



HOUSE ROCK.

## Notes on Danville

By a Native.

Danville, Virginia, the largest market in the world for the sale of loose leaf tobacco as it comes from the grower, and for the sale of bright tobaccos, and the seat of very important and growing cotton manufacture, is the youngest city in the Commonwealth, excepting only Roanoke and Newport News, which have grown up in the past two decades. It is situated in Pittsylvania County, on the south side of Dan River, about four miles from the North Carolina line, where four railroads of the Southern Railway system converge; it is distant 80 miles from the

Blue Ridge mountains, 200 miles from the sea, and is 240 miles by rail south of Washington. With its suburbs it has a population of over 20,000, which is increasing. In beauty, in municipal betterments, in the wealth, intelligence, industry, and business sagacity of its people, it is ahead of most communities of its class and section and has won its sobriquet of "The Gamest Little City in the South."

While not historic in the sense of having been the theatre of events blazoned upon the pages of the historian, or of having certain memories so thickly clustered about her name as have the older cities of Virginia, yet Danville has a past well worth reviewing and of peculiar interest, of course, to the citizens who are so proud of her present and confident of her future.

The earliest literary mention of the region where Danville now sits enthroned as mart and natural capital, is to be found in (or rather absorbing) what are known as "The Westover Manuscripts," which lay practically hid from the world for more than a century after they were penned, were first published in 1841, and only just now are losing their character as pabulum for the antiquary or bibliophile alone. They are called "The Westover Manuscripts" because they were preserved as a sort of intimate heir-loom at the splendid Westover estate on James River, so noted in Virginia history, where lived their author, William Byrd the younger, founder of Richmond and Petersburg—a grandee of the Colony of Virginia if ever it had one!

But these writings are not upon lordly "Westover," or other storied parts, but are journals of travel (from 1728 to 1733) wherein are chiefly dissertations, descriptions, laudations, and explorations of "our ain countree"—the hills, vales, meadows, and reaches of the Dan and its tributaries, not omitting from the last even "Punkin" Creek, which the author praised and near which he ate buffalo and bear, killed on the ground, and was mightily frightened at the trail of Indians, like Crusoe over Friday's foot-print!

These Manuscripts, containing "A History of the Dividing Line" (which Byrd ran between North Carolina and Virginia in 1728) and "A Journey to the Land of Eden," which was about 6 miles above our "House Rock," constitute a Virginia classic which should be read of all men in this Danville section; and a sense of proportion or something like *amour propre* would demand that our boys and girls in their school reading turn for a moment from the equestrian feats of Israel Putnam and Paul Revere and the peregrinations of Roger Williams to the rides and perambulations of William Byrd "here at home," being assured that New England printing-presses will not let the former admirable subjects be entirely forgotten.

The name "Danville" is not uncommon. There are 25 or more Danvilles in the United States. Next in population to our Danville comes that of Illinois, then that of Pennsylvania. Many of the others are very small places. Danville, Virginia, however, takes its name from the river Dan, and not in honor of any person with the given name of Daniel, as is the case with the others, and our river was named by William Byrd (or his party) on Oct. 10, 1728, while running the dividing line between North Carolina and Virginia. Says he, in his "History of the Dividing Line:"



"A small distance from our camp we came across a pleasant stream of water called Cocquade creek, and something more than a mile from thence our line intersected the south branch of Roanoke river the first time, which we called the Dan."

*Why* did "we" call it the Dan? We are left to conjecture. That it was not so called for any man, is fairly certain from all the internal evidences. There was no Dan in his party. In the cases of the many other streams named by Byrd in honor of persons, he gives the explanation, where the matter was not obvious; for the compliment would be otherwise lost. It is most probable that the name was suggested by that Dan of the Scriptures which was a famous and proverbial boundary point—the northernmost of Canaan, at the source of a branch of the Jordan. Byrd's "dividing line" was about to cross the river. The old fellow was trying to make those North Carolinians "shin on their own side," as our boys say, and here was their Dan, a natural, distinctive, northern boundary point, marked by the first river he had met "beyond christendom," as the North Carolina Commissioners deemed it when they left him, shortly before this, to go his way alone. Byrd's narrative, too, abounds in allusions to Scriptural geography and story, showing his mood. What more natural, in fixing limits, than to think of those traditional ones, Dan and Beersheba? His name for our river may have seemed to him self-explanatory.

William Byrd by his work not only opened up all this country of ours, and became its literary foster-father, but he also seems to have been fascinated by the stream which is so intimately connected with Danville. He calls it at first sight "this charming river," "exceedingly beautiful," and close to the site of Danville, at his second crossing, it is "a beautiful stream, rolling down its limpid and murmuring waters among the rocks." The Dan does have a charm of its own equal to that of the Shenandoah. Would that Byrd could have visited its Pinnacles and the "Saw-teeth"! And these waters, too, which pass us here are those that first felt the rhythmic dip of the Englishman's oar—long before the James or Hudson were known; for Grenville's expedition explored the Roanoke in 1584. Even when the master of Westover was high up on our river in 1728 he did not know where James River rose, or whether it came through the mountains, although he was further west, up the Dan, than where it does cut through them!

