

2109
1990

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 Union Point Historic District
other names/site number n/a

2. Location

street & number Roughly bounded by Lamb Avenue, Washington Road, Old Crawfordville Road, and Hendry Street.
city, town Union Point (n/a) vicinity of
county Greene code GA 133
state Georgia code GA zip code 30669

(n/a) not for publication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	259	117
sites	2	0
structures	2	0
objects	0	0
total	263	117

A number of landscape features, such as gazebos, exist within the district, but were not counted. Vacant lots also were not counted. The two contributing sites are historic cemeteries. The two contributing structures are a historic wooden railroad trestle and a historic water tank. (See Section 7)

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Section 3

Contributing resources previously listed in the National Register: 21
contributing resources previously listed in Union Manufacturing
Company, February 24, 1989.

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.

Elizabeth A. Lyon
Signature of certifying official

1/29/90
Date

Elizabeth A. Lyon
State Historic Preservation Officer,
Georgia Department of Natural Resources

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

Amy Federman
Signature of commenting or other official

1/7/91
Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other, explain:
- see continuation sheet

Amy Federman 1/7/91

Signature, Keeper of the National Register Date

6. Function or Use

Historic Functions:

DOMESTIC, single dwelling, hotel
COMMERCE, business, specialty store
INDUSTRY, manufacturing facility
EDUCATION, school
RELIGION, religious structure
TRANSPORTATION, rail-related
FUNERARY, cemetery

Current Functions:

DOMESTIC, single dwelling
COMMERCE, business, specialty store
INDUSTRY, manufacturing facility
EDUCATION, school
RELIGION, religious structure
TRANSPORTATION, rail-related
FUNERARY, cemetery

7. Description

Architectural Classification:

Queen Anne
Classical Revival
Bungalow/Craftsman
Gothic Revival
Gothic
other: Folk Victorian

Materials:

foundation brick
walls weatherboard, brick
roof asphalt
other wood, metal

Description of present and historic physical appearance:

The Union Point Historic District consists of the intact historic resources of the Union Point community. It includes the downtown commercial area, residential areas including a mill village, institutional buildings, community cemetery, religious campground, and industrial mill. The district encompasses virtually the entire town.

Location of the district within the city, county, or region:

The district is located within the city limits of Union Point. The boundaries have been drawn to exclude intrusions and to encompass the remaining intact historic properties in Union Point. The city of Union Point is located in the northeast corner of Greene County, which is in the northeastern quadrant of the state.

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Principal streets, highways, and geographic features:

U.S. Highway 278/Georgia Highway 12, known as Lamb Avenue, and Sibley and Carlton Avenues run through the southernmost edges of the district. Old Crawfordville Road marks the district's northern boundary. On the west, a portion of the district extends to Washington Road (Georgia Highway 44), and on the east to Hendry Street and the Wesleyan Campground. Veasey, Thornton, Rhodes, and Barnes Streets are major north-south streets within the district. The district is bisected east to west by the railroad tracks. To the north of the tracks the land rises to a higher elevation than south of the tracks.

General character, appearance, and development of the district:

The district consists of the remaining historic resources of the city of Union Point. It encompasses a downtown commercial area, an industrial area, a religious campground, a mill village, a large residential area including a black neighborhood, churches, two cemeteries and a school. These resources are typical of a small northeast Georgia town.

The residential area is situated on higher ground north of the railroad and overlooking the central business district. In this large residential area, the earliest houses were built along Rhodes Street. The houses are generally one- or two-story wood-framed buildings dating from the mid-19th to early 20th centuries.

The central business district developed along the south side of the railroad tracks. This downtown commercial area consists of one- and two-story brick structures from the late 19th and early 20th centuries. Buildings in the commercial area share common walls.

The industrial area features one and two-story brick mill buildings. The adjacent mill village consists of modest, wood-framed houses set close together.

Various parts or sections of the district:

The downtown area, made up of one- and two-story brick buildings dating from the late 19th and early 20th centuries, is located south of the railroad tracks along Sibley Avenue and Fluker Street. Several one-story commercial buildings that served as neighborhood stores are located throughout the district.

The large residential area is located in the center of the district along Rhodes Street and bounded roughly by Hunter and Veasey Streets.

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A black neighborhood known as Canaan is located within the district north of the railroad in the western section of the residential area along Watson Avenue and School and Hunter Streets. It consists of one-story, wood-framed houses densely situated and a historic wood-framed church.

The mill village is located in the eastern section of the residential area. It consists of mostly one-and-one-half-story wood-framed houses located north of the mill across the railroad tracks along Witcher, Newcome and Hilliard Streets, with some mill housing located south of the mill off Lamb Avenue on Wooton Avenue and Moody Street. Mill village lots are subdivided following a modified grid pattern.

The industrial complex of Union Manufacturing Company (listed on the National Register on February 24, 1989) consists of brick mill buildings dating from the late 1890s and is located south of the railroad tracks on Sibley Avenue and east of the row of downtown commercial buildings. A historic wooden railroad trestle provides an underpass at Rhodes Street.

The Wesleyan Campground, with its large tabernacle surrounded by dormitory dwellings and recreational field, is located on Old Crawfordville Road in the northeast part of the district.

