



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 Dalton Commercial Historic District (Boundary Increase and Additional Documentation)

other names/site number N/A

2. Location

street & number Downtown Dalton roughly centered on Hamilton Street and bounded by South Thornton Avenue, Morris and Hawthorne streets, and the Seaboard and Southern rail lines.

city, town Dalton () **vicinity of**

county Whitfield **code** 313

state Georgia **code** GA **zip code** 30720

() not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

- building(s)
- district
- site
- structure
- object

Contributing resources previously listed in the National Register: 87

Name of previous listing: Western and Atlantic Railroad Depot listed April 6, 1978; Dalton Commercial Historic District listed December 5, 1988.

Name of related multiple property listing: N/A

National Register of Historic Places **Continuation Sheet**

Section 3—Classification

Explanation of Contributing Resources Previously Listed in the National Register

The original Dalton Commercial Historic District (1988) contained 85 contributing and 40 noncontributing buildings and one contributing object, the bronze statue of Confederate General Joseph E. Johnston on Crawford Street.

The number of contributing resources in the Dalton Commercial Historic District as amended increased by 27 and the number of noncontributing resources decreased by 19 so the total number of resources in the district is 134. Thirty-three contributing buildings were identified in the three boundary increase areas. A significant number of buildings were reclassified from noncontributing to contributing, and one structure, the gridiron plan of streets, which was not identified in the original National Register nomination, was counted as a contributing structure.

The number of noncontributing resources in the Dalton Commercial Historic District as amended is 21. This includes 16 noncontributing buildings in the original historic district and 5 in the boundary increase areas.

It must be noted that contributing resources identified in the boundary increase and additional documentation cannot be compared with corresponding resources in the original National Register documentation because the 1988 nomination because the former counted city lots as contributing resources and the latter more accurately identifies buildings, regardless of how many lots they occupy. As a result, the total number of contributing resources in the boundary increase and additional documentation increased by 27 over the number of contributing resources in the original National Register documentation.

Previously Listed Resources within the Dalton Commercial Historic District (1988):

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	85	40
sites	0	0
structures	0	0
objects	1	0
total	86	40

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Section 3—Classification

Number of newly identified Resources within the Dalton Commercial Historic District and Boundary Increase (2006):

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	26	21
sites	0	0
structures	1	0
objects	0	0
total	27	21

Total number of Resources (previously listed and newly identified) within Dalton Commercial Historic District and Boundary Increase:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	111	21
sites	0	0
structures	1	0
objects	1	0
total	113	21

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.

Richard Coover 2-22-06
Signature of certifying official Date

ec W. Ray Luce
Historic Preservation Division Director
Deputy State Historic Preservation Officer

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

Signature of commenting or other official Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

Edson H. Beall 4.19.06

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

for
Keeper of the National Register Date

6. Function or Use

Historic Functions:

Commerce: business, professional, financial institution, specialty store, department store, restaurant, warehouse

Social: meeting hall

Government: city hall, post office

Recreation and Culture: theater

Transportation: rail-related, road-related

Current Functions:

Commerce: business, professional, financial institution, specialty store, restaurant, warehouse

Social: meeting hall

Government: city hall, post office

Recreation and Culture: theater

Transportation: rail-related, road-related

7. Description

Architectural Classification:

Late Victorian: Italianate

Late 19th and 20th Century Revivals: Colonial Revival, Classical Revival

Late 19th and Early 20th Century American Movements: Commercial Style

Modern Movement: Art Deco, International Style

Materials:

foundation Concrete

walls Brick

roof Asphalt

other Glass

Description of present and historic physical appearance:

The Dalton Commercial Historic District consists of historic buildings in downtown Dalton, the seat of government for Whitfield County. The city's historic gridiron plan is centered on Hamilton Street, the principal commercial avenue, between Waugh and Morris streets. The railroad line forms the east edge of the district. Downtown streets are lined with mostly attached one- and two-story historic commercial buildings that date from the antebellum period through the mid-1950s. The majority of buildings were built from the late 19th and early 20th centuries.

