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**United States Department of the Interior
Heritage Conservation and Recreation Service**

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received **MAY 18 1983**
date entered

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Original Newburgh Historic District
and/or common Downtown Newburgh, Indiana

2. Location

Roughly bounded by ^{FW 66th St} Water, Monroe, Main, + Middle Sts.

street & number Various addresses N/A not for publication
city, town Newburgh N/A vicinity of congressional district Eighth
state Indiana code 018 county Warrick code 173

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Various Owners (See Continuation Sheet)
street & number n/a
city, town n/a vicinity of n/a state n/a

5. Location of Legal Description

courthouse, registry of deeds, etc. Warrick County Recorder's Office
street & number County Courthouse
city, town Boonville state Indiana 47601

6. Representation in Existing Surveys

title Indiana Historic Sites & Structures has this property been determined eligible? yes no
date Surveyed June-July 1982 federal state county local
depository for survey records Historic Landmarks Foundation of Indiana (temporary)
city, town Indianapolis state Indiana 46208

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date n/a
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Original Newburgh Historic District is a compact area which comprises the traditional commercial center of the small town. (See Photo 1.) Situated approximately 10 miles upriver of Evansville in Southwestern Indiana, Newburgh's town center district is roughly bounded by the Ohio on the south, Monroe Street on the west, Main Street on the north and Middle Street on the east. The four square blocks of this architectural and historical district are primarily commercial in use and character, although a few outstanding and contributing structures are residential; there is one public building. The relatively steep riverbank topography of the district is readily apparent, as the town occupies a site on a high bluff on the river.

There are some forty-four substantial buildings in the district. Because of the district's density, most of the buildings are brick-constructed, a few with stone trimmings. The prevailing scale of the district's man-made features is low and human, with buildings averaging two stories in height and streets and alleys laid out in a fairly narrow manner.

The river apparently exerted some influence over the size of the buildings, with predominately two-story structures facing directly on it on Water Street. (See Photo 3.) So, too, did the height of buildings seem to follow the influence of the principal north-south street in the town--State Street--an important county throughfare. (See Photos 30 and 21.) On State, Water and Jennings (the east-west cross street one block north of the river; see Photo 23), higher land values evidently tended to require party wall construction--the effect on the district being more vertical in proportion than what might be assumed given its low scale.

Exceptions notwithstanding, the district's principal periods of growth and development--mid-19th and early-20th century--also reinforced the district's verticality. The period architecture's greater emphasis on longer window openings, more floor to ceiling story height, and other architectural devices (the corner tower on 1 West Jennings, for instance; see Photo 21) all combined to lend a sense of greater height.

Aside from a handful of recent but worrisome sandblastings, the brick buildings of the district are still painted, something customary with the use of the soft bricks during the periods of the district's primary development. (See Photos 4, 6, 7, 15, 17.) (The Rugby brick Carnegie Library at Monroe and Jennings is an exception, with its cherry red color still preserved; see Photo 11.) Of the half-dozen or so houses in the district, only two could be called contributory (both actually outstanding)--one is a carpenter/builder cottage (Photo 10) currently being repaired and repainted in appropriate colors, and the other is a subtly painted brick house in a Greek Revival mode (Photo 25).

The district contains only a few high-style buildings like the two just mentioned. It should be kept in mind that the town historically

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never had the pretensions of larger more commercially strategic places, and its architecture generally illustrates the town's more provincial, vernacular tone. Decoration is apparent here and there but the overwhelming sense from the district is solid, unassuming but well-proportioned buildings free of self-conscious architectural ornamentation. The quality of design, however, is nevertheless very high. Most of the commercial buildings were constructed in a 19th-century commercial vernacular, where scale and materials were sufficient to express the values of the period. When architectural expressions were more conscious, the district's limited design vocabulary was extended to include a few Italianate mannerisms--bracketed cornices, molded window caps, and the like--or an occasional venture into later styles (for example, the Classical Revival bank of 1902 and 1914, Photo 32, the Prairie School traction station of 1912, Photo 9, and the 1916 Georgian Revival public library, Photo 11).

The commercial quality of the Newburgh district is reinforced by the physical relationship of the buildings to each other and to the environment. Setbacks for the majority of the buildings follow the customary practice of construction directly on public rights-of-way. The few residential properties within the district occupy slightly larger building lots with construction liens farther back from the street.

It is with regard to these dwellings that another difference arises. The district is very nearly completely built-up. There are few examples of significant plantings, street furniture, public statuary or the like. The sites of the district's residences are substantially more heavily planted, however, than those of the commercial or public buildings, the latter types usually filling the parcel entirely, or with simply utilitarian rear or side yards. This lack of significant planting within the Original Newburgh District is one of the bases for the determination of its boundaries, for the remainder of the historic town is characterized by nearly continuous canopies of mature deciduous trees along its narrower streets and lanes.

The passage of time since the town's establishment has met with an increased and then diminished sense of commercial density. By mid-century, the commercial center of Newburgh was almost completely built-up, with some structures even on the south side of Water (or Front) Street directly bordering the river. A few infill buildings were added before the turn of the century, and then the last handful of contributory structures arrived on the scene by the Great Depression. Since that time, however, a slower town economy coupled with a number of disastrous fires has meant some weakening of the district's 19th-century density through the loss of buildings. (The recent fire and related demolition at the corner of State and Water--see Photo 30--is an example of this modern day trend, a condition which the local leadership is striving to remedy with the construction of new buildings which will compliment the scale and quality of the district.)

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Although the town of Newburgh can trace its history to the very beginning of the 19th Century, its greatest periods of significance were reached much later and are clearly reflected in the buildings of the district. Settled first in about 1803, the village began to achieve some prominence following the trans-montane migration of the years following the War of 1812. Still, the village numbered only 37 in 1830. By 1850, the population had grown to 526, and the village included several merchant houses (for example, see Photo 20), manufacturers, a newspaper, schools, churches, and a few families of wealth (see Photo 25). Most contemporary historians place the decade from about 1860 to 1870 as the town's most prosperous time. The population had grown to over 2,000 by 1868, and a few major industries--milling, tobacco, meat packing, and the like--were flourishing. A number of the district's buildings appear to fall into this general time frame: 14 West Water, Photo 4; 2 and 6 East Water, Photos 6 and 7; 10 West Jennings, Photo 17; 5, 7, and 9 State Street, Photo 31; 103-05 State Street, Photos 34 and 36; 116 State Street, Photo 28; and 119 State Street, Photo 39.