Pattern of land subdivision:

The railroad was laid down just below the crest of the high knoll. Subsequently the residential, religious and educational parts of the district developed generally north of the railroad, and the commercial and industrial parts of the district developed generally south of the railroad.

In general, the streets, which run perpendicular to the railroad tracks, intersect the avenues, which run parallel to the railroad tracks. These intersections form a modified grid pattern with irregular but generally rectangular blocks. This angular irregularity creates lots that are of a variety of shapes and sizes. In the mill village, however, the land has been subdivided in a more regular fashion, with relatively little variation in size, shape and placement of individual lots. Blocks in the mill village were divided into six or eight smaller lots.

Arrangement or placement of buildings, relationship of buildings, and density of development:

Lots in the mill village, black neighborhood, and the downtown commercial area are small and densely situated, and the buildings are

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close together and close to the roads. Lots in other areas are larger and irregular.

In a large portion of the residential area, the houses uniformly sit back from the road on deeper lots. The houses are less densely situated. Setback lines are generally uniform but vary slightly from street to street. The majority of lots are occupied.

In the downtown commercial district, the facades of the buildings are built along the property line, and the buildings abut one another.

Architectural characteristics of the district:

The district contains buildings that were constructed from the 1840s into the early 1940s, and therefore contains a wide variety of architectural types and styles. The majority of buildings are late-19th- and early 20th-century.

In the residential area, properties are generally one- and two-story wood-framed buildings which sit on masonry foundations and have chimneys and porches. The earliest buildings in the district date from the mid-19th century. These one-and-one-half-story wood-framed houses have 9-over-9 windows and exterior and interior brick chimneys. (Photo #3 on the left)

This part of the district contains a variety of styles that are typical of the 19th and early 20th centuries. Several examples of the Gothic Revival style are found in the district. The house at 206 Rhodes Street (Photo #13 on the left) is an example with paired front gables and sawn porch supports and brackets that mimic pointed arches. The railroad inn is also an example with vertical board and batten siding and large roof gables. (Photo #15)

Wood-framed Victorian-era houses with pointed gables and asymmetrical plans are numerous. Some have more elaborate detailing especially around the porch and in the gables. Two notable examples of large Victorian-era houses are at 108 and 202 Thornton Street. The Sibley-Steward House is a large, red-brick, two-story house with a large, wrap-around porch on the first floor and with a slate roof. (Photo #17) The Hart-Scott House, which is thought to be a George Barber mail-order house, is a three-story, wood-framed house with decorative detailing such as fish-scale shingles, brackets, lathe-turned porch posts, and a pressed-metal roof. (Photo #16 on the right) Both of these houses are good examples of the Queen Anne style. A number of examples of the Folk Victorian style are found throughout the district. Examples include Photos #27 on the right, #3 on the right, #18 on the left, and #24 on the right.

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The area also contains a number of houses that draw on classical forms for some of their features. In several examples, these forms were added to the structures after the turn of the twentieth century when they were remodeled. Examples include "Hawthorne Heights" on Carlton Avenue (Photo #14) and "Meadowlawn" on Rhodes Street (Photo #12 on the right) with their central, Ionic-columned, pedimented porticos. These houses are good examples of the Neoclassical Revival style.

Houses in the area that were built in the 1920s and 30s include modest-sized Craftsman style houses. These houses have wide eaves with exposed rafters and brackets and large porches with squared piers that sit atop masonry bases. Photos #16 on the left and #11 on the left are good examples of this style. Some older houses such as the Watson-McRay house (c.1840) were remodeled around this time to the Craftsman style. (Photo #13 on the right)

The house types represented in the district include gabled ell, I-house, saddlebag, bungalow, Georgian cottage and house (with Georgian plan), central hallway, American four-square, pyramidal, extended hall-parlor (early 20th-century house with rectangular shape and narrow end to the street), and Queen Anne and New South cottages (early 20th-century houses with square main masses under hipped roofs and with projecting front rooms).

The mill village contains a majority of gabled ell, saddlebag, and pyramidal types. An unusual and perhaps unique housing form found in the mill village is an example of a quintaplex (five-unit, wood-framed structure) located on Moody Street and probably built about 1910. (Photo #34)

The Wesleyan Campground contains a large open, wood-framed tabernacle built in 1932. The tabernacle has a large, low-pitched, gabled roof structure supported by round posts and brackets. Around the tabernacle are nonhistoric two-story, wood-framed dormitories and one-story, wood-framed and cinderblock cabins built in the mid-1940s. (Photos #29 and 30)

The buildings in the commercial area are typical of late-19th- and early 20th-century small-town commercial buildings. They are one- and two-story attached, brick buildings with parapet walls, decorative pressed-metal cornices, plate-glass storefront windows, cast-iron storefront columns, and brick quoins and corbeled brick details. (Photo #21)

The mill buildings are one- and two-story brick structures with corbeled brick parapets and segmentally arched door and window openings. (Photo #25)

