

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received OCT 3 1984

date entered NOV 1 1984

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

1. Name

historic ~~Historic Resources of Clarendon~~ ^{WRH} ~~(Partial Inventory: Historical and Architectural)~~

and/or common

2. Location

street & number See Individual sheets ¹⁵ N/A not for publication

city, town Clarendon N/A vicinity of

state Arkansas code 05 county Monroe code 095

3. Classification

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

street & number Courtsquare

city, town Clarendon state Arkansas

6. Representation in Existing Surveys

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

date 1984 federal state county local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock state Arkansas

7. Description

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date (1899) (CL-27 Moore Law Office)
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			(See Individual Sheets)

Describe the present and original (if known) physical appearance

Historic Resources of Clarendon Section Seven

Summary

Boundaries for the Clarendon Multiple Resource Nomination are the present incorporated city limits of Clarendon. Clarendon is the county seat of Monroe County, located in the western edge of the county on the east bank of the White River near the mouth of the Cache River. The town of approximately 2300 people is roughly equidistance between Little Rock and Memphis. Its location on the navigable White River promoted settlement in the early 1800's, and economic growth in the late nineteenth and early twentieth centuries. Clarendon and Monroe County are situated in the Delta region of Eastern Arkansas in the historic overflow of the Mississippi River. Provided with fertile delta from lands east of town and the year-round navigable White River the the west of town, and the hard-wood forests in nearby Prairie County, Clarendon's economy boomed because of agricultural trade and the timber industry. Growth centered along the Riverbank and the Courtsquare, and later along the railroads. Topographically, Monroe County is never more than 40 feet above the level of the White River. Clarendon is lower near the River, and rises slightly as one moves further west. This explains the natural growth of the town toward the east, especially dealing with residential expansion. The whole region is historically prone to flooding, but the construction of a man-made levee that surrounds the town on the north, south, and west boundaries has prevented any major flooding since the mid-1930's. Over the years, the river traffic ceased, the major railroads and highways were situated further north, and the growth and expansion of Clarendon began to slow. Although it is now relatively isolated from the major transportation and trade routes, its role of county seat continues to keep many individuals living and working in the town. Clarendon's isolation has hurt its early economic growth, but has also discouraged the destruction of many of its historic structures, especially in the commercial area around the courtsquare. Largely left unaltered and vacant, these buildings are a reminder of a late nineteenth, early twentieth century courtsquare of a small but prosperous rivertown. Other historic structures scattered throughout the town date from 1869 to 1930.

Survey Methodology

Elaboration

Carried out between March 1984 and July 1984, the survey which produced this nomination is based primarily on the architectural and historical data concerning the town of Clarendon, Arkansas. The survey was conducted by an intern from the UALR Public History Program working for the Arkansas Historic Preservation Program. In order to make a comprehensive survey of the built environment in Clarendon, the surveyor viewed every street in the town, documenting all structures fifty years or older.

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All structures were recorded except those possessing the following conditions: 1) the structure's integrity was void due to alterations and/or additions 2) the structure was representative of a well-documented type in the town, and was in disrepair 3) the owner was reluctant to cooperate. The location of such structures were noted on the Arkansas City Map of Clarendon. A total of seventy-seven properties were documented in the survey of Clarendon. These structures represent the traditional, vernacular, and popular forms of architecture that dominate the town's historic built environment. Based on AHPP's standard review process, which evaluated the survey properties on their architectural merit and relationship to the historical development of the town of Clarendon, the staff recommends the inclusion of the fifteen properties in the Historic Resources of Clarendon Nomination to the National Register of Historic Places. This nomination does not include archeological sites, public monuments, or parkland.

Early Settlement and Growth

Clarendon's location on the White River near the mouth of the Cache River contributed greatly to its early settlement. It is thought to be the site of an early Indian fishing village. Walker Street in Clarendon is said to be an old Indian trail leading to an Indian crossing across the White River. Reportedly, during the construction of the levee in 1937, at least one Indian Mound was found on North Main, and numerous Indian artifacts were said to have been found in much of the new construction on North Main Street near the eastern bank of the River.