Nearly all of the commercial buildings were constructed of brick with load-bearing masonry walls and heavy-timber interior framing. Most share party walls and uniform setbacks from the street. Exceptions include the free-standing post office, city hall, and railroad depot, and the "high-rise" hotel at the corner of Hamilton and Crawford streets, which takes up most of a city block. Brick is the

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Section 7--Description

principal building material in the district and is used both structurally and decoratively. Other important building materials include wood, cast and pressed metal, terra cotta, natural and cast stone, and glass.

Historic architectural styles represented in the district include the mid-19th-century Italianate style, with its characteristic bracketed eaves; late-19th-century Commercial Victorian, featuring cast-iron and plate-glass storefronts, brick facades divided by projecting pilasters and recessed panels and ornamented with contrasting brick and stone trim, and high parapet walls with pressed metal or corbelled brick cornices; turn-of-the-20th-century Neoclassical and Renaissance Revival styles, featuring symmetrical compositions of classical motifs including columns, pilasters, pediments, and cornices, early 20th-century Colonial Revival, featuring classical or Renaissance detailing and the characteristic use of red brick with contrasting light trim; early 20th-century Commercial (or Modern), featuring relatively plain, flat brick piers, walls, and parapets, enlivened by shallow recessed panels, decorative brickwork, and simple but contrasting stone or terracotta details set into the brickwork, and large, often industrial-type metal sash windows; and early 20th-century Art Deco with its graduated, angular forms, smooth surfaces, and bright colors. The most common architectural styles in the district are the late-19th-century Commercial Victorian style and the early 20th-century Commercial or Modern style.

The oldest building in the historic district is the Western & Atlantic Railroad Depot, constructed in 1852 at the foot of King Street. Designed in the Italianate style, the depot features large brick arches and ornate brackets along the eaves. Other community landmark buildings include the Art Deco-style Wink Theater (1938), the Colonial Revival-style Dalton City Hall (1937), and the Neoclassical Revival post office (1914). The bronze statue of Confederate General Joseph E. Johnston on Crawford Street is only public artwork in the district. It was dedicated by the United Daughters of the Confederacy in 1912.

Descriptions of Historic Properties in the Dalton Commercial Historic District Boundary Increase and Additional Documentation:

The original National Register form, completed nearly twenty years ago, identifies as contributing only buildings that were built before 1939 so that buildings built during World War II, and in the immediate post-War years were not considered historic. Many buildings in the original historic district that were not old enough in 1988 have now met the fifty-year requirement. Others have had false facades removed, which have restored their historic integrity. Buildings located on the north, east, and west sides of the original historic district were not included within the boundaries because they were either less than fifty years of age or they lacked historic integrity when the district was listed in 1988. For other buildings, the reasons for their exclusion from the original nomination are not clear.

The purpose of the Dalton Commercial Historic District Boundary Increase and Additional Information is:

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- 1) to extend the period of significance to 1955;
- 2) to expand the boundaries to the north, east, and west sides of the historic district in three separate areas; and
- 3) to reevaluate the National Register eligibility of each property in the original Dalton Commercial Historic District (1988).

As a result, 33 contributing buildings on 5 acres have been added to the original 20-acre Dalton Commercial Historic District and a significant number of commercial buildings identified in the original National Register documentation as noncontributing have been reclassified as contributing in this documentation.

A significant number of buildings in the original historic district (1988) were identified as noncontributing because they had not reached fifty years of age, were obscured by a false façade, or lacked overall historic integrity. The boundary increase and additional documentation records that many buildings that were previously identified as noncontributing have had false facades removed. Other buildings have since reached fifty years of age and are excellent examples of 20th-century modern commercial architecture.