There is a local belief that the Indian name for the Dan was Morotock, but Byrd seems to contradict this; for he says that the Indians called that part of the Roanoke which lies between the great falls and the sound "Moratuck," which it may be supposed was some additional descriptive term not cancelling the river's name of Roanoke. The great falls of the Roanoke are 50 miles or more below Clarksville. Judging from Byrd, the Indians considered and called our river the Roanoke.

Byrd thus describes our immediate neighborhood, the big "horseshoe" of the Dan, in which our city stands: "We breathed all the way in pure air, which seemed friendly to the lungs, and circulated the blood and spirits very briskly. Happy will be the people destined for so wholesome a situation, where they may live to fulness of days, and which is much better still, with much content and gaiety of heart. \* \* \* The ground was uneven, rising into hills and sinking into valleys great part of the way, but the soil was good."

There is an historic spot south of the city about three miles from Walters' Mill. We can locate it from Byrd's manuscripts and his reference to "Cliff," now Hogan's, Creek. It is on the river's brink. It is the scene of the first coming of the white man into these wilds. Here Byrd found cut on a beech tree the following :

"J. H., H. H., B. B. lay here 24th of May, 1673."

And since John Hatcher, Henry Hatcher, and Benjamin Bullington were known, back in the settlements, to have been famous woodsmen and the first traders with the Sauro Indians, who had a town about 15 miles up the river from Danville, the names were easily supplied. Coming as it does from Byrd, the historical evidence is perfect. Here is the earliest recorded visit, at least, of white men—and it is safe to say the very first. 1673! That was before Bacon's Rebellion, Charles II was king, and many people who had talked with Shakspeare were still living! The walking up the Dan is not what it used to be!

There was no Danville in the Revolution. And Guilford Court House was the nearest battle-ground. But the Dan and its boatmen were real factors in the struggle. The swollen waters of the first, and the strong arms of the second, on Feb. 14, 1781, saved Greene's great retreat before Cornwallis through North Carolina. Had not the Dan thus interposed, the battle of Guilford Court House could not have been fought a month later; and but for that battle the plan of campaign would not have changed on both sides, thus bringing Cornwallis into the trap at Yorktown. The Americans, however, in this retreat, did not cross the Dan at Dix's Ferry (about 3½ miles down-stream from Danville), as the local story goes. But if our people are mistaken about this, so was Cornwallis; for the patriots made him think they were bound for Dix's and fooled him nearly to the last. He was keeping them below the fords (and one was here) and thought there were not enough boats for them at any ferry. Greene sent ahead, got all the boats from Dix's and some other ferries, massed them at Boyd's or Irwin's ferries much lower down, and kept a rear guard far behind him which practiced the strategy as to the army's destination. When it was discovered, Greene was safe over the Dan and the river rising. "Light Horse Harry" Lee was in this race for the protecting Dan. The same defensive water-line was the goal of his greater son's greater retreat which ended at Appomattox.



The earliest settlers in Pittsylvania County came about 1746, but the county was then a part of Halifax, being cut off therefrom in 1766-67, and running at first to the mountains.

The site of Danville was determined by the good ford of the Dan which was just above the city's present iron bridge, and on a highway, whose trend it had also controlled. Freshes in the river, detaining traders and travelers, finally caused the erection of the first building—a log-house tavern—probably with store and smithy features; and this structure, according to the best evidence obtainable, stood on ground where the Bank of Danville now stands—at the corner of North Market and Main streets. The ford was just below the rocky bed forming falls in the river, and the tiny hamlet that gradually grew up was called Winn's Ford, and more generally, Winn's Falls. In the records this name is spelled "Winn's Falls," "Wynn's Falls," and also "Wynne's Falls,"—a variation which does not mean that the people at The Ford were giving themselves airs as they progressed, as it would mean to-day, but is due rather to the "wabbly" orthography of the times. Indeed, some of the good clerks of record seem to have reasoned that, as there is "no rule for proper names," *common* nouns need not be so set-up with themselves when an honest body handles them.

It is an odd fact that the General Assembly of *Virginia*, by legislative act, established Danville, *Kentucky*, some time before it did Danville, *Virginia*. In those days, be it remembered, our Legislature was establishing ferries on the Ohio and giving its customary care to the Plankatank River in the same breath!

Lynchburg, Chatham, Martinsville, and Milton, all ante-date Danville.

