141 East Conyers is an excellent example of a ca. 1920s Tudor Revival styled house with typical features such as a round-arched doorway with small cut stone tabs projecting into surrounding brickwork giving a quoin-like effect, multiple front gables, and groups of two and three windows. The area between Conyers and Floyd Streets contains many examples of vernacular house types, dating primarily from about 1890 through 1920 (photographs 46, 79, and 95). There has been some nonhistoric development, including the police station, houses, and a small apartment building, in this area, but overall the historic character of this part of Covington is substantially intact.

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Just west of Monticello Street is the black neighborhood known as "Harristown" (photographs 27-31). It is the black area in closest proximity to downtown and the one that has retained the highest level of historic integrity. Prominent in this neighborhood is New Hope Baptist Church (photograph #25), with a large front-gable roof and two unequal-sized front corner towers. The most common house type in Harristown is the saddlebag, and there are many fine early 20th century examples, particularly on Hendricks Street (photographs 27, 29, and 31). Shotgun houses are also prevalent in Harristown (photographs 28 and 30). The historic two-story boarding house, now the Jefferson Inn, is on Lee Street (photograph #32). Harristown is also the residential section of Covington with the most regular grid street pattern and it is a level area just east of the drop-off down to Dried Indian Creek.

West of Dried Indian Creek is the black neighborhood known as "Sand Hill" (photographs 40-45). Topography is much more of a factor in this area, and the name Sand Hill was derived from an earlier appearance of the neighborhood. The historic integrity of this large neighborhood is not as intact as in Harristown because in general the houses are not quite as old and there has been a loss of some historic houses. Washington Street serves as the northernmost boundary for Sand Hill. At the westernmost extreme of the proposed Covington Historic District is Avery Street (photographs 37 and 39), is a historically intact area with shotgun and saddlebag houses.

North of Washington Street and west of Emory Street is a large area of black housing divided into at least two neighborhoods. Near the historic Bethlehem Baptist Church and the original Washington Street School site is Clark's Grove, the large property that was the original location of the Manual Labor School and was purchased by William White Clark after the school relocated to Oxford as Emory College. A portion of the surrounding residential area is today known simply as "Clark's Grove" (photographs 46 and 47). Further north is another black neighborhood known as "Short Street," a variation on Stone Mountain Street, which runs northwest from Emory Street just south of the bridge over Dried Indian Creek (photographs 49-53). St. Paul A.M.E. Church with its gable roof and single corner tower is the religious and social focus of the "Short Street" neighborhood (photograph #52). To the west of St. Paul A.M.E. church is a historic but noncontributing church building which has been covered in modern grey stucco (photograph #51). Also within this area is the Corley Street foot bridge, a historic and contributing early 20th century, reinforced concrete bridge on stone piers. Both "Clark's Grove" and "Short Street" contain some fine examples of vernacular house types such as saddlebag and front-gable bungalows but have lost some of their historic integrity due to construction of nonhistoric public housing and the demolition of historic dwellings, leaving many "gaps" in these neighborhoods. The public housing consists of several nonhistoric one-story duplexes built in the last 20 years. The two neighborhoods have been included within the Covington Historic District to the extent possible without compromising the overall integrity of the district.

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Community Landmark Buildings and Other Resources

Completed in 1885, the Newton County Courthouse is the focal point of downtown Covington and the most well-known community landmark building (photograph #6). Other community landmark buildings in Covington include the county jail completed in 1901 by J.W. Golucke (photograph #9), the 1930s stone American Legion building on Legion Drive (photograph #71), and the Masonic Hall building in downtown (photograph #7). Other community landmark buildings include churches, government buildings, and recreational buildings. Within the district are also cemeteries, parks, and bridges which also serve the public.

Churches constitute the majority of Covington's historic institutional buildings, and these properties have played important roles in the town's development. A number of historic church buildings are included within the district boundary, and these are Bethlehem Baptist Church, ca.1830, Covington First United Methodist Church, ca.1856 (photograph #58), First Baptist Church, ca.1878, New Hope Baptist Church, ca.1897 (photograph #25), St. Paul African Methodist Episcopal Church, ca.1900 (photograph #52), and First Baptist Church, ca.1909 (photograph #84), Covington Presbyterian Church (photograph #54), and the Episcopal Church (photograph #23). The largest and most elaborate of these is Covington First United Methodist Church, supposedly modeled after a French Renaissance cathedral. Bethlehem Baptist, the oldest black church in Newton County is a frame structure onto which a brick veneer was applied in 1948. It began as the church building utilized by Covington Methodist Church and was located at the intersection of Washington and Lee Streets. In 1856, when Covington First United Presbyterian Church was built on Conyers Street, the old building was moved to West Usher Street and has since been utilized by the black congregation of Bethlehem Baptist Church. The other two black churches (New Hope and St. Paul) both exhibit Gothic Revival styling with towers and gothic-arched windows. The 1878 First Baptist Church is a wood-framed, Neoclassical-style, front-gabled building with front-gabled pedimented portico and fluted columns with Ionic capitals. The ca.1909 First Baptist Church is a brick Neo-Classical Revival-style building with a large pedimented portico with fluted columns and composite capitals. Both the Covington Episcopal and Covington Presbyterian churches are brick Gothic Revival-style buildings. All of these historic churches are scattered throughout Covington's historic neighborhoods and are indeed focal points of the community in terms of their religious and social functions but also in terms of their architectural distinctiveness.

Several other important non-commercial and non-residential historic properties are located in the Covington Historic District. The Covington Women's Club Building (photograph #64) was constructed ca.1920 as a library and is a very distinctive and attractive Neoclassical-styled brick building on the eastern edge of downtown (1122 College Street). Porter Memorial Library (photograph #1) was originally built as a United States Post Office in the 1930s but became the city library in 1977. It is a restrained commercial example of the Colonial Revival style. Also constructed in the 1930s by the

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WPA is a gymnasium (photograph #62). It stands across East Conyers Street from the Covington Public School Building on the property now occupied by the Covington Municipal Building.

The West View Cemetery is located in the Sand Hill neighborhood and serves the African-American community. Having great significance to the surrounding black community, it has many irregularly placed graves dating from the 19th and 20th centuries with mostly simple markers (photographs 34-35). Westview Cemetery has brick gate posts and a gravel road winding through the cemetery. The Covington City Cemetery, located south of Conyers Street and east of Church Street, is a large property of profound historic importance to the whole community (photograph #61). Here are the graves of most of the important early settlers and leaders from Covington's first several decades, as well as some early graves of Covington's African-American residents, both marked and unmarked. The cemetery also contains 67 known and 8 unknown Confederate soldiers who died of disease and wounds during the Civil War at the several Confederate hospitals that were located in the Covington vicinity. The African-American graves are outside the main portion of the cemetery on the eastern edge. The cemetery is also significant for its qualities of landscape design incorporating a historic drive system, family plots with granite, concrete, or fence enclosures, Civil War section, African-American section, and mature trees and plantings. The main visual difference between the two cemeteries is that the City Cemetery is more formally landscaped and organized with symmetry and larger more ornate grave markers.

The two parks within the district are the Courthouse Square Park and the Academy Springs Park. The Courthouse Square Park has already been discussed earlier in the physical description. The ca. 1940 Academy Springs Park is located at the corner of Conyers Street and Legion Drive (photograph #71). Within the park there is a Lion's Club building used for community functions and barbecues, playground equipment, stone work, paths, open space, and a pond.

Finally, three bridge structures warrant mention as important historic properties. The first is the Central of Georgia Railroad trestle (photograph #12) constructed over Dried Indian Creek in 1894, at the time the railroad line was being completed. It is a sizable wooden structure somewhat hidden from view but nevertheless a significant remnant from the heyday of railroad transportation in Covington. The Emory Street bridge (photographs #11 and #13) over Dried Indian Creek was built in 1914 and is an excellent and relatively rare example of concrete arch bridge design with concrete parapet railings which is unusual to have survived. This bridge was considered National Register eligible in the 1981 *Historic Bridge Survey* compiled for the Georgia Department of Transportation. The C.W. Requarth Company out of Charlotte, North Carolina was the bridge company which constructed the bridge. The Corley Street foot bridge is an unusual structure built of reinforced concrete on stone piers; its narrow deck (approximately five feet) testifies to its historic as well as current use as a pedestrian bridge.

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):

Architecture
Commerce
Community Planning and Development
Ethnic Heritage: Black
Landscape Architecture
Politics and Government
Transportation

Period of Significance:

1822-1948

Significant Dates:

1822-site for Newton County seat selected; Covington incorporated
1824-First Newton County courthouse completed
1844-Georgia Railroad constructed to Covington
1883-Major fire downtown
1885-Present courthouse completed
1925-Street paving begins in Covington

Significant Person(s):

n/a

Cultural Affiliation:

n/a

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Architect(s)/Builder(s):

Architects: Bruce and Morgan, Architects
J.W. Golucke and Company
Builders: James Smith
Pauly Jail Building and Manufacturing Company

Narrative statement of significance (areas of significance)

The Covington Historic District consists of the historic commercial, residential and institutional development that grew out of the original Covington town plan. With the exception of the North Covington and Covington Mill sections of town, which are not included within this district due to the physical barrier that is U.S. Highway 278, the Covington Historic District includes virtually all of Covington's historic development. Such a large concentration of historic and intact resources is quite unusual to find in the Atlanta area which gives the Covington Historic District additional significance as a whole intact and historic town in a large metropolitan area. Established as Newtonsborough in April of 1822 and incorporated as Covington in December of the same year, Covington has experienced several periods of growth which are expressed by the built environment. The Covington Historic District is significant in the areas of architecture, commerce, community planning and development, ethnic heritage (black), landscape architecture, politics and government, and transportation. These areas of significance support National Register eligibility under National Register Criteria A and C.

The Covington Historic District is significant in architecture for its large variety of good and intact examples of commercial, residential, community landmark, and transportation-related buildings representing a variety of types and styles constructed from the 1820s to the 1940s, as well as for the prominent Georgia architects who designed many of the residential and community landmark buildings in the district, such as Bruce and Morgan, an Atlanta architectural firm and J.W. Golucke and Company, both well known throughout Georgia. Such an excellent, intact, and large collection of historic architecture is amazing to find so close to Atlanta, whose recent development has stretched east down Interstate 20 to Newton County.

The district is significant in architecture for its good, intact examples of community landmark and commercial buildings. Community landmark buildings include the institutional, religious, and educational buildings in a community. Usually freestanding, these buildings, when built, were the most elaborate and modern in the town and reflected the architectural trends of the period, such as Neoclassical Revival, Colonial Revival, and Gothic Revival. As centerpieces for public gatherings, they provide a sense of place and cohesiveness for the citizens and symbolize the permanence, stability, and strength of a community. These buildings are classified by their function and reflect the

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development of Covington into a well-established, small Georgia town. In Covington, the community landmark buildings include the former U.S. Post Office, the many churches, the County Courthouse, the W.P.A. Gymnasium, the American Legion building, the Masonic Hall, the former library, and former County Jail. The 19th-century Second Empire-style County Courthouse, the 19th- and 20th-century Gothic Revival churches, and the 1930s Colonial Revival Post Office and Gymnasium demonstrate how throughout Covington's history, the architecture of their community landmark buildings mimicked the designs popular throughout the country. Whether a simple African-American vernacular Gothic Revival Church or a high style County Courthouse or a depression-era, Federal Government-designed building, these buildings are excellent and intact examples of a wide array of architectural styles and types of community landmark buildings found throughout the 19th and 20th centuries.