Descriptions follow of selected buildings identified as noncontributing in the original nomination but listed as contributing in the boundary increase and additional information:

201 North Hamilton Street (Cannons Department Store), built in 1955. The low, one-storey International Style commercial building features a flat awning that shades the display windows, flat roof, and highly polished granite veneer (photo 6). The first Cannons Department Store operated on this site from 1895 until it was destroyed by fire in 1955. Cannons remained in the building until it was succeeded by Crutchfield Furniture in the late 1990s.

225 North Hamilton Street (Felker-Routh Building), built in 1894. A two-story brick commercial building with two-over-two sash windows and hood moldings, decorative panels, and a corbelled-brick cornice (photo 4, center). T. M. Felker was the original owner. It served as Carter & Sons Furniture & Undertaking from 1930 to 1931 and McClellans Department Store in 1936, Routh Lee Dept. Store in 1940, and Routh Department Store between 1943 and 1955.

229 North Hamilton Street (Owens-Routh Building), built in 1890. Two-story, brick commercial building with arched windows, stepped parapet, and decorative brickwork (photo 4, center). Also served as McClellans Department Store and Routh Department Store.

236 and 238 North Hamilton Street (Proffitt Textile Company), built in 1942-43. A two-story brick commercial building with plain storefronts and few decorative brick details (photo 3, background). Double-hung sash windows have replaced the historic steel-framed windows. Brick panels form the

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entablature.

115 West King Street (Pruden Insurance Agency), built in 1951. A small, one-story, modern commercial building with unadorned expanses of beige brick and an aluminum-framed, floor-to-ceiling plate-glass entrance (photo 8, center). "Credit Bureau of Dalton" is written above the entrance in cast-aluminum block letters.

Boundary Increase Area A

This area comprises buildings on both sides of North Hamilton Street north of Waugh Street (photos 24-27). These buildings were not included in the original 1988 National Register nomination because they are located on the north side of the Waugh Street overpass, which is now included with the boundary increase. This area served manufacturing and automotive businesses, such as filling stations, auto repair shops, car sales, construction companies, and a lumber yard. These buildings were built between 1914 and the early 1940s. Descriptions follow of selected buildings in Boundary Increase Area A:

300 North Hamilton Street (Ryman Pontiac-Cadillac Building), built in 1934. A two-story brick commercial building with a double storefront and two garage bays on the north side (photo 25). Paired industrial, steel-casement windows light the second floor. No decorative brickwork or other ornament.

301-305 North Hamilton Street, built in 1915. A one-story, brick commercial building that includes three storefronts (photo 24). It is a plain building with no ornament. This building housed mostly auto-related businesses through the mid-20th century. In 1930 to 1931, it was Routh's 5&10 and from 1936 to 1953, it served as a filling and service station at which time the southeast corner was open so cars could drive into the building for gas and service. In c.1954, the corner was enclosed for a loan and finance office. The north end of the building housed an auto repair shop and, later Garrett's Radio and TV Service.

307 North Hamilton Street, built in c.1914. A one-story, brick commercial building framed by brick pilasters and a corbelled cornice (photo 26, left).

309 North Hamilton Street, built in the early 20th century. A two-story, brick commercial building framed by brick pilasters and a corbelled cornice (photo 26). Elements of the cast-iron storefront survive. Diamond-shaped brickwork below the second-floor windows.

311 North Hamilton Street, built in 1930s. A one-story, brick commercial building framed by pilasters with a recessed sign panel in upper façade (photo 27).

315-325 North Hamilton Street (Star Dye), built in c.1940. A large, one-story, eight-bay brick commercial and industrial building. Each bay is framed by pilasters that rise above the brick

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parapet. The four southernmost bays are smaller than the four north bays. John McCarty, a pioneer of the carpet industry, constructed the building. McCarty and his relative W. C. Martin were pivotal figures in the development of the dye industry in Dalton. Star Dye was a parent company of the modern carpet industry.