The year of the founding of Danville has been inaccurately given in several sketches of the city heretofore published. The exact date of its establishment was Nov. 23, 1793, when the General Assembly enacted:

"That twenty-five acres of land, the property of John Barnett, adjoining Winn's Falls, on the south side of Dan river, in the county of Pittsylvania, shall be, and they are hereby vested in Thomas Tunstall, Matthew Clay, William Harrison, John Wilson, Thomas Fearne, George Adams, Thomas Worsham, Robert Payne, James Dix, John Southerland [Sutherlin], John Call, and Thomas Smith, gentlemen, trustees, to be by them, or a majority of them, laid off into lots of half an acre each, with convenient streets, and established a town, by the name of Danville."

The men whose names are here given may be said to be the founders of Danville—"the fathers of the village." Several of these names are borne or represented by our citizens of to-day.

In the same Act with Danville, three other towns were started. They were Browns-

burg, in Rockbridge; Marysville, in Campbell; and Philipsburg, in King William. That was the "bunch" that got off in the race together!

The Act founding Danville is like scores of other acts founding towns in Virginia. The trustees of Danville were to sell the lots at public auction, after advertising the same for two months in the Virginia Gazette, the condition of each sale being that the purchaser should, within five years, build "a dwelling house 16 feet square at least, with a brick or stone chimney." The proceeds of the sales were to go to John Barnett or his representatives, and the purchasers, after fulfilling the conditions, were to have "the same rights, privileges and immunities which the freeholders and inhabitants of other towns, not incorporated, hold and enjoy." If any purchaser failed as to the conditions, the trustees were empowered to re-sell and apply the money for the benefit of the town. They also had power to settle boundary disputes, make rules for regular building, and to perpetuate their body by filling vacancies therein. County government still prevailed.

John Barnett's town was essentially a "string-town." It was laid out to hug the old highway known as the "Salisbury Road," and was, practically, a tier of half-acre lots extending on each side of Main street, from what is now Craghead street, to a point nearly as high up as the present Jefferson street. What a joke it seems to contemplate our beautiful main thoroughfare merely as the road to the distant little town of Salisbury in North Carolina! But the city's growth to-day is still taking that meandering old route to Salisbury.

The aforementioned trustees offered "Danville" to the public by auction on May 4, 1795, and there were numerous sales of the 50 lots. Some of the Danvillians who "got in on the ground floor" in the Southwest Virginia "boom" during the last decade of the 19th century may be interested in real estate details of the close of the 18th, especially as Danville "dirt" is the subject. By the aid of musty records we get glimpses of the aforesaid auction sale, as follows: Thomas Barnett bought lots Nos. 1 and 19 and paid for them "25 pounds current money of Virginia." No. 1 was ground at the intersection of Craghead and Main streets, and No. 19 was ground on which the building lately occupied by the Oronoco Club stands. James Colquhoun paid 22 pounds for lot No. 6. This half-acre was on the north side of Main, near the present Market street. To Halcott Townes went No. 15 (opposite the Post-office) and Nos. 34 and 36 (south side of Main between Ridge and Jefferson), all for 28 pounds. The prices, estimated from these specimen figures, were undoubtedly good, when we remember that the leading industry of Danville was the falling of the water over the rocks at Winn's Falls.

For some years after its founding Danville was, of course, merely a promising hamlet with a few families for its population. An "inspection of tobacco," as it was called, had been



established by the General Assembly when it established the place in 1793, so that the locality was not only Danville, but, in the legal tobacco parlance of the time, "Danville Warehouse"—nomenclature as full of significance in Virginia as "Court House." The inspectors were required to put on record at court an annual report. Below follows the first of all our Danville "Tobacco Reports." It is taken from the records now at Chatham and is reproduced just as the clerk wrote it out, without any meddlesome or officious editing on the part of the present writer:

A List of Tobacco received at Danville Warehouse  
from October 1797 till September 1798 one hundred and ninety fore Hhde and remain 34 in Warehouse and 2116 pounds of Transfer Tobacco

John Sutherlin &

John Dix, Inspectors

September the 17th, 1798

Danville could boast a post-office in 1800. An academy was erected in 1804. And though as late as 1820 the population was probably under 400, still the commercial and other importance of the village cannot be altogether gauged by that. There was no church organized in Danville until 1827, when Rev. W. S. Plumer, afterwards the noted preacher, then a missionary in this section, organized a Presbyterian congregation, which shortly afterwards erected the first church building, on the site of the present First Presbyterian Church.