The Covington Historic District is also significant in architecture for its good examples of mid-19th- to early 20th-century, residential styles, including Greek Revival, Second Empire, Italianate, Queen Anne, Folk Victorian, Neoclassical Revival, Colonial Revival, Italian Renaissance Revival, Spanish Colonial Revival, Craftsman, English Vernacular Revival (Tudor Revival) and Minimal Traditional and for its good examples of a variety of house types including the gabled-ell cottage and house, saddlebag, shotgun, New South Cottage, Georgian Cottage, Queen Anne Cottage, bungalow, central-hall cottage and Georgian House. All of the above have been identified as important Georgia styles and types in Georgia's Living Places: Historical Houses in their Landscaped Setting.

Covington has an excellent collection of Late Victorian residential architecture. The turn-of-the-century houses in the district reflect the Second Empire, Italianate, Queen Anne, and Folk Victorian styles that were fashionable during the second half of the 19th century. Brackets, turned-balusters, bargeboard, and asymmetrical massing are common features of these styles. Balloon framing and other technological advances of the 19th century made the construction of these houses possible and popular.

The Covington Historic District demonstrates the continued popularity of classically inspired architecture in Georgia. Throughout the district and spanning the historic period, there are many houses which are Greek Revival style, Neoclassical Revival style, Colonial Revival style, or just have a classical influence. These houses, both grand and modest, have classical detailing such as symmetrical facades, columns, pilasters, and pedimented porticos.

Although the bungalow is commonly found throughout Georgia from 1900 to the 1930s in many cities of this size such as Dawson in South Georgia, the bungalow is not the most common house type within Covington. Of the ones within the district, the majority of the bungalows are built in the Craftsman style with low-pitched roofs, overhanging eaves, exposed rafters, and an emphasis on the horizontal. Three of the four types of bungalows identified in Georgia's Living Places: Historical Houses in their Landscaped Setting are present in the district--the front-gable, side-gable, and

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hipped-roof forms. Gabled-ell, Queen Anne, and New South Cottages dating from the 1890s to the 1910s are more prevalent house types found in the district. These houses have a variety of architectural detailing, including Queen Anne, Folk Victorian, classical, and Craftsman influences.

The district is also significant architecture for its concentration of an important commercial historic building type--the commercial row building--characteristic of late 19th- and early 20th-century commercial development in Georgia and across the nation. These buildings are brick, one- to four-story buildings, share party walls, and have uniform setback with the architectural detailing and elaboration generally confined to the front facade. The attached buildings surrounding the square are good examples of commercial row buildings.

The district is also significant for its representation of important historical commercial architectural styles including Italianate, Commercial Vernacular Victorian, Neoclassical Revival, Colonial Revival, Stripped Classical, and the 20th-Century Commercial style. Constructed from the turn-of-the-century to the 1940s, these buildings and their architectural influences are typical of those found in small towns in the late-19th and early 20th centuries.

The Covington Historic District provides a good illustration of how architectural influences developed from the mid 1800s to the mid-1900s. Reflecting the late Victorian influence, the turn-of-the-century buildings have decorative brick corbeling and stone arched lintels or window moldings. With their columns, pilasters, keystones, and symmetrical facade, the buildings built in the early 1900s reflect the classical influences of the Neoclassical Revival and Colonial Revival style.

The later Stripped Classical style buildings, with their brick suggestion of pilasters and their simple cornices, have understated classical detailing underlying an otherwise unadorned building. These buildings represent a transition between classical influenced architecture with pediments and pilasters and modern architecture which is characterized by plain wall surfaces and no stylistic detailing. The even more modest 20th-Century Commercial style buildings have little or no detailing, a shoebox shape, and one- to two-stories.

The district is significant in commerce for its historic central business district that served the commercial needs of Covington and the surrounding areas. Covington is the county seat for Newton County and also was and is its primary principal commercial center. The historic commercial activity is represented by the remaining historic commercial buildings. Virtually all of the buildings surrounding the downtown square are historic, though none dates to the earliest decades of the town's history. Additional historic commercial buildings are also found along the first block of streets leading away from the square and on Washington Street. All of these downtown buildings originally contained and continue to contain primarily retail establishments and professional offices.

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As the county seat of Newton, Covington provided a variety of retail, professional, and banking services to the area. This activity is represented by the remaining historic commercial structures in the district. The extant stores, specialty shops and office buildings, bank, gas stations, pharmacy, and professional offices all symbolize the commercial development that Covington experienced subsequent to its incorporation. Most of the historic downtown buildings date from Covington's boom period of the late 19th and early 20th centuries. The commercial district is largely intact and still conveys a sense of Covington's importance as a historic commercial center.

The district is significant in community planning and development for its "Washington"-type courthouse town plan drawn in 1822 with the central business district facing the open space in the center of the commercial downtown instead of the courthouse and the intact grid pattern of the streets radiating off the square. The important characteristics of the Washington-type plan are the intersection of roads at the corners of the courthouse square block, the configuration of regular blocks, of which the courthouse square is one block, without interrupting the grid pattern of the streets, commercial development occurring around the central block, the location of the courthouse square on the highest point of ground. All of these characteristics are found in the Covington downtown. The variation of the plan in Covington occurs with the courthouse not being in the central block but rather on the square. The Washington plan is one of the two most common plans found in 19th-century Georgia towns with the Sparta-type plan being the other. The Washington plan differs from the Sparta-type plan in that the approaches are at the corner of the central block rather than at the middle as in the Sparta plan. The Washington-type town plan is recognized as a significant town plan in Darlene Roth's 1989 study of *Georgia Community Development and Morphology of Community Types*.

The original plan is still intact and is representative of Covington's role in early Georgia town planning. The downtown commercial area is still relatively small and basically confined to the central square and side streets off the square. Surrounding areas to the east, south and west have developed as residential neighborhoods. The area north of the square has historically been an area of more variety and has included manufacturing, industrial and warehousing uses as well as scattered dwellings. More recently it has developed into an area of primarily governmental uses and now contains few historic buildings.

The Covington Historic District is significant in terms of ethnic heritage: black for the African-American neighborhoods, Harristown, Sand Hill, Clark's Grove, and Short Street, included within the boundaries. These neighborhoods reflect a distinctly different development pattern than the larger white residential neighborhoods. On the outskirts of the district, the houses are closer together with smaller lots. The landscaping is informal with some swept yards. The house types (shotgun, central hall, and saddlebag) within these two neighborhoods are commonly associated with African-American communities throughout Georgia. These neighborhoods and their landscapes and housing stock fit the patterns of development as described in Carole Merritt's Historic Black

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Resources: A Handbook For the Identification, Documentation, and Evaluation of Historic African-American Properties in Georgia. Similar to other African-American neighborhoods, there are churches, a cemetery, and a boarding house within the neighborhoods to serve the needs of the black residents. Unlike some other black neighborhoods, such as the Bethlehem Historic District in Augusta, there are no historic corner stores within the district. This is due to the close proximity of the neighborhoods to the downtown area which served both blacks and whites. There are also several black owned and operated businesses on the southwest side of downtown, including a barber shop and restaurant which still serve the African-American community. At 1163 Reynolds Street between the Harristown neighborhood and the commercial area is Lester Lackey & Sons Funeral Home housed in the Allen House, a historic Neo-classical Revival house. The Lackey Funeral Home moved to Reynolds Street from Washington Street around 20 years ago. Although not located in a historic building there are two other black owned and operated mortuaries within the historic district--E.W. Lumpkin at 3165 Washington Street and Young Funeral Home at 3106 West Street.

The district is significant in landscape architecture for the historic park in the center of the commercial square and for Academy Springs Park on the southeastern edge of the district. These two parks represent two very different open landscape designs. The center of the courthouse square is a common type of greenspace found in small- to medium-sized southern towns, although often the courthouse is center of this space. This space which is formal and very public has trees, sidewalk paths, and a central monument and is intact in design, size, and appearance. The Academy Springs Park is away from downtown and contains stone work, paths, a pond, bridges, playground, and open space. Although unusual, parks of this size are found in other towns in Georgia such as Cedartown, Thomasville, and Cave Springs. It is not known who designed either of the Covington parks. Both the Covington City Cemetery and the West View Cemetery are significant in terms of landscape architecture as good examples of two different types of cemetery layout with the city cemetery being more formal and orderly and the West View cemetery more informal in terms of the placement of graves which resembles the differences in the landscaping found within the white and black residential areas.

In the area of politics/government, the Covington Historic District is significant for the fact that downtown Covington has served as the governmental center of Covington and Newton County since the city's founding. The district is also significant for the courthouse, the former post office, and the WPA Gymnasium representing both the local and federal governments influence on the built environment in Covington.

Covington has been the center for county governmental activity since 1822 when Covington became the county seat of Newton County. In Georgia and throughout the South, county government has traditionally been the strongest form of local government. The present courthouse is the third courthouse in Newton County's history and the longest-used one since it was built in 1885. The

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federal government is represented by the former United States Post Office (ca. 1935) and the gymnasium (ca. 1935).

The post office and the gymnasium represent the federal government's efforts to provide employment and assist communities during the Depression as a part of President Franklin D. Roosevelt's economic stimulus programs and a major Depression-era public works project for Covington. The Federal program which funded the construction of the post office and the gymnasium is discussed below:

The Works Progress Administration (WPA) began February 15, 1934 as the Civil Works Emergency Relief Act and then became the Works Progress Administration in 1935. After July 1, 1939 it became the Works Projects Administration (PWA) and then it was transferred to the Federal Works Agency (FWA) and lasted there until 1942. The WPA program was by far the most well-known and controversial. It gave work to almost eight million people including construction workers, architects, artists, and writers. The WPA spent over eleven million dollars and completed 250,000 projects. Seventy-five percent of its projects were construction and 40,000 buildings were built. The projects were sponsored by local, state, or federal agencies who contributed ten to thirty percent of the cost of the project. The WPA was criticized as a waste of taxpayers' money; however, others defended the program because it provided people with income which stimulated the economy, and gave people a sense of pride and hope.

In Georgia, most counties have at least one public works project. The importance of the federal presence during the Depression in this area and in Georgia is demonstrated by the number of federal projects in the adjacent communities to Covington. For example, the neighboring Conyers/Rockdale County post office and county courthouse were constructed as federal work projects in 1939, the nearby Monticello Post Office has a WPA mural in it, and the Hard Labor Creek State Park in neighboring Walton and Morgan Counties was developed by the Civilian Conservation Corp or CCC and used as a CCC work camp.

In the area of transportation, the Covington Historic District is significant for the role played by transportation in the city's growth and development. During the first few decades of Covington's history, the town was served by several stage coach lines that linked it with nearby communities as well as other regions of Georgia. The arrival of the Georgia Railroad in 1844 initiated what would be an extended period during which rail transportation contributed to Covington's economic vitality. Although Covington never developed into a major rail center, it was served by two major railroads, the Georgia Railroad and the Middle Georgia and Atlantic Railroad (which reached Covington in 1894 and became the Central of Georgia Railroad in 1896). The tracks of the Central of Georgia railroad cut through the northern portion of the district and head southeast just west of Mill Street. The Georgia Railroad tracks, now the Seaboard Railroad, are north of the historic district across Highway 278 in the historic section of North Covington. The Covington and Oxford Street Railroad,

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completed in 1888 and in operation until 1917, provided mule-drawn street car transportation between downtown Covington and the Georgia Railroad Depot as well as through North Covington (originally known as Midway) and on to Oxford. The Central of Georgia Railroad tracks are a contributing structure, as well as the Central of Georgia Railroad trestle constructed over Dried Indian Creek in 1894.