327 North Hamilton Street (Cherokee Lumber), built in 1943. A one-story, brick commercial and industrial building with a double storefront and a brick sign panel (photo 27, right).

Boundary Increase Area B

This area comprises the south side of the South Hamilton Street between Morris and Cuyler streets (photos 30-33). These buildings were not included in the original 1988 National Register nomination because they lacked historical integrity. Some false facades have since been removed. Boundary Increase Area B also includes a warehouse at 109 East Morris Street and the Southern Railway Freight Depot, neither of which were included in the original documentation. Descriptions of specific buildings follow:

311-313 South Hamilton Street (Fraker's Hardware), built in 1926-1929. A one-story brick building with a double storefront and brick sign panels above (photo 30). A flat, metal awning that was built in the mid-20th century shades the entrance and display windows. Fraker's Hardware, once the largest hardware store in Dalton, remained in operation until the end of the 20th century.

325 and 327 South Hamilton Street (White Cotton Shoe Store), built in 1925. A one-story brick commercial building with decorative corbelled brickwork above the double storefronts (photo 30). Built by Tom R. Jones, the store served as a shoe sales and shoe repair shop for most of the 20th century.

329 South Hamilton Street (Eagle Barber Shop), built in 1936. A small, narrow, one-story brick commercial building that historically served as a barbershop. Decorative brick panels above the storefront and corner entrance include basket-weave and corbelled brickwork. The south wall is painted with a historic Coca-Cola sign.

109 East Morris Street (Dalton Fruit Company Building), built in 1926-1929. A one-story, brick commercial building with a storefront, recessed entrance, and steel-framed window (photos 31-32). A brick sign panel is located above the storefront. The Dalton Fruit Company was located in the building from 1930 to c.1955.

111 East Morris Street and 116 East Cuyler Street (Southern Railroad Freight Depot), built in c.1914. A long, one-story, brick railroad depot covered with a gable roof with overhanging eaves supported by brackets (photos 32-33). Heavy, wood freight doors are set in arched openings.

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Boundary Increase Area C

This area comprises buildings on West Morris, West Cuyler, and South Pentz streets and South Thornton Avenue west of South Hamilton Street (photos 34-37). Buildings in this area were not included in the 1988 documentation because they were not fifty years of age. These buildings now represent excellent examples of mid-20th-century modern architecture.

201 West Cuyler Street, built in 1944-1945. A plain brick commercial building with a plate-glass storefront and central entrance (photo 37). Its lack of ornament, which is typical of commercial architecture of the mid-20th century, contrasts with commercial buildings on Hamilton Street from the first decades of the 20th century.

203 West Cuyler Street, (Dalton Theater), built in 1944-1951. A plain, two-story brick theater building. The main entrance is located left of center (photo 37). The entrance for use by African Americans during the period of Segregation is located on the right side. The projection and ancillary rooms were lit by three steel casement windows at the second-floor level. The marquee no longer remains.

205-207A West Cuyler Street, (Davis Bake Shop), built in 1941-1943. A one-story, brick commercial building with a double storefront (photo 37). The parapet is ornamented with a decorative brick panel and inset white tiles.

207 West Cuyler Street, (Dalton Supply Company), built in 1937-1940. A two-story, brick commercial building with alternating bands of red and brown brick. The second story was added in the mid-1950s. Half of the façade, including the entrance, is recessed several feet from the street, giving the building a modern, dynamic appearance.

209-211 West Cuyler Street, (Dalton Sheet Metal/Boyetts Food), built in 1940-1943. A plain, one-story commercial building with a double storefront.

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
Commerce
Community Planning and Development
Entertainment and Recreation
Industry
Politics and Government
Transportation

Period of Significance:

1846-1955

Significant Dates:

1846 – Dalton was founded and its street plan was established.
1852 – Western & Atlantic Railroad Depot, the oldest building in the historic district, was built.
Dalton established as the county seat of Whitfield County.