The first great impetus which the village of Danville received was imparted by the rise of the Roanoke Navigation Company—a corporation whose history runs through the statute books of North Carolina and Virginia from 1812 till 1818 and later. Its purpose was to make the upper reaches of the Roanoke River and its branches, the Staunton and Dan, a practicable water-way for bateaux by improving channels or making new ones. The tobacco fields of the earlier Colonial days had shifted to the great area drained by the Roanoke, where the plant seemed to find its most congenial habitat. This, "The Bright Tobacco Belt," was a land of promise, no longer the frontier, and it was designed that the Roanoke should do for this region what the James had done for the upper country. The improvements were to extend from Halifax and Weldon in North Carolina, through Virginia, and on to Madison and Danbury in North Carolina, thus better opening up territory 200 miles or more in length. With certain exclusive rights and state aid, this company accomplished most of its projected physical developments, was a factor in the upbuilding of this section, and would doubtless have maintained its success but for the arrival of the era of railroad building, which banished from the thoughts of the American people inland water-ways and even road-making. The company built a canal around the falls at Danville, the same that is now used by the cotton mills on the south side of the

river, and when Danville, in the progress of the company's work, became the head of its navigation, and during the decade of 1825-35, great prosperity came to the village; and before and after that period there was an influx of most desirable settlers. Those were "boom" times indeed, when ground on our Main street, at that early day, sold for \$100 per front foot. The reminiscence of an old citizen has been published to the effect that one piece of Main street realty was sold for \$10,000 during this period. And yet we find from another indubitable source that in 1829 there were in Danville, and close by, only 58 structures, all told, 4 of which were of brick. (These brick buildings were "Pannill's Folly," midway on Main street; Paxton's "Red Castle," on the site of Hotel Burton; the Male Academy, near the Old Cemetery, and a small residence where the court-house now is.)

For 30 years, we may say, this Roanoke Navigation Company, with its large carrying trade up stream and down, played an important part in the history of Danville. Not without its glamour of romance, too, and picturesque setting, is this time—our "Venetian era" it might be called with a little stretch. The negro boatmen of the Dan were a distinct class. Brawny as the traditional smith, ebon Ancient Mariners in temperament, we may recall or picture them as they plied their great poles, sometimes walking the length of their long barges, which they propelled with a stately gondola-like motion; and oft with the thump and grinding of the pole in shining shallows they could be heard afar in quaint, gay song or serious chant, as the mood followed the work, the deep melodious voices of their race raising an echo from those banks—fretted with many a curve, castellated with hills, and embowered in beech, willow, sycamore and laurel, "with vines married to them"—which had so charmed Byrd and his men a century before.

An act to incorporate the Town of Danville was passed by the General Assembly Feb. 17, 1830. It made it "lawful" for the "free-holders and house-keepers" to elect a "common-hall" (or council). But the town did not immediately avail itself of its new privileges; for on Feb. 14, 1833, this first charter was revived in a new act, which also considerably extended the limits of the original town. Proceeding under this last act, the free-holders and house-keepers assembled on May 22, 1833, at the Bell Tavern (which was on the site of the building occupied until lately by the Oronoco Club) and voted *viva voce* for "twelve fit and able men" to be their commonalty, the following citizens being elected: William R. Chaplin, George Townes, James Lanier, Nathaniel T. Green, Thomas Rawlins, John Dickinson, George W. Johnson, Robert Ross, Robert W. Williams, B. W. S. Cabell, John McAlister, and George Craghead.

George Townes declined election, and William R. Chaplin resigned in a few days, and E. I. Collier and Major A. Price were elected by the voters in their stead. The common-hall,



on the day of its election, met and chose the town officers for one year, from its own body, as the charter required, save in the case of sergeant and treasurer.

Those chosen were : Mayor, James Lanier ; Recorder, George W. Johnson ; Aldermen : Thomas Rawlins, John Dickinson, Robert W. Williams, John McAlister ; Common Councilmen : Nathaniel T. Green, B. W. S. Cabell, Robert Ross, George Craghead, Major A. Price ; Sergeant, Allen Jones ; Treasurer, John C. Cabiness (the last two officers were not chosen at the first meeting).

At the second meeting of the common-hall, Mayor Lanier, in assuming his office, read an address, admirable in tone, which is still preserved in the city's records. Said he : " We should have a sacred regard for the rights of the individual citizen, and not permit ourselves, by nice and subtle refinements on the interests of society and the general welfare, to trench too much upon those great fundamental principles of civil polity which have been so happily made the basis of all legislation in every free community."

Thus, and under such auspices, began municipal government in Danville thirty-nine and a half years, to the day, after its founding.

The charter granted the usual powers of town government, and the tax levy was limited to "five per centum on the yearly rent or value of property." Some of the first town laws enable us to realize the times. The very first ordinance forbade obstruction of the streets and walk-ways or "throwing dirt or wood" upon them. "Cow-pens and pig-stys" were prohibited "on the front part of any lot." Carpenters and cabinet-makers were required to remove all shavings from their shops and door-ways every night. Other *mala prohibita* were "throwing stones, sticks, or snow-balls"; "building fires in the streets without consent of two members of the common-hall"; using a stove without connecting its pipe with a chimney; and making any "unusual or hideous noise" by night. For fire protection, "every free white person" was required to provide a strong ladder to reach to the eaves of his house. The police system was a patrol of citizens, whose service was compulsory. With a feeling of amusement we may now read the ordinances of primitive Danville, but they show the great good sense of their framers.