After 1870, however, the village apparently suffered a precipitous decline nearly lasting until the turn of the century. Newburgh's failure to secure proper rail connections in this critical period of railroad building was the source of its long lasting economic troubles, although the record shows that historians have not given adequate credit to the citizens of Newburgh for trying to secure suitable rail facilities. The standard gauge "dummy line" which was constructed between Newburgh and Evansville beginning in 1886 was to provide an eventual link to the east, but the major lines were passing the village by and the Evansville, Suburban, and Newburgh remained little more than an interurban passenger line. The contributory buildings remaining from this period of economic malaise are relatively rare today: 24 West Jennings Street, Photo 10; 17 West Jennings Street (west side), Photo 15; and 12 West Jennings, Photo 16.

With the turn of the century, however, Newburgh entered its second major period of growth and economic development. The upturn in the town's economy probably owed to the growth of the nearby coal-mining industry. Although Newburgh and Ohio Township had been among the earliest coal producers in the entire state (about 1818) and had enjoyed relatively consistent growth throughout the 19th Century, it was in about 1900 that the local mines began to reach their zenith. The greater accumulation of capital in the community spawned the creation of a number of new institutions: the town's first bank and savings and loan, a not-for-profit improvement association, a Carnegie-endowed public library, and a modern passenger rail depot. Several business houses were also constructed or substantially remodeled in the period immediately following the turn of the century up to the Great Depression. Contributory examples within the district of these two reflections of the town's renewed vigor include: 12 East Water, Photo 9; 23 West Jennings Street, Photo 11; 12 West Jennings Street, Photo 14; 17 West Jennings Street (east

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side), Photo 15; 8 West Jennings Street, Photo 18; 1 West Jennings Street, Photo 21; and 11 State Street, Photos 23 and 32.

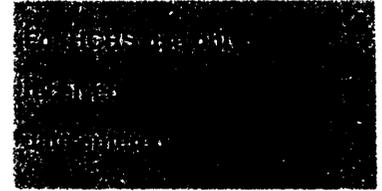
The overwhelming majority of the district's buildings--past and present--are commercial or mixed use. Of the forty-four buildings standing today--contributory and non-contributory alike--only 9 (slightly more than 20%) were originally strictly residential in use. That number has increased to 11 (or to 25%) with the adaptive reuse of the E, S, and N Depot and the conversion of commercial buildings to apartments. About a half-dozen commercial buildings are presently completely or partially vacant. The Carnegie library remains the district's only institutional building.

The physical condition of the district and its buildings is generally good. There has been a significant investment in rehab and reuse recently: for example, 2 East Water, Photo 6; 12 East Water, Photo 9; 17 West Jennings Street, Photo 15; 10 West Jennings Street, Photo 16; 8 West Jennings Street, photo 18; and 11 State Street, Photo 32. A few buildings have suffered some deterioration or misdirected rehab, but these examples are offset by the high level of upkeep or sensitive rehab evident in examples which include: 12 East Water Street, Photo 9; 24 West Jennings Street, Photo 10; 23 West Jennings Street, Photo 11; 17 West Jennings Street, Photo 15; 12 West Jennings Street, Photo 16; and 18 East Jennings Street, Photo 25. The district's infrastructure is moderately deteriorated. Most concrete sidewalks date from the PWA and 1939. A major state road project--Indiana Highway 662--brought some improvement to the principal east-west street, Jennings, but that was in 1930 with very little maintenance since then. Moreover, when street or sidewalk improvements have been undertaken the results have not always been entirely consistent with the character of the district.

The number and type of intrusions found in the district does not significantly affect the district's Register eligibility. Of the district's forty-four substantial structures, 17 (or 38%) are not contributory to the character of the district. Of this total number, only two stand out as producing a negative impact: 22 West Water Street, Photo 2; and 101 State Street, Photos 22 and 34. The former is a newly constructed building in a mock Bavarian style which does respect the prevailing setback but ignores the district's characteristic materials, size, scale, and ornamental program. The latter is a corner commercial building which was substantially altered by the application of stucco and a barn motif on the southern elevation. The remainder of the intrusions are more passive in nature, not contributing to the district by reason of artificial siding or post-1932 construction dates but still maintaining the district's overall sense of scale, setback, and the like. The following is a complete list of non-contributing buildings: 22 West Water Street, Photos 2 and 5; 16 West Water Street, Photos 3 and 5; 8 (?) East Water Street, Photos 7 and 8; 9 West Jennings Street, Photo 19; 14 East Jennings Street (2 buildings), Photo 22; 11 East Jennings Street, Photo 24; 11, 15, 23,

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and 25 West Main Street, Photos 23, 27, and 28; 101 State Street, Photos 22 and 34; 107 and 109 State Street, Photo 36; and 111 State Street, Photo 38.

The predominately commercial nature of the district provides the clearest delineation of its boundaries. Of course, the southern boundary is formed by the natural barrier of the Ohio River. On the east is an exclusively residential area. The northern boundary separates the district's denser, commercially based environment from one which is more residential in use and without the density evident south of Main. The western boundary defines the separation between the district's density and the newer, residential buildings immediately to the west. As already noted, the relationship of the buildings in the district to one another and to the environment, the relative lack of significant plantings, the commercial nature of the district, and the district's prevailing materials and scale all combine to make boundaries clear cut.

Of the district's forty-four substantial structures, 13 can be considered pivotal. The following is an annotated list with descriptions and salient historical data:

14 West Water Street (Photo 4)

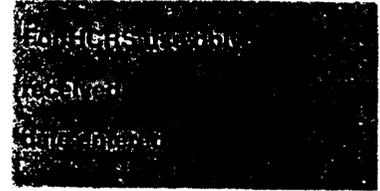
This vacant commercial building represents the ascendancy of Newburgh during its first period of significant growth. Two stories in height, the unornamented building has brick on the upper floor and limestone below. It is three bays wide with a central, double-doored entrance. The ground floor piers are intact, although the display windows have vanished. A dilapidated canopy separates the first and second floors. The ground floor openings are flat-headed, and the piers have a suggestion of plinths and caps. The three second-story openings are all topped by molded lintels. The central panelled door opens onto the top of the canopy and appears to be a later, Victorian-period addition. The flanking windows contain (broken glazing or boards notwithstanding) one-over-one lights. A slightly raised parapet forms a low pediment over the building's center; tie rods suggest that this might have been a later development. Historical data are a bit vague on this and the other commercial buildings on Water west of State. A recent history credits merchant A. M. Phelps with the construction of several business blocks west of State on Water to house his mercantile concerns. Phelps was a prominent force in the community--economically and culturally--beginning in 1830 with his arrival in Newburgh. The building appears to be circa 1855.

