

**United States Department of the Interior
National Park Service**

For NPS use only

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

received MAR 28 1986

date entered APR 24 1986

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

1. Name

historic OLD LIVE OAK CITY HALL

and/or common CITY OF LIVE OAK POLICE AND FIRE DEPARTMENT

2. Location

street & number 212 NORTH OHIO AVENUE not for publication

city, town LIVE OAK N/A vicinity of

state FLORIDA code 012 county SUWANNEE code 121

3. Classification

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

4. Owner of Property

name CITY OF LIVE OAK

street & number 101 S.E. WHITE AVENUE

city, town LIVE OAK vicinity of state FLORIDA

5. Location of Legal Description

courthouse, registry of deeds, etc. SUWANNEE COUNTY COURTHOUSE

street & number SOUTH OHIO AVENUE

city, town LIVE OAK state FLORIDA

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no

date N/A federal state county local

depository for survey records N/A

city, town N/A state N/A

7. Description

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

Describe the present and original (if known) physical appearance

The Old Live Oak City Hall is a two-story, Italian Villa style brick structure, with a three-story brick tower on the main street facade, occupying an 82' X 100' lot in the downtown area of Live Oak, Florida. The building has a modified rectangular ground plan and is capped by a hipped roof with wide eaves supported by brackets. The main windows are all 1/1 double hung wood sashes. Those on the ground story have round-headed arches, while those of the second story have square heads. The only significant additions are a one-story concrete block infill between the short wings on the north elevation and another concrete block addition on the east (rear), also one-story. There are no significant decorative features on either the exterior or interior of the building. The interior has been largely remodelled.

The Old City Hall is the only structure occupying the downtown block bordered by Ohio and Hamilton avenues, and Duval and Haines streets. The grass median that once occupied the front (west) of the building was largely lost when Ohio Avenue (U.S. Highway 129) was widened. A new city hall was built on White Street in 1978, and administrative functions were moved to that building. The older structure is now used by the police and fire departments, and by the Suwannee County Historical Museum, which occupies the second floor. The fire department is one of the original occupants of the Old City Hall and is responsible for the later additions.

The Old City Hall is constructed of brick manufactured in Live Oak and is laid in common bond on a foundation of stone ashlar six feet high. The first story windows have round arches with corbelled voussoirs, while the heads of the second story windows are flat and abut the frieze. The tower located in the center of the main facade contains an arched entranceway and rises 65 feet above grade. It is topped by a low hipped roof supported by brackets like those found beneath the eaves of the main roof.

The tower features a large roundel, reminiscent of a clock face, on all four elevations just beneath the level of the eaves. The fenestration of the tower consists of rectangular openings between the eave brackets and three narrow vertical window slits on the facade that light the main stairway between the first and second floors. There is no access to the third story of the tower.

The additions were constructed 1971-72. That on the north contains offices for the fire department, while the rear addition is a garage. Most of the walls of the interior have been covered with hardboard panelling and dropped ceilings have been installed to accommodate airconditioning and fluorescent lights. The interior changes took place 1964-66.

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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input 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 checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1908-1909 **Builder/Architect** James Peavy and Paul Walker

Statement of Significance (in one paragraph)

The Old Live Oak City Hall is significant for its architecture and as a symbol of the prosperity and civic pride brought to the small agricultural community by the development of the railroad lines that passed through and emanated from Live Oak. Constructed 1908-1909, just 40 years after the establishment of a rail junction where no settlement existed, the building marked the growth of the city to an important rail and business center with a population of 3,000. The up-to-date structure was designed and built by local persons from local materials and expressed confidence in Live Oak's future.