In the financial panic which visited the whole country in 1837, Danville suffered severely and was long in recovering from the blow. It is said that the piece of realty formerly mentioned as selling for \$10,000 now sold for \$500.

But a second great impulse toward prosperity came with the building of the Richmond and Danville Railroad, the charter for which was granted March 9, 1847. When Whitmel P. Tunstall, who may be called the author and finisher of this work, conceived the idea of a railroad from Virginia's capital to little Danville, he was in many quarters regarded as a vain dreamer. He was a lawyer by profession, a native of Pittsylvania County, but closely identified with the

town, where he also for a time lived ; and while a member of the General Assembly, against fierce opposition within and without, he secured the charter for the Richmond and Danville Railroad Company by his persuasive eloquence, logic, and tact. He had to combat such hostile forces as the Roanoke Navigation Company, which wanted no competitor ; the Doubting Thomases, and the brilliant and vitriolic John M. Daniel, of the Richmond *Examiner*, which once caricatured him as a man lifting himself by his boot-straps.

After his legislative victory, which carried with it contingent State aid, Mr. Tunstall won others as great in securing large subscriptions from many counties and from the town of Danville, whose enterprising citizens splendidly supported him. He was the first president of the Richmond and Danville Railroad Company, and saw all his hopes realized or assured and his fine judgment confirmed by great success ; but he did not live to see the entry of the first railway train into Danville on June 19, 1856. Around his achievement has gathered the Southern Railway system, one of the largest in the land to-day. Tunstall, as a man of affairs, a gifted orator, and a lover and server of his home section, will never be forgotten, but Danville still owes him some memorial. The city's park (now very unworthily known as "Reservoir Park"), situated in the county district called Tunstall, in his honor, might most appropriately be given his name. The work in which he led gave Danville its first real importance in the eyes of the outside world.

Some historical writers on Virginia have thought that "a true history of tobacco would be the history of English and American liberty." As a corollary, we may say that a history of the modern tobacco trade would include a history of Danville.

In 1858, on the establishment of Neal's Warehouse, with its new system of selling tobacco in open, loose piles on a great floor, Danville's greater fame and growth as a tobacco market began. The manufacture of tobacco in the town was then and long afterwards its leading industry, but the Colonial warehouse system of selling stored "hogshead tobacco" by sample had fallen into disuse in the community, and the raw material was secured directly from the grower at his barn or bought from wagons on the street like other farm products at a country market.

The idea (said to have been suggested by Dr. J. B. Stovall, of Halifax County) which Mr. Thomas D. Neal, an old resident and tobacconist of the town, first put into practice was one of those which, though they seem simple enough to our "hind-sights," work revolutions in commerce and elsewhere. His method at his warehouse, which stood on the north side of Patton street, near its corner with Union, proved far more satisfactory to grower and buyer than any former one, and soon practically supplanted all others in the whole Virginia and Carolina tobacco regions. The buyer saw for himself what he was buying, and misunderstand-



ings and disputes were ended. The bidders were all brought into one convenient arena and fair competition at the same time, and all the forces which go to make a *market*, instead of a mere scattered field of supply, were stimulated. The new system quickly caused other similar warehouses to spring up, drawing more and more trade, prestige, and distant buyers to the town, and undoubtedly marks a great epoch in the commercial history of Danville as well as of the wide territory to which it afterwards extended. The musical note of the long horns summoning buyers to "The Sales," then and now the event of each day, is no longer heard in the town grown into a city, but the excited babel of the auctioneer's fog-horn voice and the golden, fragrant leaf, in ever increasing volume, are with us still, "gaily to bourgeon and broadly to grow."

The period of the Civil War did not, of course, conduce to the growth of Danville, though she was without the sphere of actual conflict, becoming, for one week, at the end, the seat of the Confederacy's government and the goal of its greatest army, never to be reached.

When hostilities began in 1861, two infantry companies from the town took the field and served well under changing command, namely, the "Danville Blues," under Captain William P. Graves, and the "Danville Grays," under Captain Thomas D. Claiborne—Companies A and B, respectively, of the 18th Va. Regiment (that of Robert E. Withers and George C. Cabell, afterwards Senator and Representative, respectively, in Congress). Shumaker's (afterwards George R. Wooding's) battery of artillery and Mebane's (afterwards Wilson's and Berryman Green's) troop of cavalry, are also on the local roll of war honors.