The oldest European settlers were French trappers or traders coming up the White River from Arkansas Post on the Arkansas River. This route was the primary source of the early settlers to the area until the development of the military roads in the mid-1820's.

The original owner of the land containing Clarendon, which was then known as "Mouth of the Cache" was Elijah McKinney. McKinney owned 800 acres through a Spanish land grant in 1803 that was later surveyed into a 640 acre plot. This 640 acre plot was purchased in 1816 by Sylvanus Phillips who lived on the St. Francis river and rented this land to tenants. Over the next thirty-three years, the 640 acre plot was in three different territories, three counties, and had seven different owners.

In 1820, the population of Cache Township was 178, including the tenants of the 640 acre plot. Also in 1820, the land was incorporated into Phillips County, and the majority of surveyed lands went to veterans using soldier bounties from the War of 1812. During the 1820's the Memphis - Little Rock military road was completed, and Sylvanus Phillips opened the first ferry in the area at the Mouth of the Cache River.

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Also, an additional road linked Clarendon with Helena in 1829. The Mouth of Cache Post Office was established on November 4, 1828 and an additional ferry was begun south of Phillips' original ferry. The area was also known at the time as "White River Crossings". Also in 1829, Monroe county was created out of Phillips County and the original county seat was located in the southern part of the county in a small farming settlement named Lawrenceville.

By 1830, because of the roads, the ferries, and increased river traffic up the White River from Arkansas Post, seventy-two households and 461 people lived the the Cache Township. By 1831, steam boat traffic began sailing up the White River linking Arkansas Post with Batesville. The landing at the Mouth of the Cache became one of the major stops on the river, and the new trade greatly increased the flow of goods and people into the area.

The 640 acres passed from Phillips to John Burriss in 1833, and later to George Ferebee in 1835. Ferebee was the first of the owners to actually live on the land personally where he ran what was known as the Mouth of the Cache Plantation as well as managing the military road ferry over the White River. At this time most of the homes were simple single pen or dog-trot log homes centered around the area on the river banks near the Military Road and the ferry. Any stores were usually run out of an individual's home to service the travelers, and the post office was run out of the postmaster's house, who was George Blakemore in 1836. In 1837, the name of the post office was changed to Clarendon and the settlement adopted the name permanently.

By 1840, forty-seven households lived in the Cache township with most centered around the settlement of Clarendon. The only occupation listed by the people on the census was agriculture. During the 1840's, the first merchants began to appear in Clarendon, and many permits were issued to sell liquor and groceries and other dry goods along the road to the ferry crossing. In 1845, the 640 acres were purchased by William Russell, a land speculator out of St. Louis who bought land throughout Southern Arkansas. In 1850, the 640 acres were bought by John and Samuel Martin who began to work on developing the commercial potential of the area. Samuel Martin received a license to sell groceries, erected a steam saw mill, and began to build a hotel in 1854 shortly before his death. The land passed to James T. Harris in 1856. Harris had married Samuel Martin's widow, Martha, and finished Martin's hotel.

James T. Harris was anxious for the settlement to grow, and in 1856, he set out to organize the town into lots to encourage the county to move the county seat to Clarendon. Thirty acres were set aside involving fifteen original blocks. One-third of the proceeds were to go to the

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construction of a new courthouse in Clarendon. In 1857, Harris' gamble proved correct, and Clarendon was named the new county seat of Monroe County. The County records were at first kept in a house on the river bank, and the first county building was a two-story double log jail built in 1858 on the courtsquare, which was located on the northern half of Block Eleven. By 1858, the business lots were being sold, and frame businesses began to appear along the blocks nearest the banks of the White River and also near the Courtsquare.