The paving of the first Covington streets in 1925 signaled that automobiles were becoming dominant. The extant historic gas stations and Thrift Oil Company also represent the historic role of the automobile. Also significant in transportation is the Emory Street bridge which is an excellent and rare example of a solid concrete arch bridge with parapet panels. In more recent years, the relocation of U.S. Highway 278 north of downtown (early 1950s) and construction of Interstate 20 (1960s) have had major consequences for the modern development of Covington as well as Newton County, including the development of a modern commercial strip along a four-lane road which separates the historic core of Covington from the historic Covington Mill Village and North Covington, both on the north side of Highway 278.

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National Register Criteria

The Covington Historic District is eligible for the National Register of Historic Places under Criterion A for its significance in the African-American, commercial, developmental, governmental, and transportation history of Covington and Newton County. The district is significant under Criterion C for its variety of good and intact examples of architectural styles and types of commercial, residential, transportation-related, and community landmark buildings

Criteria Considerations (if applicable)

n/a

Period of significance (justification)

Covington was incorporated in 1822 following the creation of Newton County, and the core of the existing town plan including the downtown square dates from this period as does the William Conyers log house. 1948 represents the end of the historic period. No more specific date demonstrates the end of the historic period because the historical significance of the district and its physical development, including minimal traditional post-World War II houses, continue through the 1940s; therefore, following the guidelines of *National Register Bulletin 16A*, the fifty-year cutoff date of 1948 was chosen as the end of the period of significance.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing resources within the historic district retain their integrity and were built within the historic period of significance. The noncontributing resources either have been severely altered or were built after the period of significance and therefore nonhistoric. The five contributing sites are the courthouse square park, the Academy Springs Park, the West View Cemetery, the City of Covington Cemetery, and the baseball field. The five contributing structures within the district are the Washington-type plan, the Central of Georgia Railroad right-of-way with the tracks and the trestle, the Emory Street Bridge, and the Corley Street Bridge. The contributing object is the Confederate Memorial monument in the center of the Courthouse Square Park.

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Developmental history/historic context (if appropriate)

NOTE: The following historical narrative was prepared by historic preservation consultant John A. Kissane, Gainesville, Georgia, for the Newton County Historical Society.

Background to Settlement

The vicinity of Covington, Georgia was occupied by the Creek Indians when the first white people explored this area in the eighteenth and early nineteenth centuries. Three land cessions, which together included all of the land that today makes up Newton County, were made by the Creeks to the United States government during the period 1805-1821. On 14 November 1805, a treaty was signed between a Creek delegation and the United States government stipulating that the United States would purchase from the Creeks a portion of their lands east of the Ocmulgee River. This territory included a small portion of what is now Newton County. The state of Georgia held a land lottery in 1807 to distribute the property, then within Baldwin County, that had been ceded by the 1805 treaty. On 22 January 1818, a tract of land between the Upper Ocmulgee River and the Cherokee boundary (in what is now Gwinnett County) was ceded by the Creeks to the United States. This territory included all of what is now Newton County east of the Alcovy River and was distributed in a land lottery held in 1820. Finally, on 8 January 1821, the Treaty of Indian Springs transferred land between the Ocmulgee and Flint Rivers to the United States, including the future site of the town of Covington. This property was distributed in a land lottery held later in 1821.

Antebellum Period, 1822-1860

Newton County's earliest white residents settled primarily in the vicinity of the community known as Brick Store, located within the 1805 cession. The fact that this location had an early population might have made Brick Store a good site for the county seat, but the Justices of the Inferior Court were by law unable to consider it. The Georgia Legislature had determined that each county's public buildings be situated "as near the centre of said county as convenience will admit of..."; Brick Store was much too far to the east of center to be selected since Newton County originally included what is now Rockdale County to the northwest.

Establishment of the Town

The property selected for Newton County's county seat -- land lot 254 in the 9th district -- was purchased by the Justices of the Inferior Court from Leonard Fretwell on 2 April 1822. The 202 ½-acre parcel had been drawn in the 1821 land lottery by Joab Crutchfield, who in January of 1822 sold it to Fretwell. On 15 April 1822 the Justices determined the exact location for Newton County's

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public buildings and named the place Newtonsborough, a designation that would be very temporary. Town limits were established as one mile in all directions from the courthouse site.

The original plan for Newtonsborough is a variation on a plan first utilized in Georgia in Washington (Wilkes County), a town created in 1783, one of the first towns incorporated by the State of Georgia as opposed to being chartered by the colonial government. It is not known who might have suggested this plan or how it happened to be selected for Newtonsborough. The variation of the Washington plan utilized in Newtonsborough is based on a central square designed to contain the courthouse. Blocks in the vicinity of the square were intended to be the same size as the central square itself. Each of these blocks was divided into two lots, with the exception of the four blocks facing the central square which were each divided into three lots. All of the new town's blocks were organized into four "Squares" of land, with Square A to the northeast of the central square, Square B to the northwest, Square C to the southwest, and Square D to the southeast. The plan specified that streets were to be 60 feet wide, with the exception of those streets running out from the central square which were to be 80 feet wide. An early map titled "Map of Covington, Newton County, Georgia, September 1832" exists, but this map contains some information (such as street names and a notation that mentions the location of St. Paul A.M.E. Church) that makes it obvious that it was updated, probably in the late 19th century. Still, the map is useful for getting a sense of what the original plan was like.

On 30 May 1822, a sale of town lots was held by the Justices of the Inferior Court of Newton County, with 27 lots being sold to 23 different purchasers. Receipts from this initial sale were used to pay Fretwell the \$2,000 he was owed for land lot 254 and to establish an operating budget for Newton County. By November of 1822 a temporary courthouse had been completed by James Mize, who received \$50 for his work. The first permanent Newton County Courthouse, built by James and William Hitchcock, was completed in 1824 and was situated in the center of the square. A two-story brick building, the courthouse measured approximately 60 feet by 40 feet and stood next to a 24 square foot brick jail building.

The town of Covington was incorporated on 8 December 1822 and was named for Brigadier General Leonard Covington. A native of Maryland, Covington was born in 1768 and achieved his fame as a hero of the War of 1812, primarily in the territories of Louisiana and Mississippi; he died of injuries suffered at the Battle of Chrysler's Field on the U.S./Canada border in November of 1813. It is not known quite how the decision was made to name the Newton county seat after Leonard Covington, but it is thought that Maryland native Richard Lee Simms, one of the original commissioners of the town, may have made the suggestion. At the time of Covington's incorporation, the first five town commissioners were appointed. In addition to Simms, they were William D. Conyers, Burrell Mathews, Richard S. Shackelford, and Cary Wood. On 17 February 1854, by means of an act of the Georgia General Assembly, the Town of Covington became the City of Covington and the form of

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government was changed from a board of commissioners to a mayor and city council. Corporate limits remained at one mile in all directions from the Newton County courthouse at that time.

Prominent Early Residents

Several individuals were particularly important to Covington's early development. The five original town commissioners were all men of influence, and most notable among them were William D. Conyers and Cary Wood. Conyers came to Newton County in 1822 and began working to clear his large farm property (which extended west into what became Rockdale County) in addition to serving the area as a physician. He also was employed by the State of Georgia as a surveyor and had the responsibility of platting and dividing into parcels lands ceded by the Creek Indians. In Covington, Conyers was one of several organizers of the Middle Branch Railroad Company, which eventually merged with the Georgia Railroad and Banking Company (which built the main line between Augusta and Atlanta), and he was a trustee of the Newton County Female Seminary. Conyers' first house was a one-room log cabin built on Lot 9 in Square C ca. 1822, and several additions were made to the original house during the subsequent several decades. The log dwelling is now incorporated into a two-story, Neoclassical-styled house presently in use as the Lackey Funeral Home. Though not visible, William D. Conyers' log house is believed to be the oldest original structure to survive in Covington. The county seat of adjacent Rockdale County, which was formed from Newton County and some of Mr. Conyers land in Newton County, was named Conyers for Mr. Conyers.

Cary Wood, a native of Virginia who moved to Clarke County around 1810, came to a portion of what was then Walton County in 1820 and began working on a plantation a few miles east of Covington. Wood eventually became a major land owner as well as a successful downtown merchant, for many years operating a general store located on lot C 3 (northwest corner of the south block of the courthouse square). In 1827 Wood began constructing a small two-story house in Covington, the first residence built on the road to Madison (later known as Floyd Street). Wood enlarged the house in the 1830s and added a front portico distinguished by six Ionic columns. Later owners of the house, Laura (Wood) and Robert Henderson and Sarah (Stowers) and Thomas C. Swann, made further changes to the property, which since the 1890s has been known as "Swanscombe."

Two major antebellum Newton County landowners who had homes in Covington were Joseph S. Anderson and Dr. John J. Dearing. The properties of both of these men were eventually subdivided and developed for residential uses forming the historic neighborhoods surrounding the downtown commercial area. Joseph Anderson, a native of Pennsylvania, owned a large plantation that included land on both sides of the Madison Road and extended east from Covington to the Alcovy River. His residence was reached by a long drive that was eventually named Anderson Avenue in his honor. Anderson was a business partner of Robert O. Usher, who in the 1840s built a house that still stands at 1187 Floyd Street. The partners had a students' dormitory constructed in Oxford in the early 1840s and later took down the building and had it reconstructed in downtown Covington, directly

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west of the courthouse. The dormitory is not extant. There they operated a mercantile business until Usher's death in 1859, after which Anderson became associated with Nicholas P. Hunter and the two men established the partnership Anderson and Hunter.

Dr. John J. Dearing was a native of Virginia. Like Anderson's, his plantation extended all the way east from Covington to the Alcovy. Dearing had two residences on his plantation, one out toward the river and a second closer in to Covington that still stands at 4182 Floyd Street and dates from 1845. Dearing Street, named for Dr. Dearing, intersects Floyd Street just east of this house. Dearing operated a mercantile business in downtown Covington for many years but initially worked as a physician and had a partnership with a Dr. Pringle. Dearing's residence near the Alcovy River was destroyed during the Civil War, after Sherman's troops had marched through Covington, and was not rebuilt. Direct Dearing descendants are still living in Covington.

Early Development

During the first two decades after its incorporation, Covington's growth was fairly modest. The 1837 *Gazetteer of the State of Georgia* by Adiel Sherwood recorded that the town consisted of "52 houses, C.H. [courthouse], Jail, Academy, 15 stores, beside offices and shops, meetings houses for Baptists and Methodists." By 1849 the population had increased to approximately 500 from less than 200 in 1824 and perhaps 300 or 350 in 1837. Covington's first newspaper, *The Covington Herald*, began publication at least as early as 1835, but as few issues of this paper remain it is not known how long it was published. Several other papers were briefly printed during the antebellum years. Covington's first tavern, located on Lot 3 of Square D, was in operation by 1825, and by the early 1840s a hotel had been constructed on Lot 5 of Square B (presently the parking lot directly west of the Bank of Covington). This particular building changed names several times, being known between the 1850s and the early 1890s as the Hunter Hotel, Cox's Hotel, and the Covington Hotel. The building was destroyed sometime prior to 1895, by which time at least three other hotels (Flower's House Hotel, Pitts House Hotel and a new Covington Hotel, at a different location) were all in operation downtown.

At least four stage coach lines passed through Covington in the 1830s and 1840s. One of these lines crossed the entire state, running between Augusta and Atlanta, a route that was to be followed very closely by the line of the Georgia Railroad when it reached Covington in 1844. Another stagecoach line ran from the state capitol at Milledgeville to Rock Mountain (now Stone Mountain), while two other lines connected Covington with several small towns in central and north central Georgia. Thus, Covington's location placed it at early an advantage over many other communities, and the city's importance as a transportation hub would grow through ensuing decades.