2 East Water Street (Photo 6)

This three-story brick structure has been associated with the Newburgh Lodge of the IOOF for much of its history. The lodge (oldest in the county) was chartered in January 1852, and this building may have been constructed by them shortly afterwards. It replaced a two-story log building on this site

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which was constructed by Samuel Short, one of the pioneer citizens of Newburgh. The present building is typical of the waterfront's commercial architecture. Now painted, the facade measures six bays in width with a side elevation on State Street extending seven bays. The facade is symmetrical, with two ground floor entrances surmounted by two second-floor doorways opening onto a wooden canopy running the width of the facade. The windows which remain unboarded are one-over-one double-hung sash, with slightly projecting sills and smooth lintels (probably sandstone). A large sandstone beam spans the wood and glass ground floors. The saddleback roof is relatively low-pitched and forms a gable on the asymmetrical State Street elevation. A slightly corbelled cornice underscores the roofline on Water Street. Number 6 East Water Street is a (Photo 7) companion to the corner building, sharing virtually every physical characteristic. Since a seam in the masonry separates the two buildings, it might be assumed that they were built by the same developer at the same time for speculative purposes. The 1884 county history states suggestively that the Newburgh Lodge was "one of the most prosperous in the State."

12 East Water Street (Photo 9)

This picturesque building was erected in 1912 according to the designs of Evansville architect Clifford Shopbell. Built as a passenger and freight depot for Evansville, Suburban, and Newburgh Railway, the one-story Prairie School building retains much the same appearance as it did when it served the town from 1912 through 1930. The facade of the free-standing depot is asymmetrical, with a two-story, hipped roof tower punctuating the long elevation near its western end. The tower is slightly in advance of the building and contains an entrance flanked by windows and what appear to be original light fixtures. Buffed brick belt courses run at the tops of the first floor openings on the tower and below a set of three round-arched windows on the tower's upper level. The round-arched tower windows have buff-brick voussoirs which contrast in color to the red brick of the body of the building. A continuous course runs the length of the building at the water table. To the west of the tower in the shorter facade section is a secondary entrance detailed much the same as the tower entrance. To the east of the tower is a bank of four new, paired windows in a recessed section which originally sheltered the depot's freight operation. Above the depot is a low-pitched roof forming projecting overhangs on the gable ends and a generous projecting eave over the facade. The depot's original Shoji-influenced five-over-one windows are still intact elsewhere.

24 West Jennings Street (Photo 10)

This is the district's only intact Carpenter/Builder cottage. A story and one-half in height, the frame dwelling was probably originally T-plan, but successive rear additions have clouded the original outward massing. Still very apparent, however, is the bayed projection on the facade typically surmounted by a cantilevered, bracketed gable with bargeboard trim. The intersecting saddleback roofs form shingled side gables as well. A newer,

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early-20th-century entrance porch fills the southwestern corner of the T-plan. The original fenestration is still evident in much of the house, the one-over-one double-hung sash on the facade being typical. The site of this dwelling was associated for much of the 19th Century with the Schumacher family. Louis Schumacher operated a wagon and blacksmith business on the corner of Jennings and Monroe as late as 1886. In about 1895, Schumacher (with the sons from his family of twelve) had erected a residence for himself on the site of the former business. The Schumachers were carpenters of some note locally, responsible among other works for the four speculative houses on Main Street just east of Monroe built in about 1905 (11 through 25 Main Street, Photo 26).

23 West Jennings Street (Photo 11)

The Rugby brick Carnegie-endowed Newburgh library has been a town landmark since its completion in November 1919. Plans were drawn for the building a few years earlier in 1916 by the Evansville architectural firm of Clifford Shopbell & Company. The Georgian Revival structure is rectangular in massing, with a porticoed central entrance on Jennings slightly in advance of the symmetrical facade. Flanking the entrance are two bays on either side with six-over-six light windows framed by slightly projecting sills and jack arches with keystones. The principal story is gained by a short flight of steps and surmounts a fully used English basement. The central circulation desk is flanked by shelves and reading areas on the main floor which are expressed on the exterior by three sets of shortened windows on the side elevations. A slate hipped roof with red clay ridge rolls tops the building. The trim of the red brick building is white-painted.

17 West Jennings Street (Photo 15)

This pair of small one-story brick buildings represents two widely separated construction episodes. The western half was built in 1878 for the Abshier ice company. The corbled, dentilled cornice is an original feature, as is the cast-iron spandrel with decorative rosettes. The ground floor window treatment may very well be original in appearance, though the glazing (and the Victorian style side porch) date from a later remodeling. The eastern half of the Abshier Ice House probably dated from about 1925, when an earlier two-story frame stables was demolished. The brick facade of the newer building contains a central entrance flanked by two wide windows with four-over-one lights. Each opening is topped by a slightly pitched wooden lintel with inset floral motifs. The bracketed cornice looks as though it, too, may be a new improvement.

12 West Jennings Street (Photo 16)

This simple frame commercial building was erected in about 1895 as a part of a tin and stove works which occupied this and adjacent sites for several years before. The asymmetrical facade has a pair of large display windows to

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the west with a recessed, angled entrance at the corner of the eastern side. Above the double-doored corner entrance are brackets supporting the cantilevered second story with a suspended corner boss. The second floor's facade windows are evenly spaced, one-over-one double hung sash. A saddleback roof forms gables at the front and rear. A somewhat later, one story addition is attached to the west and is brick-constructed. Both the main building and its addition have been well preserved following a period of decline and a recent fire.

1 West Jennings Street (Photo 21)

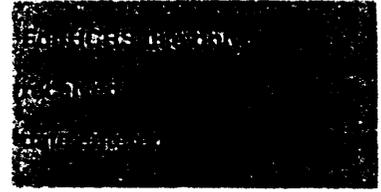
This building was the product of an extensive remodeling in 1902 for J. W. Fuquay's dry goods store. Before Fuquay were two other major building episodes. The original builder was Joseph Spitz, an immigrant credited with the construction of the Exchange Hotel on this site in about 1841. The building then was only two stories in height and was a plain, rectangular affair lacking the corner tower and the two story addition to the west. The next owner to come along added a third story to the building and the western wing in 1854. The three levels of fenestration on the eastern elevation are still evident from the expansion undertaken by the owner at the time, a Vermonter by the name of Zavan Hazen. Hazen's work was extensively remade by Fuquay. What apparently happened in 1902 was that by consolidating the first and second stories of the old building, Fuquay the merchant was able to produce the tall display windows evident today on Jennings Street, effectively making the building only two stories on the facade. Fuquay's corner tower projects over a recessed corner entrance and is clad in stone-imprinted sheet metal (probably manufactured by George Mesker's foundry in Evansville). The brick structure remains little changed since the turn of the century, except for the addition of the enclosed porch on the top level on State Street.