The fight at Staunton Bridge in 1864 was the engagement nearest to Danville, and entrenchments thrown up about that time around the town are the only physical scars of war which she bore; one of these is still to be seen in the neighborhood now known as Baugh's Hill. In several tobacco factories a large prison for Federal soldiers was maintained, and an attempted but frustrated escape of prisoners from the old Holland factory (lately at the corner of Union and Spring streets) was one of the exciting episodes towards the close of the war.

Just as Appomattox is accepted as the end of the struggle, so Danville, after the fall of Richmond, was "The Last Capital of the Confederacy." The stay of President Davis and his cabinet, with the departments, was from 5 P. M., Monday, April 3, until 11 P. M., Monday, April 10, 1865.

Mr. Davis, with others of his official family, was domiciled at the hospitable home of Major William T. Sutherlin—still a familiar and beautiful landmark. An old academy building, now torn down, midway of Wilson street, was used for the executive offices. Here the President received the news of Lee's surrender, unofficially, though who had the sad distinction of being first bearer of it, is not now clearly ascertainable from written or oral testimony. Captain W. P. Graves, of Danville, acting as courier, was an early one, if not the first.

Mr. Davis, in his "Rise and Fall of the Confederate Government," pauses in his voluminous and weighty narrative to pay a tribute to the patriotic people of Danville, and those "last days" have been mentioned in many books and published reminiscences. Though they linked to Danville memories of world-wide interest, they were days of suspense and sorrow, through which, nevertheless, the city nobly bore her part.

On April 27, 1865, Danville was entered by Wright's 6th Corps, U. S. Army, and occupied thereafter for some weeks.

For some time prior to, and during the year, 1883, Danville passed through a painful period of her history, culminating in the so-called Danville Riot. The "Readjuster" political organization had coalesced with the negro party in Virginia, and, under the leadership of Senator Mahone, and in the "black belt" of population, where Danville lay, had put black heels upon white necks. The saturnalian features of Reconstruction were reproduced in the town through negro municipal officers and their white allies, and consequently the relations of the two races, perfectly kindly and harmonious before and since, were strained, and the control of public affairs became ruinous and demoralizing. A new legislature, able to change all this, was to be chosen on Nov. 6, 1883. The long-suffering white citizens of Danville issued a cry for help to their voting brethren of the Valley and the Southwest in that powerful arraignment and appeal known as the "Danville Circular," which, signed by leading citizens and verified by quick-following events, rang like a tocsin throughout the State and worked its deliverance. This publication pictured and analyzed "coalition rule" in Danville with a moving and "mighty line," and came from the pen and heart of her devoted citizen, A. M. Aiken. It went out by the thousand all over the State. The deadly thrust so angered the Coalitionists that some of them, in weak attempted rebuttal, made incendiary speeches in the town, which so inflamed their ignorant negro followers, that on Saturday, Nov. 3, their attitude was most aggressive and threatening, and in the afternoon a collision between a white citizen and a negro was the accidental spark which exploded a mine. The two races, as represented on the crowded Main street, "took sides," the whites being greatly outnumbered, and in the end fired on each other. The blacks vanished sooner than the smoke of their opponents' volley. Four negroes, certainly, received mortal wounds. Two whites were seriously wounded, but recovered.

Certain partisan newspapers proclaimed this affray as the "Danville Massacre" and a political plot, and some months later, at the approach of a Presidential election, a committee of the United States Senate officiously investigated it for weeks and pigeon-holed its report after the campaign. Senator Vance, of North Carolina, earned lasting gratitude from Danville by repelling the calumny and exposing its motive. There was truly no politics in this affair, but



salutary political results did follow it and flow from it. "Coalition rule" fell at the election three days afterwards.

Danville was granted a city charter Feb. 17, 1890, when its population was over 10,000. A Corporation Court was established as early as 1870, whose judges, in their order, have been H. W. Flournoy, A. M. Aiken, J. D. Blackwell, and A. M. Aiken (incumbent).

Before it became a city by legislation Danville had subscribed upwards of half a million dollars to her various railroads. That which was built westward into Henry and Patrick counties was peculiarly a local enterprise, if for no other reason than that the late William T. Sutherlin, Danville's "grand old man" (with a head and face that was a composite of Salisbury's and Blaine's) whom no one ever outmatched in debate or enterprise, was the father of it, as he was of many other good things that came Danville's way.

The last great marked period in Danville's life was that which ushered in the manufacture of cotton. In 1829 a company was formed in the town to manufacture that staple, which, by the way, is remembered to have been grown in fields now in the city limits, but the results are negligible in these notes.

Yarns were first manufactured by the Gerst brothers in 1881; and on July 27, 1882, the charter of the Riverside Cotton Mills was granted to their founders, T. B. Fitzgerald, B. F. Jefferson, J. H. Schoolfield, H. W. Cole, J. E. Schoolfield and R. A. Schoolfield. About the same time C. G. Holland and F. X. Burton inaugurated their Morotock Mills. The latter were sold to the former in 1890, and these have now expanded into seven great connected plants, where nearly 70,000 spindles are operated. This \$2,000,000 enterprise has come from a home capitalization of \$75,000 in the beginning and has proved the most brilliant financial success to be recorded in the annals of Danville.