Civil War and Reconstruction

During the Civil War, the town of Clarendon was used as headquarters for Union troops advancing up the White River in the early 1860's, and later by Union forces marching toward Little Rock in 1863. The destruction heaped on the town by the occupying force and the skirmishes that resulted was almost absolute. The first Monroe County Courthouse in Clarendon, a two-story brick structure on the courtsquare, was dismantled by Union forces in 1861 who then sent the bricks up river to DeValls Bluff to construct barracks. In 1864, Confederate General Shelby attacked the Union gunboat Queen City at Clarendon. The sinking of the ship caused Union forces to retaliate by driving Shelby out of town. The town was then shelled, and every structure left standing was ordered to be burned. By the end of the war, only a handful of families remained in the area; the others were scattered throughout Eastern Arkansas.

By the 1870's people returned to the town, and set about rebuilding the community. The river and the courtsquare retained their importance to the commercial development. By 1870, there was a frame hotel near the courtsquare on Monroe Street owned by George W. Williams who also ran a livery stable nearby. The small frame courthouse that was constructed in 1866 was replaced in 1870 by a two-story brick structure. Earlier in 1869, Cumberland Presbyterian Church (NR-7-30-76) became the first church built in the town. Earlier churches held services several miles east of town at Shady Grove Campground in the 1840's. Once Cumberland Presbyterian was completed, as many as three congregations held services there. In the late 1870's, the first opera house was constructed on Main Street, and the Monroe County Sun newspaper was established by Parker C. Ewan.

Industrial Growth

The 1880's was the greatest period of growth in the town's history. Population rose 165 percent from 400 to 1060. The St. Louis southwestern Railroad joined the Midland Railroad in Clarendon in 1882. The subsequent construction of the Railroad bridge over the White River opened traffic to Pine Bluff and other parts of the state. also in the 1880's the First Presbyterian and Methodist frame churches joined

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Cumberland Presbyterian in the town, and Shady Grove campground became the main cemetery for the town. By 1889, the Monroe County Sun printed: "There are signs of improvement at every hand. The old wooden structures are being crowded to the wall at this place. All new business houses are being built of brick with trimmings of iron."

In the 1890's, growth continued with different industries developing in the town along the riverbank and the railroad tracks. These early industries included several different lumber mills, an oar factory, the first pearl market in Arkansas, a pearl button factory, and the White River Stave company. The timber industry dominated the area with the most notable enterprises being the Galloway Lumber Company, the Jefferies Lumber Company, and the Clarendon Lumber Company, organized by T. T. Bateman. Most of these factories were situated south of the commercial center of town along the Midland Railroad tracks or on the White River near the railroad bridge. The population of the town during this decade grew from 1060 to 1840. The city limits were expanding north to give more room for residential growth, and further east to move businesses and industries as well as houses near the St. Louis Southwestern Railroad tracks.

During the early 1900's, Clarendon had over 2000 people, telephone service, a water works, three banks, an Electric Light and Ice Company, ten churches, ten factories, a bottling works, a newspaper, a new brick high school, and a thriving Commercial District around the courtsquare.

Commercial

The first commercial buildings were simple frame structures, usually one story in height. They usually sold dry goods, liquors, or groceries, and dealt with the river trade and the agricultural market. Originally, these buildings were lined along Water and Main street near the White River, though as the courtsquare began to grow in importance in the 1850's commercial stores and hotels began to appear on Madison and Second and Court across from the Courthouse.

Later, by the 1880's, brick commercial buildings began to replace the frame buildings, first along Main Street and later down Madison from Main to Second, and down Second from Madison to Monroe. The railroads at this time were situated more on the outskirts of town, and though most of the local industry was oriented to the tracks after the 1880's, very few commercial buildings were situated near the tracks until well into the 1900's. None of the frame commercial structures remain except for the Manning, Lee and Moore Law Office (CL-27) on Court Street directly across from the Courthouse. It was originally built in 1895 on Second Street, approximately on the site of the Ewan Building (CL-45), and was moved to its present site in 1899. The oldest brick commercial structure in

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Clarendon and the only nineteenth century commercial structure left on Main Street is the 1893 Goldman and Son Store (CL-4).