18 Jennings Street (Photo 25)

This two-story brick dwelling is L-plan in massing. The main block has an asymmetrical facade with a side entrance to the west surmounted by a single window. Grouped to the east on the facade are a set of two windows per story. All of the windows have six-over-six double-hung sash. The eight-panelled main door is flanked by classical pilasters and is covered by a convincing 20th-century portico. The saddleback roof forms side gables, on the west over a blank elevation. On the east is a single set of windows on the main block and the intersection of the two-story service wing. It is this wing, identical on the exterior in appearance to the main block, that past histories date in the 1830's as the residence of Abner Luce, an earlier speculator and merchant. However, judging from the similarities between to the main block and the wing and proof of Luce's residence elsewhere at the time (he left town with substantial debts in 1849), another date and builder might be in order. More likely the builder and original owner was Alexander Hamilton Pettit and his

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wife, Minerva. That family purchased the property in 1851, occupying the house for twelve years.

5,7 State Street (Photo 31)

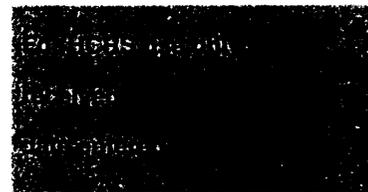
The physical similarities between this and the two adjacent properties to the north suggest a common origin. Number 5 is a simple three story brick structure with party walls to the north and south. The ground floor has been extensively remodeled after its recent use as a theater. The three bay wide facade is, however, intact on the upper floors. Three sets of openings here have smooth stone sills and lintels. The windows have six-over-six lights. A second story doorway once opened onto a canopy (now gone) and denoted an interior second story hall separating 5 and 7 State Street. A metal cornice surmounts the facade and continues to the north over 7 and 9 State Street. Property records suggest that 5 State Street was built in about 1854 by Alexander Hamilton Pettit. Given the physical similarities between this and the other two structures to the north, a circa 1854 date is implied for them as well. (A seam in the masonry separates 7 and 9, while 5 and 7 are continuous.) The ground floors of the buildings at 7 and 9 State Street have survived in better form than Number 5, but all three buildings regrettably have been sandblasted.

11 State Street (Photo 32)

This Classical Revival building was erected in two phases as the town's bank. The State Street facade clearly shows the two episodes. On the northern half of the two-story elevation is a centralized entrance (originally angled at the corner) flanked on the ground floor by large, display-style windows. Above the entrance is a paired set of windows flanked by single windows, all divided vertically by brick pilasters. The windows all have keystones on the upper story, while the two flanking openings and the one second-story window in the facade block on Jennings also have Gibbs surrounds. To the south on the facade block is a newer section. Also brick-constructed with pilasters separating the three bays, the newer section has paired windows above display-style windows--all without the more elaborate trim evident in the older section. A continuous dentilled cornice runs the width of the facade and wraps around the corner to the first bay of the side elevation. The older section was erected in 1902 according to the designs of Evansville architects, William J. Harris and Clifford Shopbell. The addition on State Street dated from about 1918 and was built after designs drawn by Evansville architect F. Manson Gilbert. Gilbert's work resulted in a harmonious facade but removed a pedimented cornice over the original section. To the rear of the Harris & Shopbell work is a 1902 wing erected in a simpler, commercial mode. Also two stories and brick, the side wing contains a more random array of narrow, segmentally arched openings, some containing doors and others containing one-over-one, double-hung sash windows. The elaborate brickwork--corbelling, stringcourses, and the like--continue from the facade to this section.

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100 State Street (Photos 20 and 35)

This peculiar looking building is one of the oldest and most significant structures in the district. Two stories in height, the corner building is brick on the ground floor and frame above. Because of the grade on State Street, the building is one story in height at the northern end of the State Street elevation. The Jennings Street elevation has eight openings on the first floor and five on the second. Windows are flat-headed, with one-over-one lights on the ground floor and four-over-four above. Doorways are at the extreme ends of the Jennings Street side, the one to the east forming a corner entrance coupled with a door on State Street. A series of three entrances and display windows extend the length of the State Street elevation on the ground floor. The upper story on State is more complicated, however, with an open gallery and original entrance to the north of a pair of newer, inappropriate windows. A semi-hipped roof covers this main block while a saddleback roof intersects on the north side over a simple one story wing. The difference in materials between the two stories is attributed to the construction of Jennings Street and the extension of State to the river in 1837. Before that, the building was a one-story frame dwelling for A. M. Phelps situated on a small hill. The road project meant the excavation of the basement and the construction of brick external walls along the newly exposed portions. Phelps had only arrived in Newburgh in 1830 and he spent his first few years down the street near the site of the present library. A few changes have occurred since the date of construction in the mid-1830's, principally the elimination of a smaller open gallery on the Jennings Street side on the second floor, a change probably occurring in the early-20th Century.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates n/a Builder/Architect n/a

Statement of Significance (in one paragraph)

The Original Newburgh Historic District illustrates the passage of the commercial and cultural center of a small 19th century river town. The town's success in the trade of the lower Ohio Valley in mid-century, its decline in the 1880's and 1890's and its resurgence in the early 20th Century are all illustrated in the cohesive character of the district. The people and events associated with the construction and occupancy of the district clearly help to interpret the patterns of history common to the region and the periods of the district's development. And the district's preservation to this date furnishes an honest look at the standards of design and construction characteristic of the past.

The establishment and early growth of Newburgh conformed to the pattern of western settlement at the beginning of the 19th Century. A handful of southwestern Indiana communities were formed shortly after the turn of the century or at the end of the 18th Century. Establishment of New Harmony on the Wabash, or Evansville, Newburgh, Mount Vernon, and Henderson, Kentucky, on the Ohio all reflected post-Revolutionary expansionism. Each enjoyed additional modest growth following the transmontane migration after the War of 1812. The area of Newburgh was settled first in about 1803, but the formal signs of settlement did not follow for several years. The land was first surveyed in 1805, and in 1807 the original land patent was conveyed to General W. Johnson, a prominent territorial figure. Years later, in August 1818, the area's first settler, a migrant blacksmith by the name of John Sprinkle, platted the first town in the area, aptly known as Sprinklesburgh. (He had begun advertising the sale of lots already in July.) Sprinkle's paper town extended west of Monroe Street and was laid out by an active Warrick County surveyor, Chester Elliot. It was Elliot, employed by an 1818 arrival named Abner Luce, who also laid out the original lots comprising the town of Newburgh in late 1829, these to the east of State Street. The roughly triangular plot of land between Sprinklesburgh and Newburgh remained unplatted until 1837 when the State Legislature joined the two towns and the land in-between under the name of Newburgh (Sprinkle died in 1822 while Luce did not leave the area until 1849).