Educational Efforts

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Education for white children was an important and widely-valued aspect of early Covington. It was not until 1870 that public education began in Georgia and Newton County, and prior to that time it was common for private academies to be established. The first educational institution to be organized in Covington was the Newton County Academy, founded in 1822. It is not known when the first classes were held, however, as it was not until 1828 that a building was completed at what is now Academy Springs Park, on the south side of East Conyers Street east of its intersection with Legion Drive. When constructed, this first building of the Newton County Academy would have been well removed from what then existed as Covington -- the small group of businesses and dwellings in the vicinity of the courthouse square -- though it was certainly well within the town limits. And, as its name suggests, the Academy was not a school intended only for town children and most of its students probably came from surrounding farms. Girls as well as boys were originally educated at the Academy, but around 1829 it was decided to separate the sexes. The Newton County Female Seminary was established for girls in 1833, while the boys continued at the re-named Newton County Male Academy. In 1851 the Newton County Female Seminary became the Southern Female College, and the institution was located on the site of the present Covington Municipal Building. In October of the following year, the school became the Southern Masonic Female College, its operation having been taken over by the Masonic Fraternity. The college was run by the Masons for thirty years, until its operation was taken over in 1882 by a group of Covington businessmen known as the Trustees of Southern Female College. That same year the college was transferred to the North Georgia Methodist Conference, which for several years operated the school as the Georgia Methodist Female College. In 1889 efforts were initiated to merge the Female College, Male Academy with the Covington public schools.

The origins of Oxford College of Emory University, and of the town of Oxford, just north of Covington, are traced to the chartering of the Georgia Conference Manual Labor School by the Georgia Methodist Conference in 1834. The original 400-acre site chosen for the Manual Labor School was situated just west of Covington on land now well within the city limits at the corner of Clark and West Streets on the eastern boundary of the district. The school opened in March of 1835 and consisted of several buildings, and students also made use of the surrounding land as they were all required to put in three hours of work daily raising corn, cotton, oats, potatoes and wheat. The man primarily involved in the establishment of the Manual Labor School was Dr. Ignatius Few, and he had even greater ambitions. On 10 December 1836 Emory College was chartered, and Few served as its first president. Nearly 1,500 acres of land north of Covington had been purchased, primarily from Cary Wood, two months prior this, and there Emory College and the new town of Oxford were established. Most of the buildings at the original Manual Labor School site were moved to Oxford and the Manual Labor School was discontinued, the land it had occupied subsequently being sold. William White Clark, a very prominent Covington attorney, purchased a large portion of the property, including one of the original dormitories at the Manual Labor School that became the Clark residence. This site is still known today as Clark's Grove, but the dormitory building burned in 1930 after the property had

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been purchased by Covington Mills. A large Colonial Revival styled brick house, built in 1941, now stands on the property at the corner of Clark and West Streets (see photo #48).

Religion and Establishment of Early Churches

Religion was also an important aspect of the lives of many early Covington residents. The first churches established in the town were Covington Methodist Church (now known as Covington First United Methodist Church), Bethlehem Church of Christ (now known as First Baptist Church) and Covington Presbyterian Church. Covington Methodist Church originated as an outgrowth from the Yellow River Mission, one of many church missions that were active in the early 1800s in Georgia's newly settled regions. Its first location, occupied for only a few years, was on Lot 15 of Square D, facing onto what became known as Church Street. Nothing is known about the structure that was built on this property probably between 1822 and 1824. A cemetery was established to the rear of the first Methodist Church and was owned by the church until 1875, at which time it was sold to the City of Covington and combined with the city cemetery. In 1830 the church acquired a lot on Washington Street at its intersection with Lee Street and constructed a frame church building there. That structure served the congregation until 1856, when the present Methodist Church was constructed at 1113 Conyers Street within the historic district. Also within the historic district, the 1830 church was subsequently moved to the east side of Dried Indian Creek, facing Usher Street, and has been used since 1856 by the Bethlehem Baptist Church, a black congregation.

Bethlehem Church, established on 21 June 1823, was originally located on a three-acre lot on the east side of Dried Indian Creek. The original church building was located just south of the Washington Street bridge and was burned by Union troops in 1864, a decade after it had been abandoned. In the mid-1850s Bethlehem's Board of Trustees acquired a site just north of where the Newton County Jail was built in 1901; a church was constructed there in 1856. In 1878, by which time Bethlehem had become known as First Baptist, a third church was constructed. This building still stands at 1143 College Street in the district and is now in use as an office. First Baptist Church is presently located at the northeast corner of Floyd and Elm Streets in the district, in a building the construction of which was begun in 1909 and completed in 1911.

Covington Presbyterian Church was organized in 1827 but was dissolved in 1847 and then reorganized until 1877. A church building was constructed on the block bounded by Clark Street to the north, Hendrick Street to the east, Washington Street to the south, and Brown Street to the west (Lots 12 and 13 of Square B of the original town plan). This structure was destroyed by fire in March of 1926 and the present First Presbyterian Church was completed that same fall and is within the historic district.

During Covington's antebellum period, many residents of the town owned black slaves who were used as domestic servants, though statistics for the town's black population are not available. Blacks

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grew to depend on religion as a means of enduring the hardships of their lives and also as a way of socializing and becoming educated. It is not certain when or where the first Covington slaves worshiped, but it was certainly alongside whites in a predominantly white congregation, probably either Bethlehem Church of Christ or Covington Methodist Church. Both of these white churches played important roles in the establishment of black churches in Covington. Bethlehem (now First Baptist) spawned a "colored church" that by 1847 was meeting at a site on Dried Indian Creek at the west end of Usher Street. A small log church was constructed in the early 1850s near the present Georgia Railroad Depot (outside of the district), but this building was apparently inadequate and was only used for a few years. In 1856 the second Covington Methodist Church building (constructed ca. 1830) was given to the black congregation, which in 1860 took the name Bethlehem when the original church by that name became Covington Baptist Church. This structure within the district is still in use, though its appearance was changed when it was covered with a brick veneer in 1948. Bethlehem Baptist Church is believed to be the oldest black church in Newton County. Martin Luther King's maternal grandfather, Rev. A. D. Williams, was pastor of the church from 1896 to 1902.

The Georgia Railroad

Although north of the Covington Historic District, the arrival of the Georgia Railroad in 1844 served to expand Covington's role as a transportation center and market town for Newton County as well as portions of neighboring counties such as Butts, Jasper and Morgan. Agriculture in Newton County in general, and cotton farmers in particular, benefitted greatly from this development, as shipping costs dropped by as much as 90 percent. Covington itself benefitted through increased business activities downtown. But Covington nearly missed out, as the railroad line was originally planned to run north of Oxford from its crossing point over the Alcovy River, giving it almost a straight route from the Alcovy toward Lithonia. It was only after much negotiating between officials of the Georgia Railroad and Banking Company and the Middle Branch Railroad Company that a different route was selected. The Georgia and Middle Branch companies were two of the earliest Railroads to organize in Georgia in the mid-1830s. The Middle Branch was organized by a group of Newton County residents who desired to establish a line from the Chattahoochee River to Covington and on to Madison, and Georgia Railroad officials had a similar route in mind. The situation was solved when the board of the Middle Branch agreed to negotiate a settlement with the Georgia Railroad. Middle Branch officials would give up plans to build a line if the Georgia Railroad was planned to pass near Covington. Local resident and State Senator John N. Williamson was particularly important in this entire process.

The prospect of a railroad near Covington had excited people for more than a decade, and when it actually arrived most were convinced that the Georgia Railroad would guarantee the town's future growth and success. A small village soon developed in the vicinity of the Georgia Railroad depot (north of the historic district) and was known for a time as "Midway," the name almost certainly

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having to do with the village being located almost equal distant between Covington and Oxford. This area became known as North Covington.

A New Courthouse

In 1855 plans were made for construction of a new Newton County Courthouse after the original 1824 building was determined inadequate. At first it was intended that the new courthouse occupy the center of the square, but in April of 1856, with construction not yet under way, there was a change of plans. It was decided that the building would not be in the square and would instead occupy a location that originally contained a street running between the Anderson and Hunter Building (presently the Bank of Covington) on the west and a hotel on the east. Changes to the original design of the building were also made, most notably the addition of a colonnade across the front facade and replacement of what was to have been a hip roof with a gable roof. Thus the new courthouse was built to appear rather similar to the Anderson and Hunter Building.

Covington in 1860

By the eve of the Civil War, Covington had progressed considerably from its status of less than four decades earlier. The 1860 *Gazetteer of the State of Georgia* by Adiel Sherwood noted that "this place has vastly improved since 1837" and had "increased rapidly in size, and greatly in tasteful appearance." Sherwood also recorded that in 1860 Covington had "150 families, and a population of about 1,300." The town had become the governmental, commercial, educational and transportation center of Newton County. Population growth during the 1850s had been significant, as Covington grew from approximately 550 residents in 1849 to approximately 1,300 in 1860, as Sherwood stated. Fifteen commercial establishments were in operation by 1860 and the town had six lawyers and three doctors that year. Sherwood reported that Covington had "50 mechanics" in 1860, and these would have been primarily men employed in the building professions -- carpenters, masons, blacksmiths, etc. Several boarding houses, hotels and taverns were located on or near the downtown square by 1860, as were a number of general stores. The rapid commercial growth experienced by Covington during the 1850s was probably due in large part to activities related to the Georgia Railroad's presence in the town and to Newton County's strong agricultural economy.

Only three of the originally non-residential buildings constructed during the antebellum period are known to have survived, and these are the Anderson and Hunter Building on the north side of the square, Bethlehem Baptist Church (the history of which is outlined earlier in this section) at the west end of Usher Street, and Covington First United Methodist Church (the history of which is also outlined earlier in this section) at 1113 Conyers Street. The materials for the Anderson and Hunter Building are believed to have originally composed a students' boarding house constructed in Oxford in the early 1840s. This building was apparently dismantled and the materials moved to downtown Covington and the Anderson and Hunter Building was constructed from them in around 1855. The

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structure has housed the Bank of Covington since 1932. Downtown Covington's earliest commercial establishments occupied simple frame structures, many of which were lost during several late-19th century fires that struck the commercial district.

Most of the Covington's antebellum residential development was to the east and south of downtown, primarily along the road to Madison (now Floyd Street) as well as the road to Monticello. (During the antebellum period, what is now Monticello Street ended at what is now South Street, while Church Street was known as the "road to Monticello" and most of the major residences therefore fronted onto Church Street.) Along these streets today, as well as along several adjacent streets, remain at least two dozen residences from the pre-Civil War period. These residences are outstanding examples of antebellum architectural design and are expressive of the tastes and lives of Covington's early prominent residents.

Civil War, Reconstruction and Prosperity 1860-1920

Although Covington did not experience any actual battles during the Civil War, its residents were witness to the wrath of war during the summer and fall of 1864. During the previous three-and-a-half years economic conditions had gradually worsened and most people had difficulty acquiring certain items, particularly staples such as coffee, salt and sugar. People found ways to make do with less, and in Covington everyone with sufficient land put in a garden to supplement what was available in the stores. The most noticeable change brought by war was almost certainly a reduction in the number of adult white males, as many were off fighting for the Confederacy. As time passed, and as more local men were added to the casualty lists, the general mood of the town grew increasingly grim.

