

**HARGETT**

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trade center with an expanding industrial base. Raleigh was the hub of four railways, and had six cotton mills, a trio of iron foundries, four bottling plants, and 30 other factories.

The population increase also resulted from the annexation of new, segregated black and white subdivisions. The predominantly black south end of the city was growing at an unprecedented rate. The area called Watson's Field, in Southeast Raleigh, was thick with shotgun houses by the early 1900s.

To the west, the Raleigh Real Estate and Trust Co. (a white firm) platted South Park, a "resident suburb" bounded by Bledsoe, Hoke, East and Wilmington streets. In 1907, the company published advertisements urging speculators and potential homeowners to "buy a lot in South Park," which they enthusiastically did. In that year 122 house lots were sold in the 15-block subdivision. By 1910 its streets were lined with owner-occupied shotgun cottages and two-room dwellings with center gables, many of them built for black workers at the nearby American Veneer and Box Co.

North of Watson's Field, beyond Tarboro Road, and farther north, around St. Augustine's College, other black "residential suburbs" began in the 1910s. Known as Battery Heights and College Park, respectively, both of these outlying areas developed slowly until the 1920s. By then, the extension of the streetcar service, and to some degree the increased use of automobiles, attracted black homebuyers to these subdivisions.

Expanded streetcar lines and the greater use of motorcars also contributed to the establishment of fashionable white suburbs on Raleigh's west side. Glenwood (1906), Boylan Heights (1909), and Cameron Park (1910) all developed under the legal guidelines of restrictive deed covenants. The covenants explicitly prohibited the occupancy of land "by Negroes or persons of mixed blood" (excepting servants). Thus, for the first time in post-Civil War Raleigh, black exclusion from housing was codified by law, as well as by custom.

But with integration, the street lost its role. Activity slowly faded with the end of World War II in

1945, the emergence of shopping centers in the 1950s, the construction of a new state Farmers Market off North Boulevard that took business from the old City Market, and the end of segregation in the 1960s.

**OAKS**

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Accordingly, nine Commissioners, eight representing the state's judicial districts and Willie Jones,

member-at-large, were chosen to remove to Wake County and select the exact site from at least 17 land tracts which had been offered for sale. And on March 20, 1792, five of the commissioners met at Hunter's Tavern where they did no work. Instead, as usual under the circumstances, they adjourned to Wakefield, the home of Col. Joel Lane. Here they were met by the New Bern District representative, Frederick Hargett.

The scions enjoyed the Lanes' hospitality for more than a fortnight. And it is to be assumed that the host's house was more commodious than anything else in the vicinity since the Assembly had also stayed there in June of 1781, albeit paying £15,000 in Revolution-depressed currency for bed, board, and horse pasturage—a figure far more

than Col. Lane received for the 1,000 acres which later became Raleigh. It is not surprising that some time later Lane added a "guest" house to his properties in Wakefield.

During eight days of their stay at Wakefield the commissioners journeyed, not stopping for Sunday it was said, in the business of cruising those various parcels of land which were for sale. And upon their return, they still were not in accord, but had to ballot twice for agreement. Finally, 1,000 acres, the number stipulated by the Assembly, were bought from their host for £1,378.

Forthwith, William Christmas, senator from Franklin County, was hired as surveyor of the purchased property. His compensation for six copies of the new plan for Raleigh was four shillings for each lot he

surveyed. His work used up the better part of four days and the name "Raleigh," which was said to have been first suggested by post-Revolution Gov. Alexander Martin, was duly affixed to the new "title."

At least Raleigh was uniquely favored in one aspect of its long-awaited sitting in that it did not just grow haphazardly from a likely curve in the course of a stage road, nor from existing city lanes or plantation paths—it was planned.

Following injunctions of the 1791 Assembly, the commissioners-planners originally envisioned that part of the designated one square mile would be divided into 276 one-acre lots. It would be bounded peripherally by the patently evident names, North, South, East and West

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**HARGETT STREET—A MECCA**—In 1891, all but two of the 22 barbers in downtown Raleigh were black along with other businesses including boarding houses, meat and fish markets and a variety of skilled trades. As a result of Jim Crow laws, from the 1920s to the mid-1960s, east Hargett Street west of Moore Square became a mecca for African-Americans in Raleigh and Wake County. (Photo courtesy, CP&L)

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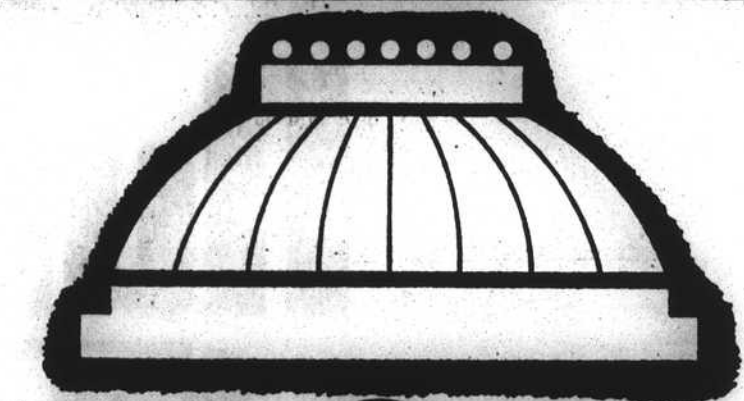
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