The growth of the town was gradual for the first half of the 19th Century. Sprinkle himself obtained a license for a Newburgh-Henderson County, Kentucky, ferry in 1810, and a few merchants established themselves there just before 1820. Most of the early arrivals were part of the post-Revolutionary migration down the Valley of Virginia, and through the Carolinas, Tennessee, and Kentucky. The next wave of immigration may have followed the speculation connected with the construction of the Wabash and Erie Canal in the region

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property approximately 8.82

Quadrangle name Newburgh Ind-Ky

Quadrangle scale 1:24,000

UMT References

A	<u>1</u> <u>6</u>	<u>4</u> <u>6</u> <u>4</u> <u>3</u> <u>0</u> <u>5</u>	<u>4</u> <u>1</u> <u>9</u> <u>9</u> <u>6</u> <u>1</u> <u>0</u>
	Zone	Easting	Northing

B	<u>1</u> <u>6</u>	<u>4</u> <u>6</u> <u>4</u> <u>4</u> <u>8</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>9</u> <u>5</u> <u>9</u> <u>0</u>
	Zone	Easting	Northing

C	<u>1</u> <u>6</u>	<u>4</u> <u>6</u> <u>4</u> <u>5</u> <u>3</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>9</u> <u>4</u> <u>4</u> <u>0</u>
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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
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state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Douglas L. Stern

organization Consultant, Historic Newburgh, Inc. date 15 December 1982

street & number 604 Adams Avenue telephone 812/422-6728

city or town Evansville state Indiana

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature James M. Peterson

title Indiana State Historic Preservation Officer date April 21, 1983

For HCRS use only

I hereby certify that this property is included in the National Register

Entered in the National Register

date 6/16/83

Keoper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form



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(Evansville was designated as the canal's southern terminus in 1836). Still, by 1830, the village was tiny and struggling, with a population of only 37 and with only modest prospects.

The town attracted a steady stream of hard-working immigrants, however, and in combination with its natural resources and strategic situation in the trade of the region, Newburgh began to take off at mid-century. Despite the failure of the canal, trade managed to keep apace because of commerce on the river. Although it would eventually be eclipsed by Evansville, the town did benefit from its proximity to the newer city (Evansville, for instance, was declared a Port of Entry in 1856, marking an increase in shipment of goods to the entire area). The stream of immigrants was particularly strong after 1850. In an 1880 atlas, the list of patrons from Newburgh contained not fewer than 65% non-natives of Warrick County. Some 32% of the immigrants were German or Prussian in origin. The majority of the German-born 1880 survivors indicated that they had settled in Newburgh before 1867, making them part of the wave of immigration associated with mid-century German political unrest. The profile of these first-wave German immigrants tended to support Newburgh's post-Civil War growth: These Germans were entrepreneurial, progressive in politics, and industrious. Of an 1880 population of over 1200, the author of a county history at the time declared that "a large per cent. . .are natives of Germany."

After about 1870, the rapid growth of the previous decade ceased, and the town entered into a long, steady decline lasting until after the turn of the century. The blame for Newburgh's troubles at the end of the 19th Century seemed to center on its lack of proper rail connections. By the end of the 1860's, Evansville had established the major rail routes in nearly every direction, and Newburgh was clearly being passed by. Historians of the last quarter of the century tended to disparage Newburgh's spirit, calling its citizens lethargic and pointing out the squandered natural advantages. The true story differed, however, for Newburgh's efforts to secure rail connections in the post-Civil War era were as earnest as Evansville's--just unrewarded. When rail connections were finally realized in the late 1880's, Newburgh's success came only after a spirited struggle against other Warrick County towns. (An 1881 county history originating in Boonville, the county seat, named just three Newburgh patrons out of a list of hundreds!)

Whether historians told the absolute truth about Newburgh's late-19th century malaise cannot be disputed after looking at the town's dearth of construction in the period and its steep drop in population. Immigration practically stopped after the mid-1870's. Not any of Newburgh's German-born patrons of the county's 1880 atlas settled in the town after 1869. Of the structures left standing in the district today, not more than a half-dozen appear to be products of this period. By 1909, a county history reported that population, on the decline for almost thirty years, was then about 800.

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The recovery following the turn of the century hinged in large measure on expanded coal mining. Newburgh had long been prominently identified with the mining industry. Many of the first serious mines in the region originated in mid-19th century Newburgh. In 1881, historian Will Fortune declared that "a large number of persons are employed in the mines, and Newburgh may appropriately be called a 'mining town.'" Several large mines operated in the Newburgh vicinity well into the 20th Century. One of the largest--Sergeant Coal Company--shipped its cheap coal as far away as the Dakotas.

The touchstones of economic recovery were all evident at the turn of the century. Newburgh's first bank--Citizens Bank--opened for business in May 1902, just two years after the establishment of the town's first building and loan association. Flushed with new capital, public-minded citizens even founded the town's first home-building and improvement association in about 1902, "with purely the mutual idea of improving and beautifying Newburgh. . . without hope of profit." Historians were now picturing the citizens of Newburgh in a better light. Even Boonville's 1909 county history had a glowing report: "Newburgh at present time is enjoying a boom, many new business houses are being built, and everything in the way of thrift and business is taking place there now." The results of the early-20th-century boom are apparent today, with a large number of post-1900 resources contributing to the character of the district.

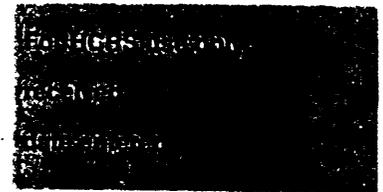
The overarching architectural quality of the district stems from its high quality, vernacular commercial buildings. As noted before, Newburgh did not have the architectural pretensions of larger, more strategic places. The few buildings designed with the benefit of an architect--the bank, traction station, or library, for example--represent a wide range of styles but comprise only a small percentage of the district's total.

When architectural consumers in Newburgh did seek professional assistance, however, they seemed to stick with favorites. The three major public projects of the early-20th Century just mentioned were all designed by the same firm (or its surviving member). Whether this was a product of Newburgh's small-town thinking or rather the considerable popularity of Harris & Shopbell (later simply Clifford Shopbell & Company) of Evansville is a good question. Judging from Shopbell's burgeoning regional practice in the 1910's and 1920's, it might be fair to say that Newburgh responded to his considerable, proven reputation for small-town design. Shopbell's jewel-like Carnegies and banks can still be found in a score of towns from Mt. Carmel, Illinois, to Tell City, Indiana.

Although Newburgh did have several prominent personages associated with its periods of development, the most significant contributors to the town's sustained growth were not the kind for whom biographies were written. Admittedly, the successes of a few--Phelps, Pettit, or Fuquay, for instance--stood out on account of the respect which those names carried within the

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community. Nevertheless, Newburgh's heritage was more validly expressed by the presence of merchants, manufacturers, miners, and artisans whose names have long been forgotten. Newburgh's social and cultural associations were working-class and ethnic. The town's significance was the product of cumulative phenomena, not so much critical turning points forged by dominating individuals.