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Chester, W. P. (Builder)
Jones, Tom R. (Builder)
McAuley, Sheridan (Builder)

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Section 8—Statement of Significance

Statement of significance (areas of significance)

The Dalton Commercial Historic District is a representative example of a central business district in a small Georgia city. It contains a variety of historic commercial and governmental buildings laid-out according to the city's historic gridiron plan. The rail line, which forms the east boundary of the district, established Dalton as an important 19th-century transportation center in north Georgia. In the 20th century, tufted textiles provided the economic stimulus that enabled Dalton to develop its downtown commercial district.

The historic district is significant in the area of architecture because of its concentration of commercial, civic, and transportation-related buildings that were built in architectural styles popular from the mid-19th to the mid-20th centuries. The district is significant primarily for its concentration of an important building type: the commercial row or storefront building, which is characteristic of late 19th- and early to mid-20th-century commercial development in small cities in Georgia and throughout the nation. The important architectural styles in the historic district include Italianate, early to mid-20th-century Commercial, Colonial, Neoclassical Revival and Renaissance Revival, Art Deco and International Style. The district also contains other examples of important historic building types, including free-standing government buildings, such as the U.S. Post Office and Dalton City Hall, two railroad depots, a hotel, and a movie theater, all of which represent important period architectural styles.

The historic district is significant in the area of commerce because it represents Dalton's central business district, which includes a variety of stores, offices, and other places of business that provided important retail and professional services to residents of Dalton and Whitfield County. The majority of buildings provided day-to-day commercial activities, including wholesale and retail businesses, banking, and professional services. Downtown restaurants, taverns, movie theaters, and the hotel provided entertainment and accommodations to Dalton residents and rail passengers.

The historic district is significant in the area of community planning and development because it contains Dalton's gridiron street plan, which shaped the architectural layout of the central business district. According to Darlene R. Roth's study, "Georgia Community Development and Morphology and of Community Types" (1989), Dalton is an example of a railroad strip community in which the main road (Hamilton Street) and commercial development lies parallel to the rail line with few grade crossings. In the railroad strip community, commercial development occurs on only one side of the rail line and sometimes, residential neighborhoods are built on the other side. The railroad strip community is among the most common form of railroad towns in Georgia. Other examples include Adairsville, Guyton, and Talking Rock.

The historic district is significant in the area of entertainment and recreation because it was the principal recreation center for Dalton and Whitfield County. During the late 19th and early 20th centuries, entertainment was provided by the city's restaurants, taverns, opera house, and movie theaters. The Wink movie theater, built in 1938, was among the few buildings constructed in Dalton during the Depression. It is the only operating theater in the historic district. A second movie

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Section 8—Statement of Significance

theater, the Dalton Theater, was built on Cuyler Street between 1944 and 1951.

The historic district is significant in the area of industry for having originated and produced “tufted” bedspreads. During the Great Depression, bedspreads, which were produced in homes and in many downtown commercial buildings, served as the beginning of the tufted carpet industry in Dalton. During the Depression, several entrepreneurial women in Dalton developed a bedspread design by hand-tufting natural colored yarn onto unbleached cotton sheeting. As this industry grew, bedspreads were produced not only in homes but also in downtown commercial buildings. The tufted textile industry enabled Dalton to survive the Depression and gave the city its moniker, “the “Tufted Bedspread Capital of the World.” The tufted carpet industry in Dalton has since given way to a worldwide carpet industry.

The historic district is significant in the area of politics and government because Dalton served as the seat government in Whitfield County as represented by the U.S. Post Office and Dalton City Hall. Dalton City Hall, built in 1937, is one of the few buildings built in Dalton during the Depression. It reflects the influence of the WPA and other New Deal-era programs. The U.S. Post Office, which was built in 1914 on Hamilton Street in the center of town, represents the centrality of the federal government in the lives of the city’s residents.