It was during the Battle of Atlanta in the summer of 1864 that Covington experienced the Civil War first-hand. As General William Tecumseh Sherman was directing Union force in the Atlanta vicinity, he also worked to cut off transportation routes between Atlanta and the rest of the state. On 20 July 1864 Sherman instructed Brigadier General Kenner Garrard to lead his three brigades from near Decatur to Covington, by way of Lithonia. The primary purpose of this assignment was the destruction of the Georgia Railroad between Lithonia and Covington, especially the railroad bridge over the Yellow River west of Covington as well as rail and road bridges east of the town. Sherman also made a point of mentioning that destruction of private property was to be kept to a minimum. Garrard's raiders departed Decatur on 21 July and reached Covington on the 22nd, the same day that the Battle of Atlanta began. Two days later Garrard filed a report detailing the destruction, which included burning "the depot and considerable quantity of quartermaster and commissary stores at Covington." In addition, "a large new hospital at Covington, for the accommodation of 10,000 patients from this army and the Army of Virginia, composed of over 30 buildings besides the offices, just finished, were burnt." This was a hospital complex, then under construction, located just south of Covington on the road to Jackson. Local citizens also reported that a great deal of private property

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was destroyed. On 28 July Union troops again arrived in Covington, under the command of Brigadier General George Stoneman. There was some additional plundering of private homes but no destruction of property as there had been during Garrard's raid, and Stoneman's cavalymen left Covington and went on toward Macon. Not far from that city they were surprised by Confederate forces, and Stoneman and 600 troops were forced to surrender.

The next few months in Covington were quiet once again. Following victory in the Battle of Atlanta, however, the Union Army embarked upon the March to the Sea and on 17 November again passed through Covington. This time there was little serious destruction of property, although many homes were entered and food and valuables absconded. General Sherman himself rode through Covington on this occasion and on the night of the 17th a small number of Union troops camped on the north side of the road to Madison (Floyd Street) between the Graham-Simms and Usher houses.

Reconstruction and Changes Downtown

The end of the Civil War brought a period of rebuilding and adjustment for Covington as well as Newton County and the state as a whole. The fact that slavery no longer existed meant that the plantation system no longer existed, and Georgia's entire agricultural economy was significantly changed. Major landowners found that they could not afford to maintain their holdings, and much agricultural land was leased to white as well as black tenants who most often paid rent in shares of the cotton crop. There was a general shortage of cash, and this affected not only the agricultural producers but the towns that supported agriculture as well.

Reconstruction lasted from the end of the Civil War in 1865 to 1877, and Covington's economic recovery was fairly rapid. By about 1870 the downtown square had revived considerably and featured several types of businesses and professions not present during the antebellum period. In addition to the many general stores, drug stores and saloons there were by 1870 two jewelry stores, a photography studio, a novelty and confectionery shop, and two dentist's offices.

One institution that Covington lacked at this time was a bank, as it up to this time had been typical for wealthy residents to make private loans at interest. Few people had much cash, and many purchases were made on credit. This system meant that debt was common and that it was extremely difficult to actually save money and accumulate wealth. On 22 February 1873 the Farmers and Merchants' Mutual Loan and Banking Company of Covington was incorporated. An impressive group of influential local men signed on as incorporators of the bank but the effort failed before the company even opened its doors to the public. Four years later the Covington Savings Bank was incorporated, but it too was a failure. Covington business owners and residents would have to wait another decade before a true bank became established and met with success.

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The early 1870s also saw the first efforts to establish a street railroad in Covington that would connect the town with Oxford. The Covington and Oxford Street Railway Company was incorporated on 22 February of 1873 and construction work began that June. But the undertaking apparently suffered for a lack of sufficient financial support, and there were several delays in getting supplies to the construction crew. By August of 1873 work stopped altogether and did not resume, but it took more than a year more before the project was officially ended.

The first of several late-19th-century fires that caused considerable destruction in downtown Covington broke out on 19 April 1871. It completely destroyed one two-story frame building on the north side of the square and damaged several others, though apparently not the courthouse. Following the fire there was a call for improved fire protection, but until a water and sewage system was put in place in 1907 the risk of catastrophic damage from fire remained a serious one.

Late-19th-Century Growth

The 1880s was a very important decade for Covington, particularly for the physical development of the commercial district. The most significant event was a major downtown fire that broke out on the evening of 31 December 1883 in R.W. Bagby's saloon and destroyed seven buildings on the square's north side. Most of the buildings lost were wooden structures dating to as early as the 1820s and 1830s, but also destroyed was the Newton County Courthouse. Store owners as well as the county commission moved quickly to rebuild, and by the spring of 1884 Bagby had reopened in a new brick structure. Yet by August of 1884, when the first Sanborn Fire Insurance Map was produced for Covington, no other buildings had been completed and only a post office/book store east of Bagby's saloon was noted as "being built." A new courthouse was completed in 1885.

The area covered by the 1884 Sanborn Map includes the downtown square (labeled as "city park"), the surrounding eight blocks, and portions or all of 16 blocks surrounding those eight. As this was prior to the official naming of the city's streets (which was done in 1889), the street names indicated would almost all be unfamiliar to present-day Covington residents. Streets indicated for the four sides of the square are Railroad (north), Jasper (east), Factory (south) and Monticello (West). With the exception of the block north of the square, which was devastated by the 1883 fire, the streets facing onto the square were almost fully occupied by the time this map was prepared. But, development beyond the square was considerably less substantial and many lots remained undeveloped. Buildings facing the square included several two grocery stores, three dry goods stores, and five general merchandise stores as well as one hotel (unnamed), one barber shop, one book store, two drug stores, a coffin dealer, a hatmaker and three saloons. Other buildings in the 16-block area included three livery stables, two additional hotels (Cruse House and Hunter House), two buildings each noted as "negro tenement," 17 dry goods stores (one of which is indicated as "negro dry goods"), one printing shop, one wagon shop and the jail. There are also several unidentified small structures, probably storage buildings of one type or another or possibly dwellings, though

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none are indicated as such. Few buildings are depicted as facing onto "Oak Street" (present-day Usher Street) other than the jail and Cox's livery stable. Furthermore, a "corn field" is noted as being just north of Oak Street, which is to be expected since the area only a few blocks north of the square remained mostly undeveloped well into the 20th century.

While the first Sanborn Map produced for Covington in 1884 only covered the downtown square and immediately vicinity, there was of course much more to the town at that time. Covington's residential areas had expanded since the end of the Civil War and were continuing to experience growth, still primarily east and south of downtown, although the streets now known as Clark and Washington running west from the square were becoming increasingly built upon by the 1880s. Present-day Emory Street, known during the 19th century as Railroad Street, also contained a few houses by this time. And the vicinity of the Georgia Railroad depot, known as Midway, was becoming established as a residential and also commercial/industrial area with several cotton warehouses, gins and related structures. Midway was separated from the rest of Covington by Dried Indian Creek and what was then farmland to either side. This area is today known as North Covington and is still somewhat removed from the rest of the town and from this historic district, with U.S. Highway 278 and adjacent commercial strip development now in place as a physical barrier.

On 24 December 1884 the charter of the City of Covington was amended to give the City the authority to levy an annual tax on all property within the corporate limits. This tax, which was not to exceed one per cent, was intended to raise revenue sufficient to meet the City's annual expenses. The act amending the charter specified that land within Covington used exclusively for agricultural purposes would be exempted from the new tax.

The 1880s saw the establishment of what would eventually become Covington's first successful chartered bank, the Clark Banking Company. William Conyers Clark, a wealthy and very prominent leader in the community during the late 19th and early 20th centuries and the son of William White Clark, started a private bank known as W.C. Clark and Company in 1887. Clark's office was located in a two-story brick building that still stands on the south side of Clark Street between Hendrick Street and the square. This building was constructed some time between 1884 and 1887. In 1890 the bank was incorporated by an act of the state legislature and became known as the Clark Banking Company, its Board of Directors composed of some of the most influential men in Covington. The Clark Banking Company remained Covington's only bank until the Bank of Covington was founded in 1901. In 1908 it merged with the Bank of Newton County, which failed just prior to the Depression.

In late June of 1888 the Covington and Oxford Street Railroad was completed between the square and the Georgia Railroad depot, and early the next month it was put into operation. Construction of the second leg of the railroad, between the depot and Oxford, began in August of 1888 and was completed in two months. Efforts to follow through with what had been a failed project of the early 1870s had again been organized in the fall of 1887. The City of Covington granted free right-of-way

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for the railroad in December of that year and a charter was granted by the state legislature two months later. Construction began in April of 1888, about the time that it was realized that the street railroad would not be permitted to cross the tracks of the Georgia Railroad in front of the depot as had been planned. Though people believed the problem would be solved it never was, and for the entire 29 year life of the street railroad its riders had to walk across the Georgia Railroad and utilize two street cars if going the entire length of the line. Street cars left from the Pitts House Hotel on the square, traveled west to Railroad (Emory) Street, and north to the Georgia Railroad depot. After walking across the tracks, passengers could board a second car and continue on to Oxford, where the line terminated at the post office. While there were no doubt changes over the years, a schedule from a 1893 edition of the *Covington Star* indicates that street cars left the Covington square eight times a day, beginning at 5:40 a.m., with the last departure being at 5:30 p.m. The schedule also mentioned that "In addition to the above, the car will meet all regular passenger trains, besides carrying the people of Midway home after church, morning and night." There is no physical evidence left of the rail; however, during the 1960s when a house was being built some pieces of the rail were discovered.

In 1889 the Covington City Council took on the task of officially naming Covington's streets. Up to this time, streets and roads were in most cases known by places to which they led (e.g., the Madison Road, the Monticello Road, Railroad street). The town's post-Civil War growth made it apparent that formal street names were needed. Four members of the City Council -- J. S. Carroll, T. D. Guinn, W. Scott and D. A. Thompson -- were directed to prepare a list of recommended street names. The full Council adopted the twenty-one recommended street names on 5 June 1889. These included the following streets: Brown, Church, Clark, College Avenue, Conyers, Corley, East, Elm, Floyd, Hendrick, Lee, Monticello, Pace, Railroad, Reynolds, South, Spring, Stone Mountain, Usher, Washington, West. Of these streets, only Railroad Street has been renamed and is now Emory Street.

Porterdale Mills, located just to the southwest of Covington and outside the district, was chartered by Oliver S. Porter of Newton County and three associates on 3 July 1890. This development proved to be significant for the economy of Covington and all of Newton County, for Porterdale eventually grew to consist of three distinct mills and became an incorporated town. Hundreds of jobs in textile manufacturing were provided at Porterdale, and this large operation, in combination with Covington Mills, helped lessen the local impact of depression in the 1930s. Covington Mills was founded in 1901 one-and-one-half miles northeast of downtown Covington. The mill has been demolished, but the surrounding mill village is intact.

While the Georgia Railroad had provided good service for Covington since the line's establishment in 1844, other parts of Newton County were increasingly anxious to have closer access to rail service. Several companies were chartered but none got off the ground until the Middle Georgia and Atlantic Railroad was established in 1889 (first as the Eatonton and Machen Railroad, but this name

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was kept only a few months). William Conyers Clark of Covington was a member of the Board of Directors of this new company, and in 1890 grading was completed between Machen and Covington while the Eatonton to Machen segment was graded the following year. Most of the track was put down in 1893 and service between Eatonton and Newborn began in April of that year, but the line was not completed to Covington until 6 January 1894. So until January of 1894, Covington passengers rode horse-drawn hacks to Starrsville and boarded there. Although the first train reached Covington on 7 January 1894, it was another month before construction of the trestle over Dried Indian Creek was finished, allowing trains to the line's connection with the Georgia Railroad. The new line (which is in the historic district) ran two trips daily between Covington and Milledgeville but financial difficulties caused the Middle Georgia and Atlantic to be sold to the Central of Georgia Railroad on 19 December 1896.