Only two buildings within the district can be called negative intrusions. The balance of the non-contributing structures (some 17 total) are more passive in nature, having been constructed less than fifty years ago or altered by the application of artificial siding. The two strong axial relationships of Jennings and State streets remain more or less unchanged. The riverfront, with the enclosure of Water Street buildings forming a significant spatial counterpoint to the river, has suffered some relative weakening with the construction of one of the district's negative intrusions on it and with the loss recently of a set of buildings to fire.

The boundaries enclose the traditional commercial town center of Newburgh. Portions of the original town lots and the first enlargement lots are both included in the district. The pattern of land use--commercial versus residential--is sharply distinct between the district and bordering areas. Streetscapes differ, too, in terms of the relative compactness of the district and the more diffused quality of the primarily residential areas outside of the district. The streets used in defining boundaries (as well as the river) do not divide cohesive blockfaces; rather each one separates the district from something undeveloped or historically foreign to the development and character of the district. There may be other potential historic districts contiguous to some part of the proposed town center district, but these bear no relationship to the Original Newburgh District in the key points already discussed.

Subsurface testing has not been part of any inventories to date. There are not any archeological resources thought to be present in the district, nor are any believed to be recorded. The success of subsurface testing is questionable in light of the district's history of grading and filling, successive building episodes, and other disturbances.

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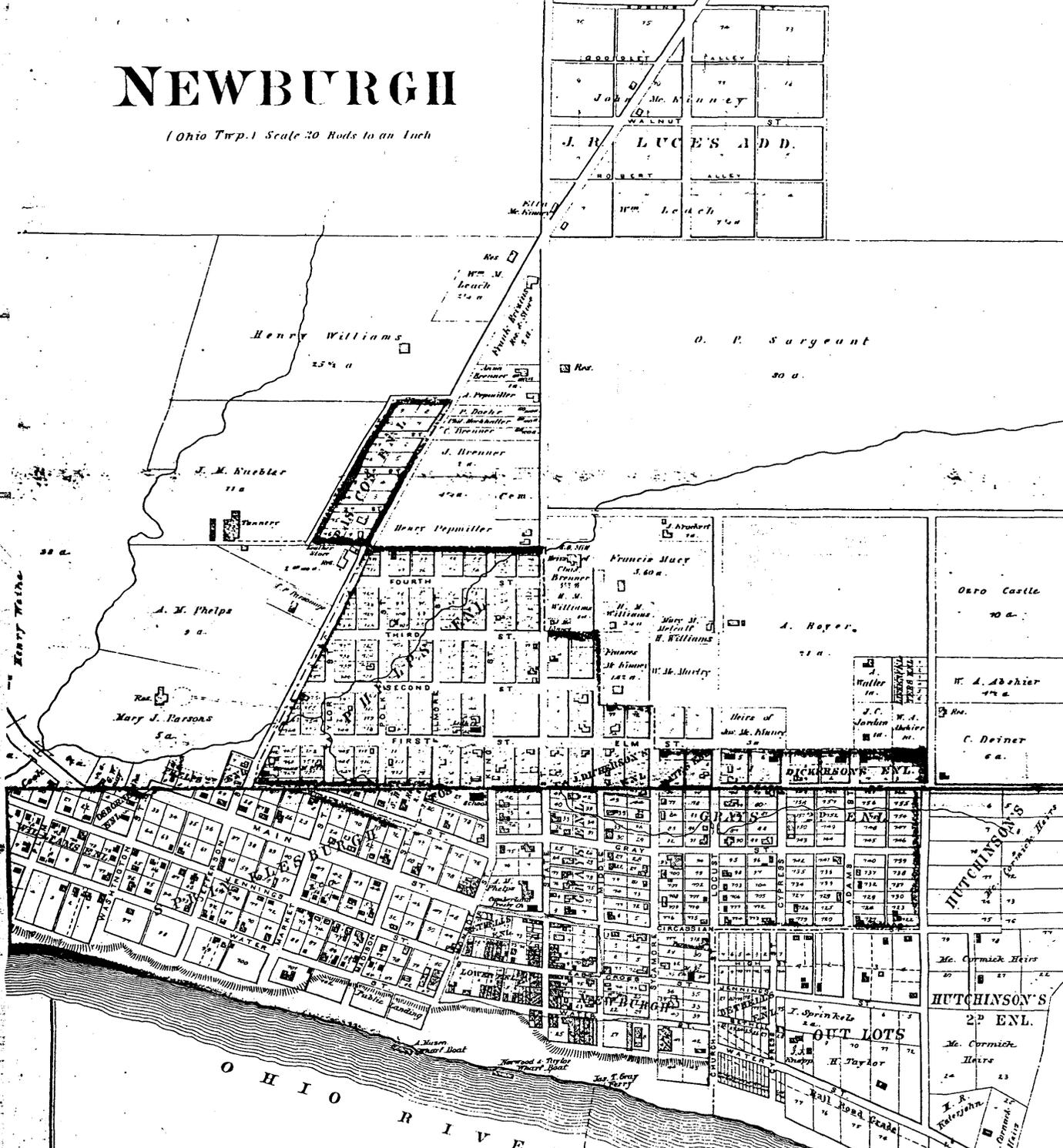
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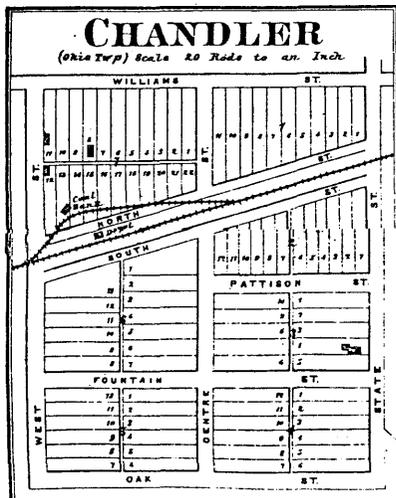
Beginning at a point in the northern right-of-way line of West Water Street where said line intersects with the eastern right-of-way line of Monroe Street; thence in a northerly direction along said line until the intersection of the southern right-of-way line of West Main Street; thence along said line in an easterly direction until the intersection of the western right-of-way line of Middle Street; thence along said line in a southerly direction until the intersection with the northern right-of-way line of East Jennings Street; thence along said line in a westerly direction until the intersection of the southern right-of-way line of Indiana Highway 662; thence along said line in a southeasterly direction until the intersection of the northern right-of-way line of East Water Street; thence along said line in a westerly direction until the beginning point.