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There are a number of church buildings within the district, in addition to the campground. The Presbyterian Church on Veasey Street is a High Victorian Gothic style brick structure with two steepled front towers. (Photo #20) The United Methodist Church was constructed in 1886 as a small rectangular, wood-framed building with round-arched openings and simple steeple. In 1936 the church was moved to its current site at the corner of Rhodes Street and Park Avenue, and in 1942 was stone-veneered. (Photo #1) Because it has been on the current site since 1936 and has retained its basic recognizable form despite the 1942 veneer, the church is considered a contributing building in the district. The Baptist Church is located on Thornton Street and is a large brick Romanesque Revival structure. (Photo #17) The Siloam Missionary Baptist Church, built by the black community, is a wood-framed structure with two front square towers and very simplified Gothic Revival details. (Photo #5) The Wesleyan Church on Old Crawfordville Road near the campground is an early 20th-century, rectangular, front-gabled structure that has been brick-veneered but has retained its simple form and details. (Photo #32)

One historic school building and an accompanying gymnasium are located within the district on Veasey Street. The one-story, school building constructed in 1926 is a rectangular brick building with hipped roof, large groups of windows, and simplified Neoclassical Revival quoins and entrance portico. (Photo #18) The brick gymnasium was constructed in 1939. (Photo #22)

Landscape characteristics of the district:

The houses sit close to the road with small well-defined grassy front yards featuring shrubs, hedgerows, and trees. One exception, Hawthorne Heights, sits back from the road, and the grounds are surrounded by a clipped hedge and stone retaining wall. Back yards are larger and less formal and often have outbuildings. There are several early 20th-century concrete auto garages. Many large hardwood trees can be found throughout the district. In some areas, there are tree-lined streets with sidewalks.

A landscape feature found in many places in Union Point are small, turn-of-the-century, polygonal flower houses. Examples are found on Thornton Street, Dolvin Avenue and Crawfordville Road. Also, the gazebo at the corner of Rhodes Street and Carlton Avenue was constructed using the roof from a flower house that originally stood on the site next to the flower house on Thornton Street, but was demolished by the Baptist Church across the street when it built its parsonage.

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In the black neighborhood, hedges are very common, and some houses have swept dirt yards. In this neighborhood and in the mill village, fruit and vegetable gardens can be found behind many houses.

The campground can be characterized as a rustic setting, complete with dirt roads. Wysteria Cemetery, the city's historic cemetery, features wrought iron gates, ornamental stones, old cedar and magnolia trees, and hollies. (Photo #2) A small cemetery with only two gravestones is located in the block bounded by Hunter, Watson, Barnes, and Old Crawfordville Road. It may be either a black cemetery associated with the adjacent black neighborhood, or a family cemetery associated with the nearby farmhouse located at the corner of Park Avenue and Barnes Street. (Photo #4)

A historic wooden railroad trestle provides an underpass at Rhodes Street. The city's historic water tank sits atop the hill across the railroad tracks from the commercial area. (Photo #15)

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
Community Planning and Development
Commerce
Industry
Transportation
Religion

Period of Significance:

1839-1941

Significant Dates:

n/a

Significant Person(s):

n/a

Cultural Affiliation:

n/a

Architect(s)/Builder(s):

unknown

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Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:

Narrative statement of significance (areas of significance)

The Union Point Historic District is significant because it represents virtually the entire history of the city of Union Point, a typical small, railroad-oriented, Georgia town. The district includes the town's remaining intact historic resources, which encompasses a large majority of the community. This includes the city's historic commercial, residential, industrial, and institutional resources. The inclusion of such a large portion of the community within the district gives the district statewide significance. The district is significant in the areas of architecture, community planning and development, commerce, industry, transportation, and religion. These areas of significance support National Register eligibility under Criteria A and C.

In the area of architecture, the district is significant for its collection of historic commercial, residential, industrial, religious, and educational buildings constructed from the 1840s through the early 1940s. These buildings represent the variety of building types and styles common in a 19th- and early 20th-century small Georgia community such as Union Point.

The commercial buildings represent typical small-town commercial buildings. They are one- and two-story, brick, attached buildings with pressed-metal cornices, cast-iron storefront columns, corbeled brick details, first-floor storefronts, and upper-floor rows of windows. The railroad inn is a good example of an 1870s hotel that provided accommodations for railroad passengers and workers. The industrial buildings are representative of late-19th-century textile mill buildings. They are brick, one- and two-story buildings with segmentally arched openings, typical of mill building construction.

The largest group of buildings are the residential buildings. Almost all of them are single-family dwellings, one- and two-story, and wood-framed. They are good examples of the many house types, stylistic influences, and construction materials and techniques that were common from the 1840s to the 1940s in small Georgia towns. The residential buildings range in size and scale from large, stylistic houses along the fashionable streets to modest worker housing found in the mill village. An unusual and perhaps unique residential building found in the district is a quintaplex, or five-unit housing structure.

Institutional buildings found in the district include religious and educational structures. The religious buildings that are scattered

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throughout the residential areas are typical of small town churches. The church buildings are some of the largest and most stylistic buildings in Union Point, while some of them are also simple structures. An unusual group of religious structures is found at the Wesleyan Campground. The 1932 tabernacle is a good early 20th-century example of the traditional open-air campmeeting structure. The one- and two-story, wood-framed dormitories and cabins, while nonhistoric, are good examples of the accommodations that were typically constructed for campmeeting-goers. An early 20th-century school building and gymnasium also remain. The 1926 school building is typical of one-story, brick school buildings of the 1920s in Georgia with its simplified classical details. It is unusual to have retained a 1939 brick gymnasium.