Ownership under the Central of Georgia brought several changes, including an end to association with the Georgia Railroad. A Central of Georgia depot was constructed at the north end of Pace Street and trains no longer continued on to the Georgia Railroad depot, although the railroad did run a ways further west from the Pace Street depot to a shed at Emory Street. This meant that passengers switching train lines had to utilize street cars or horse-drawn hacks to make the short trip between depots. The president of the Central of Georgia was Hugh Comer, who was also president of Bibb Manufacturing in Macon. In 1898 Bibb Manufacturing acquired Porterdale Mills and began a major expansion there, and the following year an extension of the Central of Georgia line was completed to Porterdale. This allowed for the easy transport of products between Porterdale and Macon and also enabled Porterdale employees living in Covington to ride the train to and from work.

In 1895 a new set of Sanborn Fire Insurance Maps was produced for Covington. The area covered was still minimal, as no residential areas were depicted, but changes are certainly evident. Two major buildings constructed since 1884 were the new courthouse and the "Music Hall" (now known as the Masonic Building), both completed in 1885 and still extant. Other recently constructed buildings that may be seen include the Clark Banking Company Building on the south side of Clark Street half a block east of Hendrick Street, Flowers Hotel on Clark Street opposite the Presbyterian Church, and the Pitts Hotel directly south of the Presbyterian Church. What is indicated simply as "Hotel" on the east side of the square on the 1884 map is named as the Covington Hotel in 1895. None of these hotels are still standing.

The last of the major 19th century fires to strike downtown Covington occurred in 1897. This time it was the south side of the square, which contained some of the last remaining wooden buildings in the downtown area, that suffered damage. Those working to control the fire made a special effort to remove items from Thomas C. Swann's store, it containing the most valuable merchandise in the block. Although a quantity of items was saved at least two-thirds of the inventory was destroyed, a loss of perhaps \$12,000 to \$15,000. Nothing was rescued from nearby businesses. Swann evidently

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rebuilt and recovered rapidly from this event, as by January of 1898 his advertisements in the *Covington Star* claimed that his store offered "an enormous stock of goods of every description."

The Covington City School Commission was established in 1889, and in 1894 it took over the Georgia Methodist Female College property (bounded by College, Davis, East Conyers and Oak Streets) for use in a public school program. The original college building, a very distinctive two-story brick structure with a pair of three-story towers, was determined structurally unsound in 1896 and was replaced, on the same site, with a new building known as the Covington Public School. It was used first as an elementary school and later as a high school. A large auditorium was added directly south of this building in 1909. None of these buildings are standing.

Progress Among Black Residents

The late 19th century was an important period for many of Covington's black residents, as blacks began acquiring property and houses for the first time and establishing neighborhoods. Several black churches were organized in Covington between the end of the Civil War and 1900, and these institutions became focal points of Covington's black neighborhoods as they developed during the late 19th and early 20th centuries. Grace United Methodist Church was organized during the first years after the end of the Civil War with the assistance of the Freedman's Aid Society. This church is now located in a modern building on Washington Street at the southeast corner of its intersection with West Street. St. Paul African Methodist Episcopal Church was organized in 1884. The first church structure burned in about 1900 and the present church was built on Stone Mountain Street shortly thereafter. St. Paul AME Church is a contributing building within the district. New Hope Baptist Church was organized in 1897 by a group of officers and members of Bethlehem Baptist Church. A lot on South Brown Street, at the northeast corner of its intersection with Ivy Street, was acquired and the present church was built there by the Francis S. Thompson contracting company.

Two of the first black businessmen to own properties on the downtown square were George Johnson and Robert Daniel, both of whom were barbers. Johnson established his shop first, probably in the mid-1870s, and Daniel learned the barbering trade from him as an employee. In the early 1880s Daniel opened his own business in an old frame building on the west side of the square, which in 1897 he replaced with a new brick structure. The building was completed in May of that year and a *Georgia Enterprise* article reported that Daniel had "one of the best equipped barber shops of any town the size of Covington in the state." Behind Cohen's Store on Washington Street are three extant commercial buildings which have housed African-American businesses throughout the 20th century. It is not clear whether or not these are the same buildings which Daniel constructed, although they are historic and contributing. Currently there is Simms Barber Shop and a restaurant. Two of the buildings, closest to Cohens, did house Haymore's Quality Market during the 1940s through the 1960s, a grocery store serving the black community but operated by a white family.

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These three commercial buildings were owned by Garfield Broughton, an African-American businessman that lived in a large antebellum house outside of town.

Organized education for blacks had begun in Covington soon after the Civil War. A Freedmen's School existed in the town at least as early as 30 June 1866, the date of the first report from the school. There were 25 black students at that time, but by April of 1867 there were more than 100 students at the school. After the Freedmen's Bureau ended its work in Georgia in 1870 it was largely up to religious and philanthropic organizations to support educational opportunities for black people, though a small amount of tax money went for this purpose. In Covington the Washington Street School was established toward the end of the 19th century and functioned as a grammar and high school for blacks until the mid-1950s. Black students from Porterdale and the Benchley community also attended Washington Street School, which was originally located on the north side of Washington Street between Dried Indian Creek and West Street. This institution was a vital part of life for most of Covington's black families and was staffed over the years by many dedicated and highly skilled educators. The first Washington Street School was destroyed by fire in 1939 and a replacement building was completed in 1941 on a different lot a short distance south of Washington Street. It was used in the Covington public school system until 1972 and, after nearly being demolished by the city, is today in use as a community center within the district. And another important institution was the Covington Colored Orphans Home, chartered in 1890 by Dinah Watts Pace. It served the community well into the 1930s and is no longer standing.

The Early 20th Century

Covington's population reached 2,062 in 1900, and the first decade of the new century saw a continuation of the strong economic and physical growth experienced during the previous three decades. An indication of Covington's economic strength at the turn of the century is the fact that the town's second bank was chartered in April of 1901. This was the Bank of Covington, which had been organized the previous month by Charles S. Thompson, Lurner O. Burns and several others. The new bank initially rented space in a building on the west side of the square, but in 1906 moved into the C. S. Thompson Building on the north side of the square between the courthouse on the west and the Masonic Building on the east. Thompson had made a trip to San Francisco the previous year and was particularly attracted to the Beaux Arts styling of the Hibernia Bank Building there. C.A. Clark, a Covington contractor, was hired to construct the new bank, and when completed it was one of the most architecturally significant buildings in the town. The building was distinguished by two huge Corinthian columns supporting a corner entrance portico and also featured granite walls surfaces and terra-cotta detailing. The Bank of Covington moved out of the C. S. Thompson Building in late 1932, and while still contributing today, the building has suffered from alterations and has lost some of its significant exterior features.

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The Newton County Commissioners had in 1899 begun encouraging construction of a new jail to replace the one located to the rear of the courthouse. The old jail, constructed in 1856-1857, survived the fire of 1883 but had fallen into disrepair. Furthermore, the old building was not heated in the winter and became extremely hot during the summer. A bond election planned for June of 1899 was canceled because it was thought county farmers would be too busy in their fields to come to Covington to vote, but the next year the County Commissioners were forced into action by two grand juries. In January of 1901 it was announced that a new jail would be built when a proper location had been determined. The site selected was the Cary Wood family cemetery, located at the northwest corner of the intersection of Stallings Street and Court Place (now Hayes Street). Wood's heirs granted the property to Newton County and the remains were moved to the city cemetery. The building was designed by J. W. Golucke and Company of Atlanta and constructed by the Pauly Jail Building and Manufacturing Company of Dalton. It was completed in August of 1901 and consists of six cells (capacity 40 prisoners) as well as a four-room jailer's living area.

Other early-20th century improvements included completion of an electric light plant in 1901 and construction of a system of waterworks and sewage collection for the community in 1907. The light plant was located on the north side of the Central of Georgia tracks, just opposite the depot. It was initially owned by the city and operated by the Newton County Electric Light and Power Company. An explosion at the plant in 1904 killed one man and destroyed the facility, which took nearly nine months to replace. This tragedy, combined with the fact that the city had consistently lost money in the venture, eventually caused the city to lease the franchise to the Georgia Power Company. The new water system, which consisted of six miles of water mains, was financed by \$65,000 in bonds and completed in July of 1909. Mains were installed in downtown Covington as well as along Floyd Street as far east as Mill Street, south of downtown on Church and Monticello to their intersection, and north along Emory Street (then Railroad Avenue) to just beyond the Georgia Railroad depot. The pumping station was situated directly east of the city electric plant.

Covington Mills began operations in northeast Covington on 13 May 1901. The company was founded by William C. Clark, John F. Henderson, Oliver S. Porter, Thomas C. Swann, Sr., Tyra A. Starr, and Nathaniel S. Turner, Sr. For nearly 63 years, Covington Mills provided significant employment and played an important economic role in Covington and Newton County. At its height, Covington Mills had nearly 500 employees and was the second-largest employer in the county. N. S. Turner had the greatest influence on the company and its employees, as he served as president of Covington Mills from 1911 until his death in 1931. Turner, who grew up in Gaffney, South Carolina, first came to Covington in 1894 after living in Milledgeville for several years. He became one of Georgia's most successful cotton buyers and had his office in the Anderson and Hunter Building downtown. His warehouse was across from the Georgia Railroad depot in North Covington. Turner was involved in several other endeavors in Covington and was much admired by many in the town as well as by workers at Covington Mills.

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On 10 July 1904 downtown Covington suffered its worst fire since that of 1883. This time the damage was to buildings on the square's west side, and the total loss of property was estimated at \$100,000. Three buildings were completely destroyed and other business owners suffered losses; thinking the fire would spread to their buildings several owners moved merchandise out into city park, and some of what was moved was damaged. But this proved to be the last major fire downtown, partly due to the fact that the city waterworks system was completed in 1909 and partly due to the prevalence of brick construction and the prior loss of the older wooden buildings.

Revised Sanborn Fire Insurance Maps were prepared for Covington in 1909, at which time the town's population had surpassed 2,500, and a number of physical changes are readily apparent. Now gone, the city electric plant, waterworks pumping station and Central of Georgia Railroad passenger and freight depot can be seen in very close proximity of one another at the end of Pace Street, north of downtown and outside of the district. On the square is the only remaining frame building in 1909, the Covington Hotel, at the northeast corner of Church Street and College Avenue. In fact, the buildings facing onto the square constituted the great majority of the brick structures standing in Covington at this time. Most other commercial buildings off the square, as well as virtually all residences, were of frame construction, though a number of industrial and institutional buildings such as the warehouses and oil mills of North Covington, several churches, and the city school were of brick.

Although the 1909 Sanborn Maps focus on commercial and industrial areas, Covington's residential development was continuing to expand. Areas to the east and south of downtown were substantially built up by 1909, while to the southwest, west and northwest neighborhoods occupied primarily by blacks were becoming substantial and continued to develop in the 1910s and 1920s. The closest of these to downtown was bounded by Hendricks Street on the north, Reynolds Street on the east, Ivy Street on the south, and South Emory Street on the west. This area became known as "Harristown" and had (and still has) as its focus New Hope Baptist Church at the intersection of Brown and Ivy Streets. Much of the land making up Harristown was originally owned by Sarah Flanagan and purchased in 1840 by John Harris, hence the neighborhood's name. The residence built by Harris on Monticello Road, known as Whitehall (photo #22), was later the home of N. S. Turner. West of Harristown, across Dried Indian Creek and on the south side of Washington Street, a second black neighborhood known as Sand Hill developed. Grace United Methodist Church is the dominant church in this area. The Washington Street School and Bethlehem Baptist Church are both in an area known as "Clark's Grove," named after the property formerly owned by William White Clark and located northwest of the intersection of Clark and West Streets. Further north again, in the vicinity of St. Paul A.M.E. Church and Stone Mountain and Corley Streets, a black neighborhood known as "Short Street" developed. A Sanborn Map from 1923 depicts portions of the "Clark's Grove" and "Short Street" neighborhoods. And on the east side of Emory Street and north of downtown, including the lot presently occupied by the U.S. Post Office, was Weaver's Corner, named for a former property owner in the area. Now gone, this was the neighborhood in which well-known black

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journalist Charlayne Hunter-Gault grew up in the late 1940s and 1950s, before becoming the one of the first two black students to enter the University of Georgia in 1961.