Several impressive pressed metal buildings were constructed along Main Street in the 1890's, and on Madison and Second across from the Courthouse in the early 1900's. All of these buildings on Main are gone, however the New South Inn (CL-46) and the Ewan Building (CL-45) on Second Street, and the Jefferies Building (CL-2) on Madison still remain. Another building of this type stood between the Jefferies Building and the large brick Bondi Brothers Store (CL-3) on Madison. This was the Telephone Exchange Building that has since disappeared. Buildings began moving east down Madison in the early 1900's toward the St. Louis Southwestern Railroad Depot. Many of these frame buildings were lost in a fire in 1911, and were replaced by brick structures around 1915. Most of the buildings from this period remain, however most have been altered. One notable exception to the buildings of this period is the Bounds Store (CL-10). Built one-half block north of Madison on Second Street, it retains its original storefront.

The major architectural influence in Clarendon in the early 1900's come from the Charles Thompson firm out of Little Rock. Besides the beautiful 1911 Courthouse (NR-10-14-76), Thompson and his associates also built several commercial structures along Madison for the Clarendon Electric Light and Power Company. Thompson and his associates would later build the second Merchants and Planters Bank (NR-12-22-82) on Madison Street in 1921.

Presently, the historic commercial structures are scattered around the courthouse between newer buildings. Buildings on Madison, with the exception of the Merchants and Planters Bank, the Bondi Store, and the Jefferies Building, have either been lost or drastically altered. Commercial development since the 1950's has moved further east down Madison near the highway and the railroad depot, leaving many of the historic structures around the courthouse vacant.

Housing

The original houses in the area during the settlement period were probably one or two pen log cabins, probably raised on some sort of poles or platforms because of the persistent flooding of the White River. One Northern Correspondent commented that the crude houses of Clarendon viewed from the river were built on sticks. No pre-civil war houses remain in Clarendon because of the complete destruction of the town during the war.

The oldest residences in Clarendon are three one-story central-hall Greek Revival frame houses dating from the early 1870's. Two are

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located on North Main Street. The 1870 Marston House (CL-29) is probably the oldest. Its central hall remains open, although the rear porch was later enclosed. Almost directly across the street is the Moore-Jacobs House (NR-9-29-83). The third is covered in aluminum siding and has lost its original porch.

Because of the constant flooding, Clarendon lost most of its nineteenth century houses. Many of those remaining are damaged, altered, or covered in synthetic siding. Several have their exteriors intact, but the interior woodwork was warped and damaged during the 1927 flood that left much of Clarendon under several feet of water for weeks.

Basic housing involved T-shaped one story frame houses throughout the 1890's and the early 1900's. Several cross-plan houses have also survived dating from around 1910, though most have synthetic siding and other alterations.

From the 1880's and 1890's, only three Queen Anne houses survived with one seriously altered, one destroyed by fire during this survey, and a third, the Elias-McKay House (NR-12-8-78) has remained in remarkable shape. In the early 1900's several beautiful Colonial Revival homes were built throughout Clarendon. The most outstanding surviving structure is the Galloway House (NR-6-9-80) in the Northeast section of town. Two others, the John P. Lee and T. T. Bateman houses were both on Third and Madison, but were destroyed in the last few decades to make room for commercial expansion down Madison Street.

During the 1920's and 1930's, the residences in Clarendon began to be constructed of brick. Although many early commercial buildings were built of brick, as well as brick churches built in the early 1900's, no brick residences appear on any maps, and no original brick house dates earlier than the 1923 Jefferies-Craptree House (CL-51). Estes Mann, a Memphis architect working in Clarendon and other parts of Eastern Arkansas, built the Jefferies House for his brother-in-law, A. J. Jefferies. Returning in the 1930's Mann built the Bateman-Griffith House (CL-54) next door to the Jefferies' house on Jefferson Street in 1930. He later built several other brick residences in Clarendon in the mid and late 1930's. Several bungalows began to appear in Clarendon during the 1920's, although none of the single-family residences have survived without synthetic siding or severe alteration. The best example of the bungalow houses is the Anderson Boarding House (CL-49). Built in 1921, it used the bungalow style to make the boarding house fit into the residential area of North Main Street.

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Modern Developments

During the 1930's, there were several construction projects that altered the development of Clarendon. Since the turn of the century, the population of Clarendon and Monroe County as a whole had dropped steadily. After the activities of the 1930's the population began to rise again.