In the area of community planning and development, the district is significant for its unusually complete representation of the development of the city of Union Point from the 1840s through the 1940s. The district includes the historic pattern of development and built resources that clearly show how the city developed around and because of the railroad. The commercial area was constructed immediately adjacent to the railroad to the south because commerce focused on the railroad. The industrial area was also adjacent to the railroad for ease of transporting goods. The large residential area grew on the higher ground on the north side of the railroad, away from the commercial and industrial areas. The mill village was located on either side of the mill and on the edge of town. The development of Union Point is typical of small Georgia railroad towns that began developing with the arrival of the railroad in the mid-19th century, grew tremendously during the late 19th and early 20th centuries, and then slowed in the 1930s and 40s.

In the area of commerce, the district is significant for the historic central business district. This downtown commercial area grew rapidly in the late 19th century in its location next to the railroad. The central business district served the commercial needs of Union Point and the surrounding area and is a characteristic environmental and functional feature of this type of town. Its significance is represented by the commercial buildings that stand along Sibley Avenue and Fluker Street adjacent to the railroad.

In the area of industry, the district is significant for the mill and accompanying mill village. The one- and two-story, brick mill buildings are typical of late-19th- and early 20th-century textile mills in Georgia that were part of the "New South" industrialization. They represent the main industrial endeavor in Union Point that supplied employment and remain so today. The mill was constructed next to the railroad so that supplies and products could be easily

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transported. The mill village of modest housing was constructed around the mill on both north and south sides of the railroad to provide housing for workers recruited from the agricultural countryside.

In the area of transportation, the district is significant for the importance of the railroad to the community. The railroad arrived in 1839, and the town grew up around it. The railroad supplied goods for the mill, transported products, and brought passengers and commercial activity to Union Point, thereby shaping the development of the town. Union Point is typical of the many small Georgia towns that developed as a result of the railroad's presence.

In the area of religion, the district is significant for the 1930s religious campground on the edge of town. The campground represents the campmeeting movement popular in Georgia in the 19th and early 20th centuries and which still continues today. The campground still has its 1932 wood-framed, open-air tabernacle and surrounding dormitories and cabins. These buildings and their relationships to each other together form the unique setting of the religious campground and continue the tradition of the open-air worship center surrounded by modest buildings that provide overnight accommodations for worshipers. It is unusual for a small town to have had and retained such an intact religious campground within its borders.

National Register Criteria

The Union Point Historic District is eligible under National Register Criterion A for the events of the development of Union Point as a railroad-oriented community. The town began to develop in the 1840s after the arrival of the railroad in 1839 and continued to grow into the 1940s. Union Point's development is typical of small, railroad-oriented communities in Georgia. The district is eligible under Criterion C for the remaining historic resources of Union Point. These resources include residential, commercial, industrial, and institutional buildings and structures that together represent the development of Union Point. These resources were constructed throughout the town's development from the 1840s through the 1940s and represent the many building types, stylistic influences, and construction materials and techniques that were common in Georgia during this period.

Criteria Considerations (if applicable)

Several religious structures are located within the district. The church buildings have historically been integral parts of the residential areas of Union Point, as is typical of most Georgia towns

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and cities. These buildings are also architecturally significant for their representation of church building design. The religious campground is historically significant for its representation of the popular campmeeting movement in Georgia and is architecturally significant for its 1932 tabernacle. Therefore, these religious resources have been included as contributing properties in the district.

Two cemeteries have been included in the district because of their historical associations with the community of Union Point and their distinctive design features. Wysteria Cemetery is the city cemetery that has historically served Union Point. It contains a number of distinctive historic monuments and other design and landscape features. A small, unnamed cemetery with only two markers may be historically associated with either the adjacent black community or a nearby farmhouse.

Period of significance (justification, if applicable)

The period of significance for the district is 1839-1941. 1839 is the date of the arrival of the railroad and the beginning of the development of Union Point. The town continuously developed up through the early 1940s so that the cut-off date of 1941 ends the period of significance.

Developmental history/historic context (if applicable)

Settlement began in the territory that later became Greene County in the early 1780s when it was still part of Washington County. The territory between the Ogeechee and Oconee Rivers that made up Washington County had been ceded by the Creek Indians to the white settlers of Georgia in 1773. On February 3, 1786, Greene County was cut from the northernmost part of Washington County. Later that same year, on November 3, the Shoulderbone Treaty was signed between the Creek Indians and the white settlers. Greene County's first settlers came from Virginia and North Carolina. The county was named for General Nathanael Greene.

The county seat was located at Greensboro, also named for General Greene. During the first years, Greene County settlers experienced several Indian raids. In 1787, the settlement of Greensboro was burned. Among the earliest recorded descriptions of Greene County was one by William Bartram in his Georgia travel journals from the 1770s. He described the signing of the land cessions by the Creeks and the whites at the "Great Buffalo Lick," a site named because of the presence of salt deposits at which buffalos had been seen. The "Great Buffalo Lick" is located about one mile south of Union Point.