NEWBURGH

(Ohio Twp. 1 Scale 20 Rods to an Inch)



source: Historical Atlas of Warrick County, Indiana, 1880



NEWBURGH BUSINESS REFERENCES.

W. B. GARWOOD. Blacksmith. All kinds of Blacksmithing done to order. Farm machinery repaired with care. Shop on State St., North of Gray.

WM. J. LEWIS. Trustee of Ohio Township. Feed and Sale Stable.

JOHN CUTTERIDGE. Proprietor of Livery.

W. W. BLADGATER. Physician and Surgeon.

UNION BETHEL. Antiques of Warrick Co.

PHILIP HOCHSALTER. Dealer in Groceries, Provisions, Queensware, Woodware, Glassware, Tobacco, Cigars and Noctones.

JOHN M. KUEBLER & CO. Proprietors of Newburgh Tannery. Manufacturers of Oak Harness, Upper, Kid, Calf, Buff, Veil, Belton, Collar and Split Leather. Office and Salaroom No. 12 Main St., Evansville. Tannery at Newburgh.

F. P. PATRICK. Plasterer.

HENRY LOHR. Dealer in Groceries, Provisions, Queensware, Glassware, Cigars, Willowware, and all kinds of goods usually kept in a Grocery store.

PETER COOK. Dealer in Groceries, Provisions, Queensware, Glassware, Tobacco, Cigars and Noctones.

JOHN W. SPARCK. Justice of the Peace, and Coroner's Palace.

J. R. TILMAN. Physician and Surgeon.

EMIL HULVERSHORN. Cattle, Hides and Undertaker. Junction St., opposite Catholic Church. All kinds of Furniture on hand and made to order. Repairing done in the best manner on short notice. A great variety of Coffins on hand and made to order. A fine new Hearse will always be ready to assist Funerals promptly at the time promised. Manufacture and sell the "Anderson" Upping Bed Bunk.

MATHANIEL TOWNSEND. Dealer in Drugs, Medicines, Chemicals, Fancy and Toilet Articles, Spoons, Brushes, Perfumery, etc. Prescriptions accurately and carefully compounded by competent process at all hours of the day or night.

H. E. DUDGIN. Lumber-Dealer.

L. & H. HULVERSHORN. Manufacturers of Dealers in Furniture, Mattresses, Coffins, Caskets, etc. State St., 3 doors above Jennings St. Having made arrangements with a wholesale Furniture Factory, we are able to sell and will sell at Evansville Cash Prices. Furniture repaired. Picture Frames and Mirrors. We keep a very fine stock in connection with the establishment, ready to attend Funerals on short notice.

G. W. FOGGART. Dealer in Dry Goods, Flannels, Goods, Clothing, Hats, Caps, Boots and Shoes and Notions, and always keeps on hand a full, complete and neat stock of Goods.

S. H. WALDON. Dealer in Drugs, Patent Medicines, Dye Stuffs, Paints, Oils, Varnishes, Toilets and Fancy Articles, and a neat line of Notions.

JOHN V. FOSTER. Confectioner. Furnishes the best of Ice Cream in his season.

JOHN RAB. Baker, Confectioner, and Proprietor of Saloon.

GEO. L. MOOG. Teacher.

JOSEPH WEBB. Saddler and Harness Maker.

WILLIAM BUTTERWORTH. Italian Marble and Sand Stone Cutter, and Builder. Shop out of State and Gray Sts. All contracts promptly filled.

CHAS. F. HOPKINS. Cor. State and Water Sts. Dealer in Groceries, Hardware, all kinds of Cutlery, Saws, Axes, Hatchets, Booms and Lard, Iron, and Nails; also Insurance Agent and Co. Commissioner afloat.

H. W. WILLIAMS. Carpenter, Contractor and Builder.

NORWOOD & TAYLOR. Commission Merchants and Coal Dealers at West End.

CRIS. DIENB. Butcher and Dealer in Live Stock.

CHAS. W. & H. C. BRENNER. Proprietors of Dexter Mills. Millers and Dealers in Flour and Grain, and Residues of fine Berkshire Hogs.

JOSEPH SPITE. Township Assessor.

FRANK BRIEUS. Dealer in Groceries and Provisions, and also manufacturer of Booms and Shovels.

F. A. BRIEUS. Watchmaker and Jeweler. He is always on hand to clean your Clocks and Watches, or sell you any Jewelry you may need. Give him a call.

M. BUSCH. Proprietor of Hotel. Livery and Feed Stable.

LRIEUS & PEPPELLER. Proprietors of Brewery and Dealers in Cera and Butter.

WM. T. LOGGITT. Saddler and Harness-maker. He is always ready to sell you a Saddle or set of Harness, or repair your old ones. Give him a call.

J. A. ANGEL. Dealer in Groceries, Dry Goods, Whiskies and Notions.

MRS. B. ROOP. Milliner.

WM. M. LEACH. Grocer and Farmer.

JAS. STOKER. Carpenter, Contractor and Builder.

ODE W. RALL. Proprietor of Saloon.