The first of these projects was the Highway 79 Bridge (CL-58) across the White River. The one-and-a-half million dollar steel bridge built primarily by state funds helped the growth of many parts of Eastern Arkansas. Clarendon achieved access to Stuttgart, Pine Bluff, and Little Rock, as well as the rest of Central Arkansas with the completion of the bridge and the highway.

Federal assistance later aided the town with the construction of a permanent levee. Direct benefits from the levee construction in 1935-1937 have continued to the present day. The town had suffered from flooding for many years, and make-shift levees had been maintained since the 1890's. Federal funds were acquired along with the help of the Army Corps of Engi-neers after the disastrous floods of 1916 and 1927. Since its construction there have been no floods of that scope in the area.

Federal funds were also responsible for other projects in Clarendon during the 1930's involving W.P.A. projects including the 1938 Art Deco County Jail, the 1940 Post Office on Madison, and the paving of the streets of Clarendon in 1939. This increased activity in Clarendon brought the population up to where it had been before 1920. The growth was short-lived, however, as new construction slowed and the population fell again, and has continued to slow to the present day. Clarendon's commercial growth is now centered along Highway 79 with a few new buildings appearing. Residential areas continued to move eastward, concentrating mainly around the high school. Interest in the town is turning back to the White River in recent years to possible recreational areas and parks, while the production of two recent movies using many of the historic structures in the town has revived interest in preserving these buildings as a means of attracting tourists and new businesses to the historic river town.

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 checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input checked="" 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 checked="" type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

----- (See Individual -----
Specific dates property sheets.) **Builder/Architect** (See Individual property sheets.) -----

Statement of Significance (in one paragraph)

Section Eight

SUMMARY:

Clarendon is one of the last of the historic river towns left on the lower White River. Its strategic location on the eastern banks of the river just north of the mouth of the Cache River gave it an important role in the settlement and river trade of this part of Eastern Arkansas. It was settled in the early 1800's and has served as the county seat of Monroe county since 1857. After its destruction by Union forces during the Civil War, the town was rebuilt and became a thriving river town, basing much of its economy on the cotton market and the newly developing timber industry. During this period, several railroads entered the town and continued the growth of the town while the river traffic began to subside and finally disappeared. Its role of a center of commerce gradually diminished throughout the 1900's, though several developments such as the highway bridge in 1930 and the levee in 1937 prevented the town from being totally isolated or consumed by the recurrent flooding of the White River. It remains the political center of activity in Monroe County serving as its county seat, and possesses a variety of historic structures reflecting different phases of its development soon after the Civil War to the 1930's.

ELABORATION:

Early Settlement and Growth

The town of Clarendon is located on a site that has encouraged settlement by fishermen, traders, farmers, and merchants for many years. Located on the banks of the White River near the mouth of the Cache River, the site attracted early Indian fishing villages which were said to have sprung up in the area. Evidence of Indian trails were found in the early days of the town, and an Indian Mound was supposedly found on the northern part of town during the construction of a levee in the mid-1930's.

Known originally as "Mouth of Cache," the first recorded European settlers were two French traders named Antoine Tessier and Joseph de Plasse who lived in log cabins in the area around 1799. Elijah McKinney later obtained a Spanish Land Grant in 1803, and much of this land was sold to Sylvanus Phillips in 1816. Phillips, who lived near the mouth of the St. Francis River in Eastern Arkansas, kept this land until 1830.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property N/A

Quadrangle name Clarendon, AR.

Quadrangle scale 1:24000

UTM References (See Individual property sheets).