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The first known settlers came to Union Point in the early 1800s. The area was originally called Thornton's Crossroads because the c.1800 home of Mr. Redmon Thornton was located on the crest of a hill overlooking the point where the roads from Augusta to Athens and Washington to Greensboro and Eatonton intersected. (In 1960, the Redmon Thornton house was acquired and moved by the Atlanta Art Association to 1300 Peachtree Street in Atlanta and was later moved to Stone Mountain Park where it currently stands and is operated as a tourist attraction.) That crossroads was located near the current intersection of Rhodes Street and Crawfordville Road. At one point, the area had also been called Scruggsville for a blacksmith by the name of Scruggs who lived in the area.

The community began to develop with the arrival of the railroad in 1839. The Georgia Railroad was originally planned to run from Augusta to Athens. The plans were changed to allow the line to extend further west. The rail line then went west from Augusta to what would become Atlanta, and a spur was laid to Athens. The junction of the two rail lines became the location of the community of Union Point.

With this important railroad intersection came increased activity to Union Point. The trains would stop in Union Point to get wood, water, food, and other supplies. A commercial center began developing along what is now Sibley Avenue on the south side of the railroad line in response to the needs of the railroad and the increasing population of the community. With the arrival of passenger trains came a greater number of visitors to the town, who would stop and have meals in Union Point before they changed trains or while their train was being serviced in one of the town's repair shops. Because of the convenience of delivering their goods to distant markets via the railroad, more farmers began to settle around Union Point.

The area's earliest post office was established in 1839 with W. P. Lawson as Postmaster. In the 1840s the post office was located in the rear portion of a general store operated by R. A. Newsom in his front yard on Rhodes Street. Other original settlers also built homes along Rhodes Street, which was originally the road to Washington, Georgia.

New construction virtually came to a halt in Union Point as its citizens--both men and women--became involved in the Civil War effort. While many of the town's male citizens were off fighting, the women helped out at home in providing for the families. Many citizens served as volunteers, donating goods and services and providing entertainment at a well-known Union Point landmark (now demolished), the Wayside Home, which was located southwest of the middle to upper class residential district. Organized in the fall of 1862, the

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Wayside Home was a hospital to which the war's injured and sick were sent to be cared for by doctors as well as many of the town's earliest Red Cross volunteers. When the hospital became too crowded, the overflow was housed in one of the homes along Carlton Avenue known as Hillside Cottage. According to Thaddeus Rice in History of Greene County, Georgia 1786-1886, "Wayside became famous among the soldiers for the loving service rendered by the good women of Union Point" (p. 417). One of the most important volunteers, noted for her leadership and dedication to the soldiers, was Maria Jennie Hart.

One construction project that was begun around the time of the Civil War, however, was another of Union Point's important landmarks, this one still standing at the northeast corner of Thornton Street and Sibley Avenue. "Hawthorne Heights", as it later became known because of the thick hawthorne hedge that surrounded the eight-acre garden, was built by J. B. Hart around 1848 as a raised Gothic Revival cottage with the kitchen below the main part of the house. The house was renovated in 1900 by the removal of the Gothic Revival front porch and the addition of a Neoclassical Revival portico. The site was Union Point's most important because it was the highest point overlooking the railroad tracks and the town's developing commercial district along Main Street. The Hart Family was originally involved with the railroad and later became involved in Union Point's textile mills.

Development continued along the railroad tracks after the war period. In 1875 James Force Hart built the Terrace Hotel, named for the terraced land that separated the hotel from the tracks. It became a center of activity in the town to continue well into the first half of the 20th century. It was built as an inn for the many train passengers that stopped in Union Point to rest or change trains. The inn served meals to the passengers as well as to local citizens. Traveling salesmen known as "drummers" used the hotel as their base when they would come to town to sell their goods, such as shoes, to the merchants within a 15-30 mile radius of the inn. The hotel was also responsible for Union Point's reputation at one point as something of a resort town, as travelers from places such as Savannah and Charleston would stay at the hotel especially in the summer months to escape the mosquitos and humidity of the coast. An advertisement for the inn appeared in the 1883-1884 Georgia State Gazetteer and Business Directory.

Also indicative of Union Point's growing importance within the region were the elaborate fairs that were organized from 1872 to 1875 in Union Point by the County Mechanical and Agricultural Society. In 1874, the Third Georgia Regiment of the Confederate States of America convened at Union Point and was reportedly the first regimental reunion of Confederate soldiers in the South.

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In the mid-1880s, a depot was built just southwest of the Terrace Hotel adjacent to the point of union of the two railroad lines. It became a very important spot for regional trade. People from nearby White Plains and Siloam would come to trade cotton for food, feed, and fertilizer. By 1889 a branch of the railroad was completed between Union Point and White Plains and came to be known as the U.P. and W.P. Railroad. The 1890s Plat Map of Union Point indicates that the roads around the area of the depot and throughout the district had been laid out and were named numerically with the avenues running generally east-west and the streets running generally north-south. By the 1930s, according to the July 1930 Sanborn Map of Union Point, many of the streets had been renamed, using the names of prominent local families, many of whose descendants still reside within the district. The depot is no longer extant.

In the late 1890s, Samuel H. Sibley, a young attorney whose family was from Augusta and who was a relative of the Harts, had hosiery mill machinery brought to Union Point from Athens and marked the beginning of the town's textile mill industry. In 1897 construction began on the mill which was incorporated in 1898 as the Union Manufacturing Company. Members of local families including the Harts, Carltons, Newsomes, Thorntons, Flukers, Sibleys, and Bryans signed the petition for the first charter. At the mill, cotton underwear and later socks and yarns were made.