Live Oak was originally a rest stop for travelers on the public road that led from White Springs, near the Georgia state line, to Dead Man Bay on the Gulf of Mexico, terminating at what is now the small town of Steinhatchee. The road was also known as Old Salt Road because salt was produced by solar evaporation at that point on the coast.¹ There was a massive live oak tree at the rest stop under which wagons and carriages could stop in the shade and a nearby pond at which to water horses and draft animals. When the Pensacola and Georgia Railroad, the first through the area, was under construction, the section gang would rest and have their noon meal under the tree.²

The Pensacola and Georgia Railroad was organized in 1853 and was authorized to construct a line from the Georgia state line north of Jacksonville to Pensacola in west Florida.³ This company was followed by the Florida Atlantic and Gulf Central Railroad which began construction of a route from Lake City, southeast of Live Oak, to Tallahassee, the state capital, in 1857.⁴ Suwannee County was created in 1858⁵ and the temporary county seat placed in Houston, about five miles west of Live Oak.⁵ Live Oak first became identified as an entity in 1861 when The Pensacola and Georgia Railroad began constructing a spur northward from that point on the line to Dupont Junction, Georgia.⁶ Two years later a rail station was established at the site.

In 1865, John Parshley, a native of Urbana, Ohio, built a sawmill and planing mill near the rail junction and laid out the town, naming⁸ the streets after members of his family, Ohio names, and those of railroad executives. Within a short time, Live Oak was an established mill town with several small stores, houses, a blacksmith shop, a school, boarding house, and post office.⁹

Live Oak officially became the seat of Suwannee County in 1868, even though the town was not yet incorporated.¹⁰ John Parshley, the town's founder died in the same year, as did the live oak which had given the settlement its name.¹¹ During the 1870s, the community became a center for the shipment by rail of numerous agricultural products, including lumber, turpentine and rosin products, cotton, vegetables, and cattle. On March 24, 1878, the citizens of Live Oak voted to incorporate as a town.¹² A mayor and five aldermen were chosen and the first ordinances passed.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acree of nominated property 1/5 acre

Quadrangle name LIVE OAK EAST

Quadrangle scale 1:24,000

UTM References

A

1	1	7
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 Zone

3	0	9
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 Easting

2	6	10
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 Northing

C

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 Zone

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 Easting

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 Northing

E

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 Zone

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 Easting

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 Northing

G

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 Zone

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 Easting

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 Northing

B

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 Zone

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 Easting

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 Easting

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 Northing

F

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 Zone

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 Easting

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 Northing

H

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 Zone

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 Easting

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 Northing

Verbal boundary description and justification Lot 1 Block 43, Original Town of Live Oak, 100 feet on North Ohio Ave., 82 feet in depth, bounded by Haines Street on the South, on the West by Ohio Ave., and Duval St. on the North.

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

state	N/A	code	N/A	county	N/A	code	N/A
state	N/A	code	N/A	county	N/A	code	N/A

11. Form Prepared By

name/title W. CARL SHIVER / HISTORIC SITES SPECIALIST
 organization DIVISION OF ARCHIVES, HISTORY AND RECORDS MANAGEMENT date 3 - 20 - 86
 street & number DEPARTMENT OF STATE telephone (904) 487-2333
 city or town TALLAHASSEE state FLORIDA

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 National Park Service.

State Historic Preservation Officer signature *George W. Remy*
 title STATE HISTORIC PRESERVATION OFFICER date MARCH 20, 1986

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

Jayne M. McPherson Entered in the National Register date 4/24/86
 Keeper of the National Register

Attest: _____ date _____
 Chief of Registration

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The town's economy was given a boost in the 1880s when railroad magnate Henry Bradley Plant chose Live Oak as the railhead for a portion of his operations extending into peninsular Florida. He bought the Atlantic and Gulf Central Railroad, reorganizing it as the Savannah, Florida and Western Railway, and founded two new lines: the Live Oak and Rowland's Bluff Railroad and the Live Oak, Tampa and Charlotte Harbor Railroad.¹³ In 1880, Live Oak had only 458 residents. By 1890, this number had grown to 687. Between 1900 and 1910, the population jumped from 1,659 persons to 3,550.¹⁴ Evidence of the prosperity brought by the railroads could be seen in the establishment of new businesses in the late nineteenth and early twentieth centuries. These included a foundry and machine shop, two cotton gins, a building supply company, and other commercial enterprises. Four banks were opened between 1895 and 1907, and in 1903 a board of trade was organized to keep things going.¹⁵