The historic district is significant in the area of transportation because Dalton, which served a major rail center in the mid-19th and early 20th centuries, includes the Western and Atlantic Railroad Depot (1852) and the Southern Railways freight depot (c.1914). The rail line from Atlanta to Chattanooga was completed in 1850, and the depot was constructed on land deeded to the state by Mark Thornton in 1846. The depot represents the importance of the Western and Atlantic railroad in the development of Dalton as a center of transportation and later as a center of industry. The Hotel Dalton, built in 1923 on Hamilton Street, served railroad passengers as a resort for summer and winter tourists. The Western and Atlantic depot is one of the few intact antebellum railroad depots that survive in Georgia.

National Register Criteria

A—The Dalton Commercial Historic District is significant in the area of commerce because it represents the city's importance as a regional center of commerce. The district is significant in the area of community planning and development because its gridiron plan is typical of Georgia cities laid out in the 19th century. The district is significant in the area of politics/government because it served as the as the governmental center of Whitfield County. The district is significant in the area of entertainment/recreation because the Wink Theater and the Dalton Theater were an important source of entertainment in the county. The district is significant in the area of transportation because the railroad depots represent the city’s importance as a rail center between Chattanooga and Atlanta. The district is significant in the area of industry because its major product during the early 20th century, chenille bedspreads, were produced in downtown commercial buildings.

C –The Dalton Commercial Historic District is significant in the area of architecture because the

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Section 8—Statement of Significance

architectural styles and building types are representative of buildings built in prosperous Georgia cities from the end of the 19th century through the middle of the 20th century.

Criteria Considerations (if applicable)

N/A

Period of significance for boundary increase and original historic district (justification)

The period of significance for the original National Register documentation (1988) begins in 1846 and ends in 1938. The period of significance documented in the boundary increase and additional information begins in 1939 and ends in 1955 (at the 50-year end date) when the last activities during the historic period occurred. Therefore, the period of significance for the boundary increase and the original historic district is 1846-1955.

Contributing/Noncontributing Resources (explanation, if necessary)

The original Dalton Commercial Historic District (1988) includes 85 contributing buildings and one object (Joseph E. Johnston statue) that are significant in the areas of architecture, commerce, community planning and development, entertainment and recreation, industry, politics and government, and transportation, and were built during the 1846-1955 period of significance for the historic district, and retain historic integrity.

The boundary increase includes 33 contributing buildings in three separate areas. These buildings are significant in the areas of architecture, commerce, community planning and development, entertainment and recreation, industry, politics and government, and transportation. These buildings were built during the 1846-1955 period of significance for the historic district, and retain historic integrity. The three areas of the boundary increase include 5 noncontributing buildings (photo 36). These buildings are less than fifty years of age or have lost historic integrity.

The Dalton Commercial Historic District Boundary Increase and Additional Information identifies a total of 111 contributing buildings, one object (Johnston statue), and one structure (plan of streets). The boundary increase and additional documentation identifies 21 noncontributing resources were built after 1955 or have lost sufficient historic integrity so that they no longer convey their historic significance (photos 28-30 and 36).

Developmental history/historic context (if appropriate)

In 1846, Mark Thornton deeded land surrounding the Western and Atlantic Railroad Depot to Edward White, an entrepreneur from Massachusetts, who then laid out a town with the depot as its center. White named the town "Dalton" after his mother's family and sold lots to businessmen for stores and small industries. He had the town incorporated, laid out roads and set aside areas for parks, schools, churches, and other public buildings. The main streets were planned one mile in

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length and one-hundred feet wide, and named after prominent Dalton citizens. Dalton was located in Murray County until 1852 when it became the seat of Whitfield County.