Around 1900, the Union Point Improvement Company was organized by the Hart family to build mill housing. Houses were built on property owned by the mill along Wooten Avenue just off of Lamb Avenue south of the mill. Additional housing was built north of the mill across the railroad tracks on streets including Witcher, Newcome, Hilliard, Ray, Underwood and Hendry as well as along Carlton Avenue, Dennis Street, Hart Avenue, and Crawfordville Road.

A retired couple who worked in the mill and rented a mill house recalled paying rent of \$.50 per room per week when they first began renting in the 1920s or 30s. A former manager of mill housing recalled rents of \$1.25 per house per week before electricity and sewage services were provided in the mill village. Electricity arrived in the houses around 1925, and water/sewage services began around 1930. Before electricity, the houses were heated by coal which at one time cost \$3 per ton. Union Manufacturing Company owned the mill housing until they sold most of it off from 1950-60. Four-room houses were sold for around \$1,500 each.

The same mill employee who recalled paying \$.50 per room earned between \$4 and \$5 per day when he first began working as a knitting

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machine fixer in 1933. That was considerably less than the \$3 to \$4 per day he had previously earned as a member of the railroad bridge maintenance gang.

The town was incorporated in 1901. According to the Act of Incorporation of the town of Union Point, which can be found in Acts and Resolutions of the General Assembly of the State of Georgia, the town extended "three-fourths of one mile in all directions from the white Baptist church (206 Thornton Street).

With the town's new industry came increased population which grew from 576 in 1880 to 700 by 1900. A downtown commercial center began to take shape as the town's population increased. Among the types of businesses that were located on Main Street along the railroad tracks were: general stores; a filling station and garage; grocery and meat stores; banks including the Bank of Union Point and Farmers' Bank; dry goods stores; a post office; doctors' offices; cafes; drug stores; a shoe shop; a barber shop; soda fountains; an undertaker's office; and a picture theater. Over the years, the upper floors of some of the commercial and professional buildings were used for purposes other than storage, including a Masonic lodge, apartments, and even a skating rink.

Among the many merchants and professionals and their businesses were: R.W. "Bull" Ivey's groceries and meats; Harvey McDonald; Shorty O'Neill's groceries; Carlton's dry goods, groceries, and meats; Thompson Dry Goods; Dr. Cheve's office; Postmasters Josie and Garland Lunsford; Dr. Thornton's office; W.H. and Ralph Rhodes; Rusty Morgan; Gorham's picture theater (Mr. Gorham lived in Woodville); Carlson Rainwater's barber shop; Oscar Underwood's cafe; Bob Bryant; A.J. Stewart; Otis Young; B.W. Bawley; and Mrs. Stewart of the Farmers' Bank. A local brickmason named Ed Eaves is said to have helped build some of the buildings along Main Street.

As the town continued to prosper in the early 1900s, many of the homes that were built by the 30-40 families which were largely responsible for the operation of the railroad in Union Point began to reflect the prosperity of their owners who were now either involved in the railroad or the mills or were farmers or merchants or combinations of all four. Older homes were remodeled, and new ones were built. Hawthorne Heights was transformed into a three-story Neoclassical Revival house when its central pedimented portico was added. Its grounds were also extensively landscaped. Its owners had a controlling interest in the mill. (Today the house is owned by the mill which is presided over by Sibley Bryan, Jr., a descendant of the original builders of the house.)

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Another house which was remodeled at the turn of the 20th century was the J. E. Carlton House, also known as Meadowlawn, which was built in the late 1880s. A central pedimented portico was added to the facade. The original builder was a prominent local farmer who also operated a general store in the central business district.

Two of Union Point's larger homes that went relatively unchanged and remained so were the large Victorian homes on Thornton Street at Hart Avenue. The wood-framed Victorian-era house thought to be a George Barber mail-order house was built by Ben Hart who was the station master on the second shift of the Georgia Railroad Depot. Next door, the large red brick Victorian house was built in 1898 by Judge Samuel H. Sibley out of brick from the Ogeechee Brick Company which was operated on the edge of town by his brother. Judge Sibley is reputed to have laid some of the brick himself for this house.

As the town grew, so did the religious community of Union Point. In the late 1800s, most of the white townspeople worshipped in the Methodist Church which stood in the northern part of Rhodes Street. However, the Presbyterian Church was founded in 1872 and held Sunday services in the afternoon in the Methodist Church building after Methodist services had finished. In 1898, the Presbyterian Church was built on the corner of Veasey Street and Hart Avenue. It was built of bricks from the Ogeechee Brick Company and still has the original stained glass. Later, the First Baptist Church of Union Point was founded and located at its present site after having originally also utilized space at the Methodist Church.

Blacks in Union Point have historically made up less than 40% of the population. With the onset of the Boll Weevil depression in the late 1920s and 1930s, the black population of Greene County decreased by 43%. Black citizens in Union Point lived in two neighborhoods: Canaan (in the district) and Sugar Hill (outside the district due to loss of integrity and distance from the remainder of the district). In the 1970s and 80s public housing was constructed to provide better living conditions, and many historic black homes are no longer standing.