C. F. MARVIN.

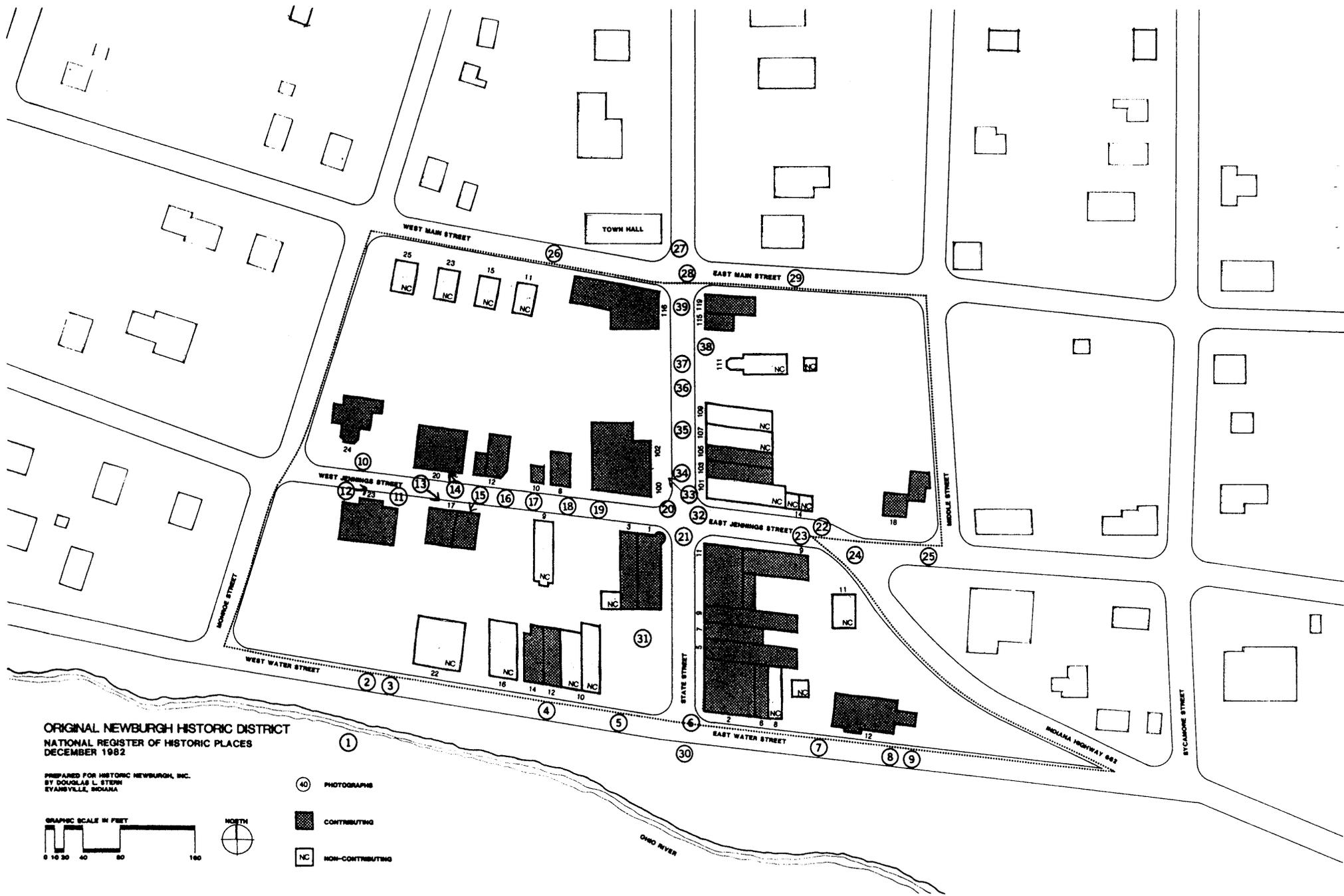
S. D. PURDUE. Teacher.

JAN. ALLISON. Physician and Surgeon. Residence and Office, 2 1/2 miles North-west of Newburgh.

PHILIP WEBSTER. Farmer and Blacksmith Shop, 3 1/2 miles North of Newburgh.

JACOB MARTEL. Farmer and Blacksmith Shop, 3 1/2 miles North-west of Newburgh, on old Plank Road.

GEORGE SANDERS. Farmer and Dealer in Cocking-wares.

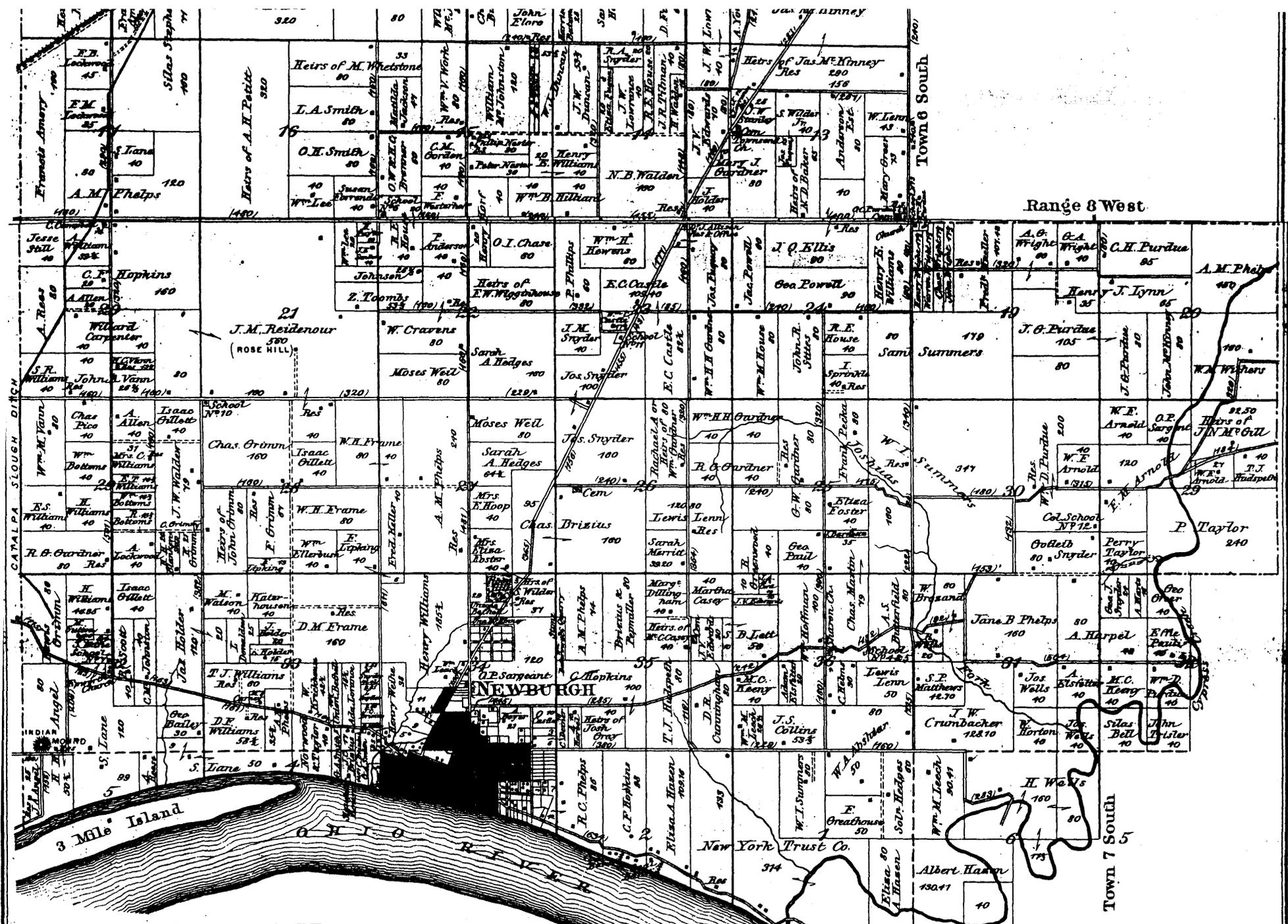


ORIGINAL NEWBURGH HISTORIC DISTRICT
NATIONAL REGISTER OF HISTORIC PLACES
DECEMBER 1982

PREPARED FOR HISTORIC NEWBURGH, INC.
 BY DOUGLAS L. STEW
 EVANSVILLE, INDIANA



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source: Historical Atlas of Warrick County, 1880