In 1911 an epidemic of malaria developed among Newton County residents in the vicinity of Jackson Lake, located in south Newton County. This event caused some economic distress for the entire county since many cotton farmers in the area were unable to harvest their crops that year. Jackson Lake had been constructed early in the year by Georgia Power Company to generate electricity. Shortly after the malaria outbreak, Georgia Power was indicted by a Newton County Grand Jury for neglecting to properly clear vegetation from the impoundment prior to flooding it. The belief was that the lake and available vegetation created an ideal environment for mosquito larvae. In any case, Georgia Power was never prosecuted. Many people moved from the Jackson Lake area, feeling that staying put them at serious risk of developing the disease. The results were that a significant amount of cotton went unharvested in the fall of 1911 and, more importantly, that many farmers died of malaria and that the majority of surviving families decided to move away from the area.

The decade of the 1910s saw few major events in Covington itself, although downtown sidewalks were paved in 1912. By this time the commercial district had been completely rebuilt from all the fires of the previous decades. Residential development continued, including substantial construction of homes in North Covington and the first of several subdivisions made along and off of Floyd Street between the 1910s and the late 1940s. In 1914 Charles Thompson subdivided a portion of the former Joseph S. Anderson property between Floyd and Conyers Streets just east of the Central of Georgia Railroad. The Eastern Heights subdivision developed by Thompson is distinguished by paired brick entrance pillars at three of its entrances (either end of South Elizabeth Street and Thompson Avenue at South Mill Street) and single pillars at the intersection of Floyd and South Mill). Perhaps the most distinctive of the residences constructed in this subdivision is the Thompson-Davidson House at 4120 Floyd Street, a combination of Mediterranean Revival and Prairie stylistic influences.

Decline, Depression and Recovery, 1920-1948

The malaria epidemic that developed in the Jackson Lake vicinity of south Newton County in a way foreshadowed events of the 1920s and 1930s. It was in 1919 that the boll weevil first entered Georgia, and for several years previous there were warnings of the destruction these pests would cause to the cotton crops. Nevertheless, few Newton County farmers took any serious precautions, and when the boll weevil reached Newton County in 1921 it was not long before damaging losses were felt. The number of cotton bales harvested in 1921 was only about a third of what had been recorded the previous year, and some farmers produced almost nothing. Many farmers and farm laborers in Newton County were forced to look for new employment, and the cotton mills at Covington and Porterdale took on some of those in search of work. Others left Newton County and Georgia altogether and migrated to industrial cities of the northeast and midwest. Several dozen

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former Newton County residents ended up in Detroit working in the expanding automobile manufacturing industry. In 1930 Covington's population stood at 3,203, the exact figure from the 1920 census. This lack of growth, following many decades of strong development, is ample evidence that the local economy was in distress. Four of Covington's five banks closed during the depression, and only the Bank of Covington was able to stay open. The Bank of Covington is still in operation today as Mainstreet Bank with the Fowler family still owning the company. Residential development in Covington virtually came to a halt in the 1920s, and today one observes few houses constructed in the Craftsman style that was popular in Georgia primarily from about 1910 to the mid-1930s.

While the agricultural depression of the 1920s was certainly felt in Covington, particularly by downtown merchants, advances were being made. A good example is that in November of 1924 an ordinance was passed by Covington's Mayor and Council calling for the beginning of street paving. Initially only the downtown square and the first block of each street leading away from the square were to be paved, as well as State Route 12, which came into town from the east on Speedway (now Newton Street) to North Anderson Avenue, then went south to Floyd Street and west to the downtown. Up to this time, as in most Georgia towns, travel within Covington was often hampered by muddy and/or rutted streets, and when the streets were dry they often produced much unwanted dust. Paved streets would end these problems and were seen as a sign of progress. But, the street-paving plan also called for removing many of the old oak trees along downtown sidewalks, a prospect that was highly unpopular with many Covingtonians. While Covington Mayor Aubery S. Hopkins received much of blame for the tree-cutting proposal, it was in fact the City Council that passed an ordinance condemning the trees. In any case, when the oaks were cut down at 5:00 on a summer morning, many residents were shocked when they woke up and discovered that the oaks were gone. It was not until the 1970s that the maple trees now seen in downtown Covington were put in place, so for nearly five decades the square was virtually barren. The Sanborn Maps from 1923 depict the downtown square and a portion of the Floyd Street vicinity.

The 1930s was the decade of the Great Depression, though Covington perhaps fared better than many Georgia towns because of the presence of two large mill communities in the vicinity. After showing no population growth during the 1920s, Covington grew to record a population of 3,900 in 1940. But relatively few new homes were constructed during the 1930s and the overall physical character of the town changed little.

The United States' entry into the Second World War at the end of 1941 meant that many men and women were brought into the war effort and rationing of numerous items was mandated. But the war also put an end to approximately two decades of depression, and when the war ended a boom of house construction occurred across the nation. There is certainly evidence of this in Covington, as large areas of post-war housing were developed northeast and southeast of downtown. These areas on the southwestern and northeastern edges of the district. In the northeastern section of the district the development reflects the post-World War II housing boom which continued through the early

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1950s. The areas further north and east of the district contain these houses built from 1949 and later.

Modern Period, 1948 to the Present

Over the past 50 years many significant changes have occurred in Covington. Some have been destructive, in that they have necessitated the removal of historic buildings or have involved construction on property previously undeveloped. The town has continued to grow, as has Newton County, with the population topping 5,000 in 1950 and increasing considerably to 8,167 by 1960. Covington's present population stands at approximately 13,000.

Newton County and City of Covington schools consolidated in 1947. A new high school was subsequently constructed on what was then known as Speedway Drive (Newton Drive today). The High School was constructed in 1949-1950. The first principal of Newton County High School was Homer F. Sharp and a twelve-grade program was initiated in the fall of 1950. Integration of the Newton County public schools began in 1950s, but it was not until the 1960s that the Newton County schools were fully integrated. The old Covington Public School building, originally the home of Georgia Methodist Female College and most recently used as a junior high school, was taken out of service in 1956 and demolished in 1958 to provide room for a new Covington Municipal Building.

The year 1952 brought a major change for all of Covington when U.S. Highway 278 was constructed just south of the Georgia Railroad. Though the route did not disrupt a great deal of significantly developed property it has resulted in important changes for Covington. For one, the highway is a definite barrier between the majority of the town on its south side and North Covington and Covington Mills to the northwest and northeast, respectively. A considerable amount of strip shopping development has become established along U.S. 278 over the years and provides strong competition for downtown businesses.

On 10 December 1963 directors of M. Lowenstein and Sons, Inc., announced that Covington Mills would be closed and equipment transferred to other Lowenstein synthetic plants in an effort to make the company more efficient. Lowenstein had acquired the company in 1955, and the announcement of its closing came as a surprise to all of Covington. It was certainly dispiriting news to mill workers and their families, especially during the Christmas season. With 450 employees, Covington Mills was in 1963 Newton County's second-largest employer, and after the announcement city and county officials quickly began working to attract a buyer for the plant. These efforts were not successful and the mill was demolished. The Covington Mill Village still survives and will be nominated to the National Register in the future.

The coming of Interstate 20 through Covington had one of the greatest impacts on Covington and Newton County. The interstate was completed during the mid-1960s and led to Covington and

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Newton County becoming a bedroom community for Atlanta. The Interstate also brought lots of industry to Covington including Hercules, C.R. Bard, Inc., Mobile Chemical, Bridgestone, and General Mills.

In addition to strong growth and economic prosperity, recent decades have brought increased interest in Covington's history and historic resources. The Newton County Historical Society authored a fine history of the county in 1988 and has been active in promoting historic preservation and the importance of appreciating history. The Covington Main Street program has been an important factor in improving the physical appearance and economic vitality of the downtown area and continues in these efforts. And many individual property owners in Covington have undertaken the restoration and preservation of their houses, including some of the town's finest antebellum homes but also many more recent and less grand residences.

9. Major Bibliographic References

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Section 9--Major Bibliographic References

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Williford, William B. *The Glory of Covington*. Second edition. Atlanta: Cherokee Publishing Company, 1988.

Previous documentation on file (NPS): () 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** Floyd Street Historic District and the Newton County Courthouse
- 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:** Newton County Historical Society

Georgia Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreage of Property

Approximately 700 acres (per acreage estimator).

UTM References

A)	Zone 17	Easting 234490	Northing 3721650
B)	Zone 17	Easting 236480	Northing 3721150
C)	Zone 17	Easting 235650	Northing 3719850
D)	Zone 17	Easting 234240	Northing 3719900

Verbal Boundary Description

The boundaries of the Covington Historic District are indicated on the attached tax map with a heavy black line, drawn to scale.

Boundary Justification

The boundaries include the intact, contiguous, historic resources in the City of Covington on the south side of Highway 278. The boundaries were drawn to include the largest number of contributing resources possible which relate to the physical development of Covington. The areas just outside the district on the south and east contain similar residential development, dating from 1949 through the mid-1950s, which is outside the period of significance. The areas to the west is mostly undeveloped land between the district and the Central of Georgia railroad tracks. The area to the north is mostly modern development related to Highway 278. Highway 278 also separates the historic areas of North Covington and Covington Mill Village from the Covington Historic District.

Although there are several areas which have a high number of noncontributing resources (south of the railroad tracks, east of Emory Street, along Washington, and west of the square), the Covington Historic District is so extraordinarily intact as a historic community these "problem" areas are minor when considering the town as a whole. For the most part, the noncontributing resources are of the same scale and massing, although nonhistoric, as the surrounding historic fabric. The development of some of the blocks between Emory Street and downtown have allowed for businesses, such as grocery stores, which have served to keep consumers in the downtown area therefore preserving the historic downtown by keeping it viable. Within the minority neighborhoods, the noncontributing resources are mostly compatible infill housing or altered buildings which have not jeopardized the development pattern or the integrity of feeling and association of the neighborhoods.

11. Form Prepared By

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(HPD form version 02-24-97)

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Photographs

Name of Property: Covington Historic District
City or Vicinity: Covington
County: Newton
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: September 1997

Description of Photograph(s):

- 1 of 96: Former United States Post Office, now the Porter Memorial Library, southwest corner of Monticello and Conyers Streets; Photographer facing southwest.
- 2 of 96: Dulaney Hotel on the left, looking up Monticello Street towards Courthouse; Photographer facing north.
- 3 of 96: Cohens store and pharmacy at the intersection of Washington and Hendricks Streets; Photographer facing northwest.
- 4 of 96: West Square (Monticello Street) commercial buildings around courthouse square; Photographer facing northwest.
- 5 of 96: Confederate Memorial in the center of the Courthouse Square Park ; Photographer facing south-southwest.
- 6 of 96: Newton County Courthouse; Photographer facing north-northwest.
- 7 of 96: Masonic Temple and North Square (Floyd Street) commercial buildings; Photographer facing northwest.
- 8 of 96: Bank of Covington Building (now Mainstreet Bank) on Clark Street; Photographer facing north-northwest.
- 9 of 96: Former newton County Jail; Photographer facing southwest.
- 10 of 96: Noncontributing Electric Company Building; Photographer facing north.