Black men in Union Point held a variety of jobs: undertakers, custodians, farm hands, handy men, builders, teachers. Among the first black men hired to work in the mill were Marion Chester and Fred Bess. Chester eventually became a knitting machine operator, one of the highest paying jobs in the mill. Tommy Watts, a prominent member of the black community, was an undertaker. Bobby Mapp was a foreman at the mill for 45 years. Ulysses Bacon, Darden Thomas and Bennie Asbury were well known black educators. Fred Bess was also a builder and carpenter. Black women, in addition to running their own

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households, often worked for white families as cooks and nurses, washing and pressing clothes, and cleaning house.

One of the most important historic black structures is the Siloam Baptist Church on the corner of School/Church Street and Crawfordville Road. Constructed in the 1880s, it is an excellent example of a wood-framed Gothic Revival church with its two towers and pointed arch windows.

In 1911, the Presbyterian Church USA opened the Union Point Normal School "to train Negro workers for rural churches and schools". A substantial two-story frame building was erected. A black man named Imlaia Le Conte founded the school. Under his direction, a staff of six teachers taught black students in Union Point. When this school was torn down it was replaced by the Union Point Colored School, a one-story wood-framed building constructed in the late 1940s and also recently demolished.

In the summer of 1931, the Wesleyan Methodist Church established a regional campground on 21 acres of land in the northeast part of the district. The church had purchased the land from the City of Union Point by 1930; previously it had been used as the city dump. Volunteers helped to purchase and clean up the land, and people in the area donated trees. That first summer, a tent was set up for the annual meeting, and by the fall, construction had begun under the direction of a contractor from Winder, Georgia, on the open air tabernacle which stands on the site today. It was completed in 1932. A Mr. and Mrs. Graham, who lived near Union Point, were very prominent in the church; he was a gospel songwriter and she was a minister. Over the years, dormitories and family cabins were built on the campgrounds. A contractor by the name of Elliott Beckham built the two larger frame dormitories around 1944 or 45. The campground continues to be the site of annual meetings of the Wesleyan Church (Methodist was dropped from the title in 1978) in July to which worshippers from all over Georgia travel.

While the first two decades of the 20th century had been a prosperous time for many Union Point farm families, hard times arrived in the early 1920s when the boll weevil came to Greene County. For the most part, the town's economy was able to remain stable, except for the closing of all but two of Union Point's banks, largely due to the textile mill. There were, however, a large number of citizens who left Union Point, and the rest of Greene County, at the time of the cotton crash. Census records show that the population of Union Point decreased from 1,363 residents in 1910 to 1,126 in 1920. Other industries that were further developed in Union Point in an effort to lessen the economic damage of the crash of the cotton market were the

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dairy industry and the cotton seed oil mill, which went out of business by the late 1930s. Also, the sale of timber was initiated in the 1920s, but the limited lumber supply was exhausted by the end of the decade. None of these industries, however, could match the textile industry in terms of importance for the livelihood of Union Point citizens. Additionally, citizens of Union Point and the rest of Greene County responded to the farming crisis by establishing several local business and civic organizations in the 1920s and 30s in an effort to seek replacement crops. These organizations included: the Greene County Agricultural Board, the Union Point Lions Club and the Greene County Colored Farmers' Association.

After WWII, the importance of the railroad decreased in Union Point as in many areas in Georgia and the rest of the country. Passenger travel vanished by the 1970s, and the Georgia Railroad lines were sold off to the Seaboard Systems around that time. Throughout the 20th century, the textile mill has remained the most important industry in Union Point. In 1972 the Union Manufacturing Company merged with Charles Chipman's Sons, Co. and became Chipman-Union, Inc. It remains one of the leading textile producers in the country, and is an exclusive manufacturer of a specially patented type of socks sold under the nationally known IZOD label. The textile mill building complex was a certified tax investment rehabilitation project.

9. Major Bibliographic References

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Natural Resources, Atlanta, Georgia, with the following
bibliography:

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James M. Scott, February 21, 1987, Union Point, by Maurie Van Buren.

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Owen O. Scott, July 31, 1988, telephone interview, by Maurie Van
Buren.

Maps and Plats:

Plat Map of Union Point and Survey of Town Property of Lands of Hart
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Sanborn Maps, Union Point, Greene County, Georgia. July 1930.

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Tax Valuation Maps, Greene County, Georgia. November 16, 1968.

United States Geological Survey Map, Union Point Quadrangle. 1965.

Newspapers:

Newsom, V.T. "Do You Remember?" Greensboro Herald Journal, November 18, 1977.

Additional Sources:

Acts and Resolutions of the General Assembly of the State of Georgia, 1901. Atlanta: The Franklin Printing and Publishing Co.

Greene County Survey, City of Union Point, for the Northeast Georgia Area Planning and Development Commission. February 1977.

Historic Property Certification Application File for Union Manufacturing Company/Chipman-Union, Inc., Georgia Department of Natural Resources, Historic Preservation Section. Submitted May 29, 1985.

Statistical Survey of the Counties of the State of Georgia. Office of the Georgia Public Forums, 1940.p.24

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

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

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Primary location of additional data:

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

Georgia Historic Resources Survey Number (if assigned):

n/a

10. Geographical Data

Acreage of Property Approximately 250 acres.