No city hall was built immediately after incorporation in 1878. Until 1894, the city council held its meetings in various places, but afterward used the newly constructed masonic temple.¹⁶ A fire department was organized in 1903 and a police department a year later,¹⁷ so the need for a permanent home for the city government became pressing. In 1907, the city purchased the lot for the Old City Hall on Ohio Avenue from H.A. Blackburn and his wife for \$3,000. It had once been the location of some commercial buildings and later the Bon-Air Hotel, which was gone by 1906.¹⁸ On September 5, 1908 the Florida Times-Union in nearby Jacksonville reported that local contractors Peavy and Walker had won the bid to construct the new city hall at a cost of \$15,000.

Paul Carson Walker was chosen as the building's architect. He was thirty years old and had been born in Live Oak the year the town was incorporated. His parents, Archibald Jesse Walker and Annie (Martiel), had moved to north Florida from Charleston, South Carolina, shortly after the Civil War. Five years after completion of the city hall, Walker moved to Deming, New Mexico, for his health and died there on December 24, 1917. The city hall was the only major building to his credit.¹⁹

Walker's partner in the contracting business, James Peavy, moved to New Harmony, Florida, with his parents, Charles W. Peavy and Elizabeth Jean (Youbanks), from Dooley County, Georgia, in 1875. When his father died in 1881, James left home with his brothers and went into the building business. On December 11, 1895, James Peavy married Nannie McCarther and built a house for his bride and himself in Live Oak. Together with his brother William, he was responsible for the erection of a number of houses in the city.²⁰

On September 26, 1908 the Florida Times-Union reported construction of the city hall underway and stated that the materials for the structure were being provided locally. On March 28, 1909, the same paper declared that the new \$15,000 structure was complete.

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SIGNIFICANCE / FOOTNOTES

¹Suwannee County's Independent Post, reprint of the 1908 Board of Trade publication

²Herbert Wadsworth and Louie Wadsworth, Suwannee County Centennial Souvenir Program (Live Oak: Suwannee Democrat, 1958).

³Seaboard Air Line Railroad, Documents Concerning Corporate Histories of Predecessors (Jacksonville: n.p., 1959), p. 23.

⁴George Pettengill, Jr., The Story of Florida Railroads, Bulletin No. 86, Railway Locomotive and Historical Society (Boston: Harvard University, 1952), p. 20.

⁵Laws of Florida, Chapter 895, No. 3, 1858.

⁶Dudley S. Johnson, "The Railroads of Florida 1865-1900," Ph.D. dissertation, 1965, p.34.

⁷Suwannee County, Public Records, Deed Book A, Page 283.

⁸Suwannee Democrat, Seventy-Fifth Anniversary Edition, October, 1959.

⁹Suwannee County's Independent Post.

¹⁰Ibid.

¹¹Suwannee Democrat, Anniversary Edition.

¹²City of Live Oak, Minutes of the City Council, Book 1, Pages 1-5.

¹³Pettengill, p. 96.

¹⁴U.S. Census, 10th to 13th Censuses.

¹⁵Florida Times-Union 1 April 1903.

¹⁶Herbert Rees and Margaret Lynn, "Some Live Oak Firsts: Focus on Business and Industry," Focus on Live Oak Centennial, commemorative edition, n.p., 1978.

¹⁷Suwannee Democrat, Seventy-Fifth Anniversary Edition.

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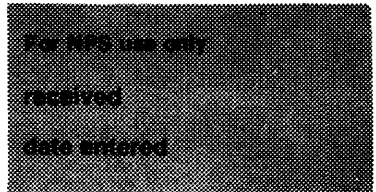
¹⁸Suwannee County, Public Records, Deed Book FF, Page 43; Sanborn Map Co., City of Live Oak, editions 1890, 1895, 1903, 1906.

¹⁹"Paul Carson Walker," typescript, Suwannee County Historical Society.

²⁰Suwannee Democrat 29 December 1948; 14 February 1950.

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MAJOR BIBLIOGRAPHICAL REFERENCES

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Wadsworth, Herbert and Wadsworth, Louie. Suwannee County Centennial Souvenir
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