

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**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

Long Island of the Holston

AND/OR COMMON

Long Island of the Holston

2 LOCATION

STREET & NUMBER

South Fork of the Holston River

__ NOT FOR PUBLICATION

CITY, TOWN

Kingsport

CONGRESSIONAL DISTRICT

__ VICINITY OF

1st

STATE

Tennessee

CODE

047

COUNTY

Sullivan 163

CODE

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

SEE CONTINUATION SHEET

STREET & NUMBER

CITY, TOWN

__ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Registry of Deeds

STREET & NUMBER

Sullivan County Court House

CITY, TOWN

Blountville

STATE

Tennessee

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Inventory of Historic Assets

DATE

in progress

__ FEDERAL STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Tennessee Historical Commission

CITY, TOWN

Nashville

STATE

Tennessee

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED east	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD west	<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

Long Island of the Holston is located along the South Fork of the Holston River just east of the junction of the North and South Forks and immediately south of the city of Kingsport, Tennessee. The island is approximately four miles long (east-west) and has a maximum width of 1/2-mile. The northern line of the island is defined by the main channel of the South Fork, the southern line by a secondary channel known as the "Sluice." Bridges in the routes of Wilcox and Eastman Roads connect the eastern portion of the island with the north and south river banks. Additional bridges are located just beyond either end of the island but do not provide access to it (see accompanying U.S.G.S. map: Kingsport, Tennessee - Virginia Quadrangle; 1959, photorevised 1968).

Long Island was sacred to the Cherokee Nation and until the last quarter of the 18th century the Indians frequently "sat down" (camped) there for councils and treaty sessions. Though no organized archeological investigation has yet been conducted, evidence of Indian occupation, in the form of arrowheads and other artifacts, has been discovered by property owners throughout the island. The first white settler, Indian Agent Joseph Martin, established a trading post on the island in 1777. In 1810 the island became the plantation of the Richard Netherland family, originally from Virginia, who constructed two brick houses, several smaller dwellings, four mills and a store there. Portions of the island were cleared and used for pastures, cultivated fields, and orchards. None of these original buildings survive; the last of them, one of the Netherland brick houses, was demolished in the 1960's.

Most of the eastern third of Long Island is now covered by a residential development (also known as Long Island) and by a fuel supply year and other facilities related to the acetate plant operated by Tennessee Eastmen Company on the north bank of the South Fork. Ownership of the middle third of the island is divided among several local corporations and private owners. Industrial development has appeared there in the form of chemical holding basins, an inter-plant railroad, and high tension power lines supported on metal towers, but large areas of land remain open. The power lines run along the southern edge of the island to its western tip. With that exception the western third of the island is covered by open fields bordered by lines of trees.

Adjacent to the western portion of Long Island on the north bank of the South Fork (but not included in the landmark designation for the island) are the sites of Forts Robinson and Patrick Henry and the area used by early settlers for boat building. (see statement of significance). All traces of the forts have been obliterated by modern commercial and residential development. The boat building area (now listed in the National Register of Historic Places) has also been altered by building and road construction. No 18th century buildings survive in the boat yard area. The most significant

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 type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" 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 checked="" type="checkbox"/> EXPLORATION/SETTLEMENT*	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input 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		

Advancement of the Frontier, 1763-1830

SPECIFIC DATES 1760's, 1770's BUILDER/ARCHITECT not applicable

STATEMENT OF SIGNIFICANCE

Long Island of the Holston, located along the South Fork of the Holston River on the southern edge of the city of Kingsport, Tennessee, was for many years a jealously guarded possession of the Cherokee Indians. It became the scene of momentous events during the early years of exploration and settlement in the Old Southwest and the springboard for the initial settlement of Kentucky and central Tennessee. In its environs was fought the battle that gave these first weak settlements precious time to consolidate their positions during the first two years of the American Revolution.

Residential and commercial development now covers much of the eastern half of Long Island. The western portion, although under corporate ownership, is covered largely by open fields bordered by lines of trees. Plans for inclusion of at least the western third of the island in an historic park are currently under discussion. The frequency with which arrowheads and other artifacts are discovered by property owners indicates the potential for productive archeological investigation of the entire island.

Historical Background

Long Island of the Holston was a sacred council and treaty ground surrounded by the vast hunting territory of the Cherokee Nation. Further, the island derived strategic importance from its location just east of the junction of the North and South Forks of the Holston River. Nearby was the crossing of the Great Indian Warpath, a major trail to the northeast from central Tennessee. Thus the island figured significantly in the colonial struggle with the Indians that began in the mid-18th century.

