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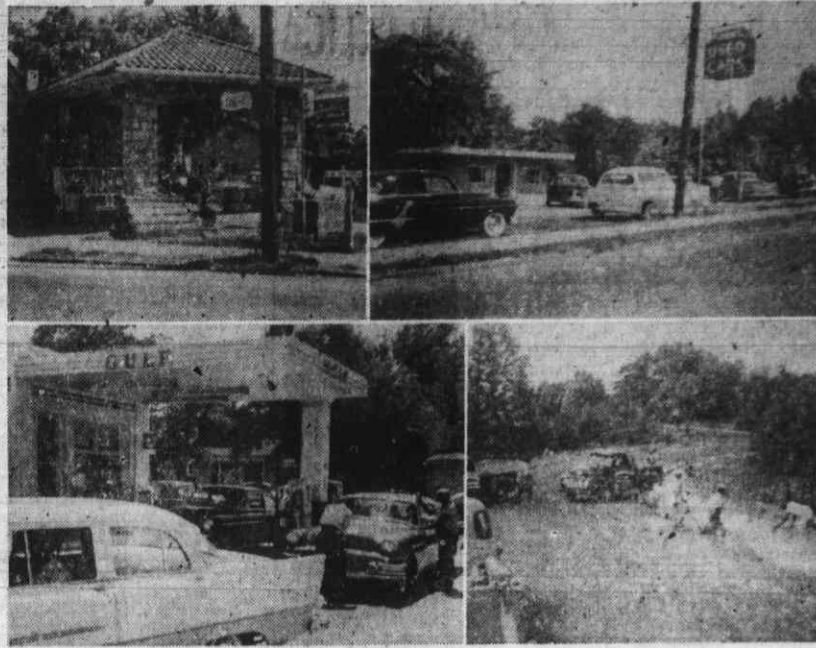
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The diversity of Negro Salem is reflected in the above business establishments run by operated businesses in Winston-Salem scenes showing four of the city's Negroes.

NEGRO BUSINESSES IN WINSTON-SALEM

Editor's Note: Beginning this week is a first in a series of articles on the place of the Negro in the Winston-Salem community. This week's story is devoted to the history of Negro businesses and their achievements since 1880. The period covered between 1880 and 1947 presented a major problem to our researchers, since during that time there were compiled no records of what Negro businesses had been in the city. We have been forced to rely on personal interviews for the major portion of this part of the story. Urban League records since 1947 provides a wealth of material for the years between 1947 and 1957.

In the late 1800's when this nation was in the midst of its greatest growing period with new states in the West being admitted to the Union and industry had really begun to grasp a good foothold with immigrants

coming over from Europe the Negro was beginning to venture more on his own.

According to information received from reliable sources, C. B. Cash was the first Negro to operate a barber shop which was for whites only in 1880. Ed Penn for vehicles in the year 1881. He opened a Livery Stable, a place for vehicles in the year 1881. He rented and sold horses and buggies.

The towns of Salem and Winston long been founded of course. Salem in 1766 was found by the Moravians and Winston was found in 1849. The Moravians used Negroes as servants during the slavery period and they were housed in the section now known as the Happy Hill Gardens (a housing project).

Winston and Salem were always recognized as industrial towns. In the latter part of the 1800's, Winston really began to move by leaps and bounds, as

men like R. J. Reynolds and the Hanes moved in to venture into the industrial field. Then the southern Negro began to get a taste of industrial and urban life. Richard J. Reynolds after starting his tobacco company, began to tap the vast supply of Negro labor which was the cheapest to be found in the three states areas, North Carolina, South Carolina, and Virginia.

This was due partly to the shortage of capital that existed in the south at that time, which was more or less on the edge of the Reconstruction period.

As in most cases with pioneers, they were among the first to enter into the industrial field in a predominately agriculture section which wasn't favored too much by its Northern industrial neighbors. These handicaps made the risk greater in industry; however, these men sought what they thought was their cheapest and best way of building their companies.

The population of Winston was on the increase with the Negroes making up just about half of the population. With the large number of Negroes living so close in such a small area and in a segregated society, they began to realize a need for different types of services that they weren't able to get from other

sources or render to themselves. Then a chain of reactions started and diversified businesses began to spring up over the town of Winston. Surprisingly enough the transportation field was the first in the spotlight, just as it holds a major share of the business spotlight today.

George Frazier in 1883 started operating the Frazier Dray Line which was a horse and buggy system such as cab companies operate now on car rental services. This type of business began to flourish since it was the best means of local transit service in the horse and buggy age. A repair shop for this type of equipment had become a must to keep these firms in operation. Colony James Timlic seeing this need, opened the first Blacksmith Shop in the latter part of 1883 to be operated by Negroes.

In the year 1884, two more Dray Lines were formed one by a John W. Lewis and another by John E. Lewis. Business in this field was good due to moving the steadily increasing population.

In 1889, the first general merchandise store was put into operation by a Negro, Rufus Clement in the vicinity of 7th and Patterson Ave. At this time, the Negroes were beginning to boost quite a few businesses.

The Negroes during this period had become accustomed to handling money due to the wages they were earning. They began to feel as if they were men and their taste for the better things of life began to increase. Long, who's first name could not be found, sensing this desire within the race and a need, opened the first funeral establishment for Negroes in 1891. As his business grew over the years, it became more than he could handle properly. K. Howard, who proved to have a keen business head, opened the second funeral establishment in 1897, which is still in operation today under the name of Howard-Robinson Funeral Home.

R. J. Reynolds whose Tobacco Company, was well established in 1900 was said to be instrumental with Dr. J. W. Jones, Medical doctor, and W. A. Jones, pharmacist, in opening the first drug store at the S. E. Corner of 4th and Church Streets.

The year of 1901 found J. G. Lattie catering to the pleasure side of life for the Negroes by running an excursion from Winston to South Carolina.

John Anderson during the following year which was 1902 opened the first barber shop for Negroes.

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