Much of the growth and population of Danville was long lost, in name at least, by the rise of one of its suburbs, on the north side of the Dan, which grew into the town of North Danville after the war between the States, and was finally chartered as Neapolis. By popular vote of both communities, however, Neapolis was annexed to Danville July 1st, 1896, adding 5,000 or more to its population.

Nor has Danville developed into a city in name only. Her improvements such as sewerage, gas and electric plants, water supply, and streets, all strictly modern, are more than creditable to her, and are monuments to her city engineer, Captain C. A. Ballou, who, since 1874, has been the real designer and superintendent of them all, with a record of unquestioned faithfulness and arduous service such as few public officials can point to. Under his guidance Danville was one of the first American municipalities to put into operation municipal ownership of water and gas works.

No attempt will be made in these notes to marshal before the reader every industry or institution of the city of Danville as it exists to-day. The overshadowing industries are tobacco sales and the manufacture of cotton fabrics, the last of which has been already mentioned. For 15 years past the exporting of unmanufactured tobacco to all parts of the world has been a great business. The exporting trade, like the manufacturing, has been influenced and modified by the coming of such a great corporation as the American Tobacco Company (under its various names and branches), but the city's prestige as the greatest market in the world for the loose leaf and the bright leaf is ever waxing, and the aforementioned company is not only the leading buyer upon the warehouse floors, but maintains three very large establishments (two but recently completed) for the storage and rehandling of its stocks, and also conducts a large manufactory of "all tobacco" cigarettes—the four establishments being splendidly housed in mammoth brick structures.

The city has nine large warehouses in use in the sale of the loose leaf. The aggregated sales at these warehouses yearly are always close to, or reach, 50,000,000 pounds, and 10,000,000 more are probably handled yearly in Danville without passing through the warehouses.

"Bright and brightening" is the outlook for cotton manufacture.

The Dan River Power and Manufacturing Company, which, by virtue of its origin and control, may be called an expansion of the Riverside Cotton Mills, is now developing the great water-power of the Dan at a point about two miles above the city's limits. A great dam is being constructed, nearly 1,200 feet long, 25 to 36 feet high, and 37 feet thick at the base, which will impound the waters into a lake covering 500 or 600 acres. The power developed will be electrically transmitted to new cotton factories near the city's park. These improvements involve an investment of probably two and a half million dollars, and the productive capacity will be greater by twenty per cent. than that of the plants now here. Many hundred acres of land on both sides of the Dan and close to the city have been acquired, and a population of five or six thousand souls—operatives and their families, will soon be settled at convenient points thereon.

There is another large water-power a mile down-stream from Danville, the early development of which is manifest destiny.

Manufactures of knitted goods and of furniture have started in well in the city and are most promising.

Danville's educational progress is not behind its industrial. There are two flourishing colleges for young women, a well known Military Institute, an excellent Business College, and five public schools with 2,618 pupils.

There is also a noble charity in the Danville Orphanage, the gift of whose building, from T. B. Fitzgerald, is the city's most notable public donation.



A new city hospital is now building, supplanting a charity long maintained by noble women, which has been made possible by subscriptions from the public and a few large contributions from liberal citizens and business and fraternal organizations.

The House Rock Country Club is one of the great factors in the social enjoyments of Danville.

The electric street railway system of the city, with its 5 miles of track, is an excellent one.

The churches of Danville have edifices which are all creditable and some of which are very handsome. They abound in good works and dwell together in a unity so remarkable that it has often been pronounced a distinguishing characteristic of the place. Their influence is great, and Danville is, in an unusual degree, a church-going city.

To Danville belongs the distinction of being the starting-point of the movement resulting in the Virginia Constitutional Convention of 1901-1902. From Judge Berryman Green, one of the older members of the city's bar, to Eugene Withers, one of the younger, who represented the city successively in both houses of the Legislature, came the first suggestion as to the need of a new State constitution and propaganda for securing it. By several bills, to the end indicated, and by his widely disseminated arguments, Mr. Withers became deservedly the accepted author and promoter of an agitation which, though his bills were unsuccessful at the time, finally overcame all opposition and gave to the State a most beneficial new constitution, Messrs. Green and Withers being strong leaders in the able convention which framed it.

On Jan. 1, 1902, for the first time in her history, the City of Danville had the honor of having one of her citizens, A. J. Montague, inaugurated as Governor of Virginia.