UTM References

- A) Zone 17 Easting 306980 Northing 3722325
- B) Zone 17 Easting 307435 Northing 3722320
- C) Zone 17 Easting 308515 Northing 3721070
- D) Zone 17 Easting 307765 Northing 3720450
- E) Zone 17 Easting 306825 Northing 3721540

Verbal Boundary Description

The district boundaries include the intact, contiguous historic resources of Union Point. Generally, the boundary follows Old Crawfordville Road on the north edge, at one point reaches Washington Road on the west, runs east along Watson and Park Avenues to Rhodes Street, then west again to Hunter Street, south to Sibley Avenue, east to include the commercial area, south of Lamb Avenue to include the mill and part of the mill village, then north and east to include the remainder of the mill village and the campground, bringing the boundary back to Old Crawfordville Road. The district boundaries are drawn to scale on the accompanying map.

Boundary Justification

The district includes the remaining intact, contiguous historic resources of Union Point that were built from 1839 through the early 1940s and that together represent the historical development of the community. The boundary was chosen because of the concentration of historic resources in the area. South of the district along Lamb Avenue are gas stations, convenience stores, and other modern commercial structures. The area north of the district includes farmland, a modern cemetery, and housing projects. Northeast of the district is a subdivision with ranch type houses. South of the district is a modern subdivision. West of the district are nonhistoric industrial buildings and modern intrusions.

11. Form Prepared By

name/title Debra A. Curtis, Architectural Historian, edited and supplemented Maurie Van Buren's Historic District Information Form.
organization Historic Preservation Section, Georgia Department of Natural Resources
street & number 205 Butler Street, S.E., Suite 1462
city or town Atlanta **state** Georgia **zip code** 30334
telephone 404-656-2840 **date** November 5, 1990

(HPS form version 3-30-90)

United States Department of the Interior
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Photographs

Name of Property: Union Point Historic District
City or Vicinity: Union Point
County: Greene
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: January 1990

Description of Photograph(s):

- 1 of 35: United Methodist church at the corner of Park Ave. and Rhodes St.; photographer facing west.
- 2 of 35: Wisteria Cemetery, Rhodes Street; photographer facing southeast.
- 3 of 35: Rhodes Street at Park Ave.; photographer facing northeast.
- 4 of 35: Park Avenue at Barnes St.; photographer facing north.
- 5 of 35: Siloam Missionary Baptist Church, on Church St. in the black community; photographer facing west.
- 6 of 35: Historic black neighborhood along Watson Ave.; photographer facing west.
- 7 of 35: Nonhistoric elementary school on Dolvin Ave. outside district boundaries; photographer facing north.
- 8 of 35: Dolvin Avenue; photographer facing north.
- 9 of 35: Dolvin Avenue at Barnes St.; photographer facing north.
- 10 of 35: Dolvin Avenue at Barnes St.; photographer facing west.
- 11 of 35: West side of Rhodes St. at Carlton Ave.; photographer facing north.
- 12 of 35: East side of Rhodes St. at Carlton Ave., "Meadowlawn" on the right; photographer facing northeast.
- 13 of 35: Rhodes Street at Hart Ave.; photographer facing northeast.

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Photographs

14 of 35: "Hawthorne Heights", Carlton Avenue at Thornton St.;
photographer facing northeast.

15 of 35: Former Terrace Hotel and city water tank, Carlton Avenue at
Thornton St.; photographer facing northwest.

16 of 35: Thornton Street; photographer facing north.

17 of 35: Sibley-Steward House and Baptist church, Thornton St. at
Hart Ave.; photographer facing north.

18 of 35: Historic elementary school, Veasey Street at Bryan Ave.;
photographer facing northeast.

19 of 35: Veasey Street; photographer facing north.

20 of 35: Presbyterian church, corner of Veasey St. and Hart Ave.;
photographer facing east.

21 of 35: Downtown commercial area, Sibley Ave.; photographer facing
west.

22 of 35: Historic gymnasium, corner of Witcher St. and Hart Ave.;
photographer facing north.

23 of 35: Mill housing, Hart Ave. at Newsome St.; photographer facing
northwest.

24 of 35: Carlton Avenue at Newsome St.; photographer facing
northwest.

25 of 35: Union Manufacturing Co., between Sibley and Lamb Aves.;
photographer facing west.

26 of 35: Mill housing, Hilliard St.; photographer facing north.

27 of 35: Mill housing, Dennis St.; photographer facing northwest.

28 of 35: Mill housing, Hendry St.; photographer facing northeast.

29 of 35: Wesleyan Campground tabernacle, Old Crawfordville Road;
photographer facing northeast.

30 of 35: Wesleyan Campground housing, Old Crawfordville Road;
photographer facing north.

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National Park Service

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Photographs

31 of 35: Mill housing, Old Crawfordville Road at Ray St.;
photographer facing north.

32 of 35: Wesleyan Church, Hilliard St. at Old Crawfordville Road;
photographer facing east.

33 of 35: Old Crawfordville Road at Witcher St.; photographer facing
north.

34 of 35: Quintaplex mill housing, Moody St.; photographer facing
north.

35 of 35: Mill housing, Wotten St.; photographer facing northwest.