The oldest building in the historic district is the Western and Atlantic Railroad Depot, which was built in 1852 at the foot of King Street. Many of the city's mid-19th-century commercial buildings were replaced during the late 19th century by Dalton's extant Italianate structures, most of which are located along Hamilton Street. Most of Dalton's commercial buildings were built along Hamilton Street during a period of industrial growth in the first decades of the 20th century. Commercial development abated during the Depression, but some buildings, such as the Wink movie theater and Dalton City Hall, were built in the late 1930s.

By 1936, Dalton was an industrial center with about 2,500 workers among a population of approximately 10,000. The carpet industry had increased in importance, especially chenille. In 1939, the carpet industry set new production records. The 1940 city directory listed 21 chenille bedspread manufacturers, three textile mills, one hosiery mill, one chair factory, two bottling plants, one brick and tile plant, one jail works, one tent and awning company, one foundry, and several large lumber yards.

The success of the chenille industry was due to mechanization. During the early years, workers were compensated by the piece. After the passage of the Wage and Hour Law during the 1930s, the push to increase sales became urgent because the newly mandated hourly pay required increased production to keep the industry profitable. At first, sewing machines were adapted for chenille but during the 1930s multi-needle tufting machines were developed, including the Van Dyke tufter and Cabin Crafts needle punch. The new machines required more space so it became necessary to locate in downtown commercial buildings or in new factories. The increased production contributed to the growth of laundries and dye houses. Trucking companies moved to the city to handle shipping. Yarn companies formed to supply the industry.

As the industry developed, the city's population increased. The 1930 census records that Dalton's population of 10,463 increased to 14,969 in 1940, a gain of over 28 percent. Only two other cities in the state equalled Dalton's growth during this period. By 1942, the annual payroll for the chenille industry stood at \$5,000,000. As mechanization progressed, chenille factories began moving downtown, sometimes into storefronts. By the 1940s, Dalton was known as "the Bedspread Center of the World," and the industry was producing 10 to 12 million bedspreads per year for an annual income of \$25,000,000. The industry responded to wartime cotton shortages by cutting chenille production. Many bedspread companies received government contracts to manufacture canteen covers, knapsacks, bomb parachutes, and other war-related goods.

Following World War II, machines became more complex and more efficient. More needles were incorporated into needle bars to be able to tuft wide material to make bedspreads, rugs, floor mats, robe materials, and other all-cotton tufted products. Some manufacturers did not return to bedspreads, but diversified into other wide tufted products. In 1945, the Tufted Textile Manufacturers Association was founded, with R. E. Hamilton as the executive director. The

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introduction of new machines and the increased profits achieved through economies of scale resulted in the transition from a cottage industry dominated by women to a large-scale, diversified textile industry controlled by men.

By 1950, the population of Dalton increased 52.8% to 50,000. In 1947, the circular city limit was expanded by one-half mile. Downtown Dalton featured several department stores and a large number of specialty shops. By 1954, retail sales were estimated at \$36,000,000. The city served as a wholesale center for groceries, plumbing, auto parts, lumber, concrete, brick, and tile. The largest wholesale market was for tufted textiles, which shipped \$75,000,000 annually. In the late 1950s, the bedspread business began to produce more profitable carpets. By the 1960s, foreign competition drastically reduced the number of Dalton textile plants that remained in business.

9. Major Bibliographic References

McAuliff, Kevin. Dalton Commercial Historic District: Proposed Amendment. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia, 2002.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- preliminary determination of individual listing (36 CFR 67) has been issued
date issued:
- previously listed in the National Register: Western and Atlantic Railroad Depot listed April 6, 1978; Dalton Commercial Historic District listed December 5, 1988.
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

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 The Dalton Commercial Historic District Boundary Increase lists 5 acres. The total acreage for the Dalton Commercial Historic District Boundary Increase and Additional Information is approximately 25 acres. This includes the 20 acres that were listed in 1988 and the 5 acres in the three proposed boundary increase areas.