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- 11 of 96: Emory Street Bridge; Photographer facing northwest.
- 12 of 96: Railroad Trestle; Photographer facing northwest.
- 13 of 96: Emory Street Bridge; Photographer facing west.
- 14 of 96: West side of Emory Street, north of Corley Street; Photographer facing northwest.
- 15 of 96: West side of Emory Street, south of Usher Street; Photographer facing northwest.
- 16 of 96: Tri City Cleaners and Laundry at the corner of Brown and Usher Streets; Photographer facing northwest.
- 17 of 96: Former Service Station at the corner of Clark and Brown Streets; Photographer facing northwest.
- 18 of 96: Freestanding brick commercial buildings at the corner of Washington and Brown Streets; Photographer facing northwest.
- 19 of 96: West side of Monticello Street, north of Town Branch Court; Photographer facing northwest.
- 20 of 96: West side of Monticello Street, south of Church Street; Photographer facing northwest.
- 21 of 96: "Dixie Manor" on the corner of Pennington Street and Monticello Street; Photographer facing south.
- 22 of 96: West side of Monticello Street, south of Ivy Street; Photographer facing northwest.
- 23 of 96: Episcopal Church on Church Street; Photographer facing northwest.
- 24 of 96: West side of Monticello Street, south of South Street; Photographer facing northwest.
- 25 of 96: New Hope Baptist Church ; Photographer facing northeast.
- 26 of 96: West side of Brown Street, south of South Street; Photographer facing northwest.
- 27 of 96: West side of Hendricks Street, south of South Street; Photographer facing northwest.
- 28 of 96: West side of Brown Street, south of South Street; Photographer facing southwest.

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- 29 of 96: Southeast corner of Brown and South Streets; Photographer facing east-southeast.
- 30 of 96: East side of Emory Street, south of South Street; Photographer facing east-northeast.
- 31 of 96: West side of Lee Street, south of South Street; Photographer facing northwest.
- 32 of 96: Boarding House, Jefferson Inn on the west side of Lee Street; Photographer facing northwest.
- 33 of 96: Northwest corner of Washington and Emory Streets; Photographer facing northwest.
- 34 of 96: West View Cemetery; Photographer facing southwest.
- 35 of 96: West View Cemetery ; Photographer facing east-northeast.
- 36 of 96: North side of Washington Street, east of Carroll Street; Photographer facing east.
- 37 of 96: West side of Avery Street; Photographer facing northwest.
- 38 of 96: North side of Monticello Street, west of Carroll; Photographer facing northeast.
- 39 of 96: East side of Avery Street, south of Washington Street; Photographer facing southeast.
- 40 of 96: East side of Hill Street, north of Banks Street; Photographer facing north.
- 41 of 96: West side of Lackey Street, south of Walnut; Photographer facing south.
- 42 of 96: East side of Lackey Street, north of Banks Street; Photographer facing south-southeast.
- 43 of 96: East side of Hendrix Circle; Photographer facing northeast.
- 44 of 96: Southeast corner of Hendrix Circle and West Street ; Photographer facing southwest.
- 45 of 96: West side of West Street, south of Washington Street; Photographer facing northwest.
- 46 of 96: East side of West Street, north of Washington Street; Photographer facing northeast.
- 47 of 96: East side of Carroll Street, north of Washington Street; Photographer facing northeast.

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- 48 of 96: Corner of Clark Street and West Street; Photographer facing northwest.
- 49 of 96: East of Briscoe Street; Photographer facing northeast.
- 50 of 96: South side of Gold Street; Photographer facing west.
- 51 of 96: Northeast of corner of West Street and Stone Mountain Street; Photographer facing
- 52 of 96: St. Paul A.M.E. Church; Photographer facing northeast.
- 53 of 96: South side of Bohannon Street ; Photographer facing east.
- 54 of 96: First Presbyterian Street; Photographer facing west.
- 55 of 96: East Square commercial buildings; Photographer facing northeast.
- 56 of 96: South Square commercial buildings; Photographer facing west.
- 57 of 96: Courthouse Square Park and Confederate Memorial; Photographer facing east.
- 58 of 96: Covington First United Methodist Church; Photographer facing southwest.
- 59 of 96: East side of Church Street, south of Conyers Street; Photographer facing northeast.
- 60 of 96: East side of Church Street, north of Monticello Street; Photographer facing south.
- 61 of 96: City Cemetery; Photographer facing south.
- 62 of 96: Gymnasium, Recreation Center; Photographer facing southwest.
- 63 of 96: Northwest corner of Conyers and Oak Streets; Photographer facing west.
- 64 of 96: Former library, Covington Woman's Club; Photographer facing south.
- 65 of 96: North side of College Street, east of Elm Street; Photographer facing northeast.
- 66 of 96: Northeast corner of Elizabeth and Conyers Streets; Photographer facing north.
- 67 of 96: South side of Conyers Street, just west of the Central of Georgia Railroad line ;
Photographer facing south.

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Photographs

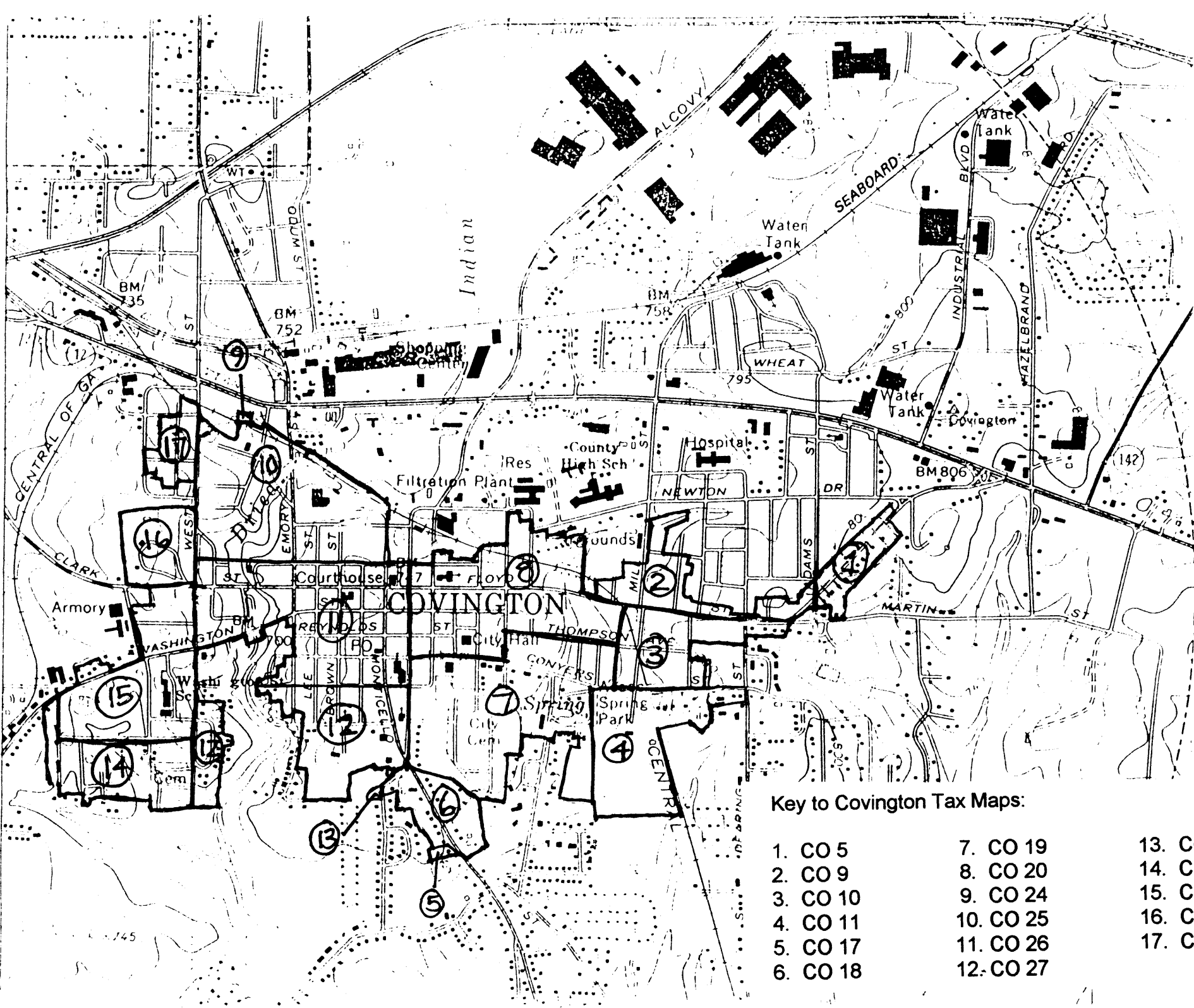
- 68 of 96: North side of Conyers Street, west of the Central of Georgia Railroad line.; Photographer facing west.
- 69 of 96: North side of Conyers Street, west of Legion Drive ; Photographer facing west-northwest.
- 70 of 96: Academy Springs Park; Photographer facing northwest.
- 71 of 96: American Legion Building; Photographer facing west.
- 72 of 96: Southwest corner of Conyers and East Streets; Photographer facing west-southwest.
- 73 of 96: North side of Floyd Street, north of Adams Street; Photographer facing west-southwest.
- 74 of 96: South side of Floyd Street, north of Adams Street; Photographer facing northeast.
- 75 of 96: Thrift Oil Company, north side of Floyd Street, north of Adams Street; Photographer facing north-northwest.
- 76 of 96: Looking north on Floyd Street, Pure Oil Station in the distance; Photographer facing northeast.
- 77 of 96: North side of Floyd Street, west of Dearing Street; Photographer facing west.
- 78 of 96: Southwest corner of Floyd and Elizabeth Streets; Photographer facing southwest.
- 79 of 96: Looking west on Thompson Street, west of the Central of Georgia Railroad line; Photographer facing west.
- 80 of 96: North side of Floyd Street, west of Anderson Street; Photographer facing east-northeast.
- 81 of 96: Northeast corner Floyd and Anderson Streets; Photographer facing northeast.
- 82 of 96: West side of Anderson Street, north of the Central of Georgia Railroad line; Photographer facing northwest.
- 83 of 96: South side of Hicks Street, west of Anderson Street; Photographer facing southeast.
- 84 of 96: First Baptist Church; Photographer facing east-northeast.

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- 85 of 96: North side of Floyd Street, east of Elm Street; Photographer facing northeast.
- 86 of 96: North side of Floyd, east of East Street; Photographer facing north.
- 87 of 96: Looking north on Sockwell Avenue; Photographer facing north.
- 88 of 96: East side of Mill Street, north of Floyd Street; Photographer facing northeast.
- 89 of 96: North side of Floyd Street, east of Anderson Street; Photographer facing north.
- 90 of 96: North side of Floyd Street, east of Anderson Street ; Photographer facing northwest.
- 91 of 96: North side of Floyd Street, west of the Central of Georgia Railroad line ; Photographer facing east-northeast.
- 92 of 96: North side of Floyd Street, west of Mill Street; Photographer facing northeast.
- 93 of 96: East side of East Street, north of the Central of Georgia Railroad line ; Photographer facing northeast.
- 94 of 96: West side of Middlebrooks Street, north of Floyd Street ; Photographer facing southwest.
- 95 of 96: Elizabeth Street, south of Floyd Street; Photographer facing north.
- 96 of 96: East side of Anderson Street, north of Conyers Street; Photographer facing northeast.



Key to Covington Tax Maps:

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| 1. CO 5 | 7. CO 19 | 13. CO 28 |
| 2. CO 9 | 8. CO 20 | 14. CO 34 |
| 3. CO 10 | 9. CO 24 | 15. CO 35 |
| 4. CO 11 | 10. CO 25 | 16. CO 36 |
| 5. CO 17 | 11. CO 26 | 17. CO 37 |
| 6. CO 18 | 12. CO 27 | |