Members of Colonel William Byrd's colonial expedition into Cherokee country built Fort Robinson east of the river junction in 1761 and introduced white occupation of the area. When Byrd's force abandoned the fort soon afterward, the Indians resumed possession, although more and more white hunters and traders began passing through en route to the hunting grounds of Kentucky and Tennessee. Among them was Daniel Boone. In March 1775, while Richard Henderson of the Transylvania Company was still negotiating with the Cherokees for some 20 million acres of their Kentucky land, he sent Boone with 30 axmen to open the trail that was to gain fame as the Wilderness Road. Boone's trailmaking began at Long Island on March 10 and two weeks later his party reached the Kentucky River, having marked the way that was to lead 200,000 emigrants to Kentucky within the next 20 years.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

see continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 840 acres

UTM REFERENCES

A	1,7	3,6,2	85,0	4,0	4,1	8,7,0	B	1,7	3,6,1	8,7,0	4,0	4,1	1,9,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			
C	1,7	3,5,7	4,3,0	4,0	4,5	9,6,0	D	1,7	3,5,8	7,0,0	4,0	4,6	0,8,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			

VERBAL BOUNDARY DESCRIPTION

see continuation sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Polly M. Rettig, Historian, Landmark Review Project; original form prepared by Frank B. Sarles, Jr., Historian, 12/4/58

ORGANIZATION Historic Sites Survey, National Park Service DATE 6/4/76

STREET & NUMBER 1100 L Street NW. TELEPHONE

CITY OR TOWN Washington STATE D.C.

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.

((NATIONAL HISTORIC LANDMARKS))

FEDERAL REPRESENTATIVE SIGNATURE N/A National Historic Landmark

TITLE DATE

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	DATE <u>11/24/78</u>
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	

((NATIONAL HISTORIC LANDMARKS))

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CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

Tennessee Eastman Company
Kingsport, Tennessee

Mead Corporation
Kingsport, Tennessee

other private and corporate owners

for specific information contact:
Sullivan County Historical Commission
Mrs. Muriel C. Spoden, Chairman
1638 Crescent Drive
Kingsport, Tennessee 37664

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Long Island of the Holston

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

of the extant historic properties, primarily individual houses of local value, is the Netherland Inn, which stands on the site of William King's Boat Yard. It has not yet been determined whether Richard Netherland, who established the Inn in 1818, constructed it himself or improved one of the buildings erected for King in 1802. The Inn is currently being restored as part of a museum complex which will commemorate both its own history and King's earlier use of the site. Other exhibit features, including a wharf, warehouse, and store, will be reconstructions.

Local efforts for preservation of Long Island of the Holston include a plan now under discussion which would result in the incorporation of the western third of the island with portions of the adjacent boat yard area in a Boat Yard Bicentennial Park. Historical organizations in Kingsport have also recognized the need for professional archeological investigation of the entire island but, as noted above, such a program has not been carried out to date.

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Long Island of the Holston

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

The Cherokees cast their lot with the British when the American Revolution began. Stung into action by colonial settlement on the east Tennessee land they claimed, the Indians moved to crush the frontiersmen in July 1776. The defenders of Eaton's Fort, located on high ground northeast of Long Island, sallied onto Long Island Falts and, after a bitter fight, drove the Cherokees from the field. Within two months, the settlers had constructed Fort Patrick Henry (north bank of the South Fork of the Holston), where Colonel William Christian assembled a 2,000-man punitive expedition which marked against the Indian towns, cowed the Cherokees, and brought two years of relative peace to the southwestern frontier. With the Treaty of Long Island (Avery Treaty) of July 1777, the Cherokees relinquished all claims to the land occupied by whites in east Tennessee. That same year Colonel Joseph Martin was appointed Indian Agent and established a trading post on Long Island where he lived with his Indian wife, Betsy Ward, for the next decade.

*typed
correct*

Besides being the starting point of Boone's Wilderness Road, Long Island was a jumping-off point for the settlement of central Tennessee. Just before Christmas of 1779, Colonel John Donelson led a flotilla of flatboats from the island on the long and hazardous voyage down the Tennessee and up the Cumberland River to establish Cumberland County, the first permanent white settlement in middle Tennessee. The Donelson expedition set the pattern for subsequent western migration: prospective settlers traveled overland to the Long Island area, stopped long enough to construct flatboats or rafts, and continued their journey west by water. Boat-building operations were formalized in 1802 when agents of William King of Saltville, Virginia, established a boat yard in the new village of Christianville, located on the north bank of the Holston at the western end of Long Island. In 1822 Christianville and the adjacent village of Rossville (west; laid out in 1818) were united in the town of Kingsport.

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INVENTORY -- NOMINATION FORM**

Long Island of the Holston

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

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Long Island of the Holston

CONTINUATION SHEET

ITEM NUMBER 10

PAGE 1

The boundaries of the national historic landmark designation for Long Island of the Holston at Kingsport, Tennessee, are shown in black on the accompanying U.S.G.S. map: 7.5 minute series; Kingsport, Tennessee - Virginia Quadrangle; 1959, photorevised 1968. Specific lines are defined as follows:

Beginning at the intersection of the eastern line of the Ridgefields Bridge and the northern bank of the South Fork of the Holston River; thence, southeasterly along said northern bank to its intersection with western line of the State Highway 93 (John B. Dennis By-pass) bridge; thence, southwesterly along said western line to its intersection with the southern bank of the South Fork of the Holston River; thence, northwesterly along said southern bank and the southern bank of the channel of the South Fork known as the "Sluice" to its intersection with the eastern line of the Ridgefields Bridge; thence, northeasterly along said eastern line to the point of beginning.

Note: Modern residential and industrial development on the eastern half of Long Island does not contribute to the national significance of the site; however, that area is included in the landmark designation because of its potential for productive archeological investigation.