UTM References

- | | | | |
|----|---------|----------------|------------------|
| A) | Zone 16 | Easting 685960 | Northing 3849740 |
| B) | Zone 16 | Easting 686000 | Northing 3849100 |
| C) | Zone 16 | Easting 685800 | Northing 3849100 |

Verbal Boundary Description

The historic district boundary is indicated by a heavy black line on the attached map, which is drawn to scale.

Boundary Justification

The boundary increase and additional information increases the boundaries on the north, east, and west sides of the Dalton Historic Commercial District (1988) to include historic commercial buildings mostly constructed from 1939 to 1955. The three boundary increase areas are contiguous with the existing historic district but are not joined to one another.

11. Form Prepared By

State Historic Preservation Office

name/title Steven Moffson, Architectural Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
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Consulting Services/Technical Assistance (if applicable) () not applicable

name/title Kevin McAuliff, Preservation Planner
organization Northeast Regional Development Center
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telephone (706) 272-2300
e-mail N/A

- () **property owner**
- () **consultant**
- (X) **regional development center preservation planner**
- () **other:**

Property Owner or Contact Information

name (property owner or contact person) Same as above
organization (if applicable)
mailing address
city or town **state** **zip code**
e-mail (optional)

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Dalton Commercial Historic District Boundary Increase and Additional Information
City or Vicinity: Dalton
County: Whitfield
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: November 2003

Description of Photograph(s):

Number of photographs: 37

Buildings in Dalton Commercial Historic District (1988)

1. Hamilton Street beneath Waugh Street overpass, photographer facing south.
2. Hamilton Street, photographer facing northwest.
3. Hamilton Street, photographer facing northeast.
4. Hamilton Street, photographer facing north.
5. Hamilton Street at King Street, photographer facing northeast.
6. Hamilton Street at King Street, photographer facing northwest.
7. King Street, photographer facing northeast.
8. King Street, photographer facing north.
9. City Hall, Pentz Street, photographer facing northeast.
10. Western & Atlantic Railroad and Depot, photographer facing north.
11. Hamilton Street at Crawford Street, photographer facing north.
12. Crawford Street from parking garage, photographer facing west.
13. United States Post Office—Dalton, Hamilton Street, photographer facing west.
14. Wink Theater, Crawford Street, photographer facing east.

National Register of Historic Places **Continuation Sheet**

Photographs

15. Pentz Street at Crawford Street with Masonic Lodge (right) and City Hall (center), photographer facing northeast.
16. Masonic Lodge, Pentz Street at Crawford Street, photographer facing northeast.
17. Hamilton Street, photographer facing northeast.
18. Hamilton Street at Gordon Street, photographer facing north.
19. Gordon Street at Pentz Street, photographer facing southeast.
20. Pentz Street, photographer facing north.
21. Hamilton Street at Cuyler Street, photographer facing northwest.
22. Hamilton Street, photographer facing north.
23. Hamilton Street at Morris Street, photographer facing north.

Buildings in Boundary Increase—Area A

24. Waugh Street at Hamilton Street overpass, photographer facing west.
25. Hamilton Street at Waugh Street overpass, photographer facing east.
26. Hamilton Street, photographer facing northwest.
27. Hamilton Street, photographer facing southwest.
28. Hamilton Street at King Street, photographer facing southeast.
29. First National Bank of Atlanta (not in district), Hamilton Street, photographer facing northeast.

Buildings in Boundary Increase—Area B

30. Hamilton Street at Cuyler Street, photographer facing southeast.
31. Morris Street, photographer facing northeast.
32. Southern Railroad Freight Depot, photographer facing northwest.

National Register of Historic Places **Continuation Sheet**

Photographs

33. Southern Railroad Freight Depot, photographer facing northwest.

Buildings in Boundary Increase—Area C

34. Cuyler Street, photographer facing northwest.

35. Cuyler Street, photographer facing southeast.

36. Cuyler Street (not in district), photographer facing northwest.

37. Cuyler Street at Pentz Street, photographer facing west.

(HPD WORD form version 11-03-01)