Among those who were the earliest settlers of Danville and its neighborhood, or who were identified with the same before 1850, or thereabouts, we find such names of individuals or families as Barnett, Dix, Fearne, Sutherlin, Worsham, Wilson, Tunstall, Townes, Colquhoun, Cabell, Craghead, Coleman, Cunningham, Aiken, Roy, Palmer, Spiller, Ross, Lanier, Green, Rawlins, Paxton, Patton, Stone, Sullivan, Holbrook, Taliaferro, Ayres, Watkins, Williams, White, Linn, Barnard, Baskerville, Lipscomb, Hodnett, Dickinson, Cosby, Noble, Neal, Price, Watson, Wooding, Claiborne, Atkinson, Garland, Giles, Johns, Johnson, Moseley, Jones, Dame, Doe, Grasty, Clark, Johnston, Stokes, Keen, Holland, Pace.

While not exhaustive, of course, this list is fairly representative. Other names will readily occur to many. Some of the above are those of comparatively late comers in the first half-century period indicated.

Few places have been so largely built anew as Danville. The retail business section, on Main street has been practically remodeled in the last 12 or 15 years. The oldest place in

Danville to-day, and, indeed, the only survivor of its first days, is the old Green homestead with its large tract on Jefferson street. This house dates from the last decade of the 18th century and was the home of James Colquhoun (pronounced Cohoon) and afterwards descended to the Greens. It was never a pretentious building, but rather a charming cottage which, with its circle of cedars, its mimosas and boxwoods, is dear in the memories of many for its connection with themselves and with a widely beloved family. It stands to-day like a reproduction of the past for strange eyes trying to realize it. In these notes "the first" of things has been pointed out. Here we have the Last of the First.

In scanning with pride and pleasure the pictures of places in this publication, many will doubtless be led to conjure up other more animate images. "The Old Familiar Faces" and forms will seem to people some of the spots depicted, allowing for their outward changes. Some may recall such figures as Levi Holbrook, the remarkable man who came from Massachusetts and cast his lot with the town of Danville in its early days and who "taught our teachers"; or Thomas P. Atkinson, erudite and full of wit and force, looking as sly and merry as Mr. Punch, as, flaunting his bandanna, he greeted the boys and girls with, "How is your corporosity?"; or Richard W. Lyle, the poet-lawyer, whose melancholy verses, "The Drunkard's Lament," beginning, "I have been to the funeral of all my hopes," are now widely known and admired and suggest Poe. And then, perhaps, will come such goodly company as the venerable "good shepherd," George W. Dame (for over 50 years the Episcopal rector), worn with his labors of love and leaning on his staff; and Alexander Martin (for over 25 years the Presbyterian pastor), the treasured type of the cultured Virginian gentleman, a living evidence of Christianity, whose noble countenance, like his life, was effulgent with the light of Heaven; and James C. Green, the beloved physician, riding like a centaur in his blue blanket with a rain-storm for background; and William P. Graves, the good mayor, "clucking" sharp common sense under his white beard, while his fresh old face and heart were overflowing with chivalry and humanity; and William T. Sutherlin, stamped by nature with her fine marks of leadership, a tower of strength to which all instinctively turned; and—but how they troop, those masterful men of business!—the Hollands, W. N. Shelton, John M. Johnston, W. T. Clark, W. S. Patton, W. F. Cheek, the Paces, and so many others—all fondly remembered types of Danville's citizenship, taken from a necrology which does not include the most recent past. And the lovely and saintly women sleeping in Green Hill! Their sacred wraiths may not be summoned to this page!

Appropriate for record is the following list of the mayors of Danville, given simply in



their order of succession without noting all cases where one person immediately succeeded himself:

JAMES LANIER,  
N. T. GREEN,  
THOMAS RAWLINS,  
JOHN DICKINSON,  
JAMES LANIER,  
THOMAS P. ATKINSON,  
R. W. WILLIAMS,  
THOMAS RAWLINS,  
JAMES LANIER,  
S. C. BREWER,  
R. W. WILLIAMS,  
HOBSON JOHNS,  
P. L. WATKINS,  
THOMAS P. ATKINSON,  
A. W. C. TERRY,  
T. H. C. GRASTY,  
W. T. SUTHERLIN, (1855-1861.)

THOMAS P. ATKINSON,  
W. H. WOODING,  
W. T. CLARK,  
J. M. WALKER,  
J. B. LOWRY, (Military appointee.)  
H. W. COLE, (3 consecutive terms  
of 2 years, closing in 1876.)  
J. C. LUCK,  
GEORGE C. AYRES,  
J. H. JOHNSTON,  
W. P. GRAVES, (2 consecutive  
terms, beginning in 1884.)  
R. V. BARKSDALE,  
W. P. GRAVES, (died in beginning  
of his 4th term in 1892.)  
HARRY WOODING, (incumbent, serv-  
ing his 6th consecutive term.)

Danville, Va., April, 1903.