A

Zone	Easting	Northing

B

Zone	Easting	Northing

C

--	--	--

D

--	--	--

E

--	--	--

F

--	--	--

G

--	--	--

H

--	--	--

Verbal boundary description and justification

See Individual sheets

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

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Jeffrey Lewellen, Intern

organization Arkansas Historic Preservation Program

date September 4, 1984

street & number 225 East Markham

telephone 371-2763

city or town Little Rock

state Arkansas

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

Wilson Stiles

title Arkansas SHPO

date 9-28-84

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

See Continuation Sheet for Listings

date

Keeper of the National Register

Attest:

date

Chief of Registration

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He was responsible for establishing the first ferry across the White River at this site in 1827. Phillips was also influential in directing the Memphis to Little Rock military road to take this route through Clarendon in the late 1820's. Also during the late 1820's, the first permanent English settlers arrived in the area. Dedrick Pike settled just north of the present town site in 1826, and Nicholas Harvick came to the area in 1829. Both men obtained land through military land bounties.

With the military road and the ferry across the White River in place, the "Mouth of Cache" began to grow as a settlement. A post office was established in 1828 with John Maddox as postmaster. In 1829, Monroe County was created by the Arkansas Territorial Legislature, and the first county seat was located in the northern part of the county at Lawrenceville.

The first steamboats traveling up the White River passed Clarendon in 1831. Later, in 1838, the first of several stagecoach lines traveled through the town site. With several ferries operating across the White River, the military road completed to Memphis and a separate road to Helena, and the increasing river traffic, the settlement at "Mouth of Cache" began growing rapidly. On March 2, 1837, the name of the post office was officially changed to Clarendon, supposedly to honor the English Earl of Clarendon. By 1840, 47 households were listed in Cache Township. The only occupation listed was farming.

During the 1840's, the first merchants began opening near the White River ferries. The first recorded merchant was Jesse Brown in 1847 who was also overseer of the Memphis military Road. And by 1849, William McBride opened a general store near the ferry. In 1845, both the Methodists and Baptists were meeting at Shady Grove Campground a few miles east of Clarendon.

By the 1850's the Masons established the Cache Lodge No. 88 and a variety of professional men and merchants were living in Clarendon. Most notable were B. H. Bateman and Simon Hughes. Bateman was a lawyer and large land-owner whose influence on Clarendon would continue for many years through his two sons, Henry Bateman and T. T. Bateman. Simon Hughes was also a prominent lawyer and would serve as Governor of Arkansas from 1884-1888.

The mid-1850's also saw the creation of the actual town site of Clarendon and the beginning of the commercial area of the town. In 1856, James Harris set aside 30 acres consisting of fifteen blocks which were to be sold to businesses and families with one-third of the sales going to the construction of a new courthouse if Clarendon was chosen as the new county seat. Harris' influence caused Clarendon to be named the county

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seat in 1857 and business lots were being sold rapidly throughout 1858. Harris also completed the first hotel in Clarendon in 1856 and helped finance the first county building on the Courtsquare which was a two-story log jail completed in 1858. Businesses were still oriented more to the river than the Courtsquare both financially and geographically, and when Clarendon was incorporated in 1859, it was well on its way to becoming a major river town on the White River.

Civil War

The Civil War came as a shock to the town of Clarendon and its effect on the growth and development of the rivertown was a tragedy repeated in almost every town in the state. Its location on the White River and the military roads which had been a blessing to its growth, became a curse when the Union forces began moving through the state in the 1860's. Clarendon played a major role in the advance of the Union forces up the White River in 1862 and also on their march to Little Rock in 1863. General Steele and his Union army camped at Clarendon on August 1, 1863 after the capture of Helena. Six thousand troops were camped near Clarendon, preparing for the march that would end with the capture of the state capitol at Little Rock in September. It was during this time that the partially completed brick courthouse was totally dismantled and the bricks were sent to build Union barracks in DeValls Bluff. By 1864, the Union forces were stationed in DeValls Bluff, and Clarendon was all but deserted. Confederate General Shelby marched along the military road from Augusta, occupied Clarendon in late June, and sank a Union gunboat named The Queen City just south of the town. The Union army retaliated by sending troops and gunboats down the White River from DeValls Bluff. Shelby retreated, leaving the town totally helpless. The Union forces were ordered to destroy the town, burning every building and structure. When the Union army later withdrew, the town was demolished, and the few remaining families were scattered throughout Eastern Arkansas. The devastation was staggering, and it was well into the 1880's before the town completely rebuilt and recovered from the war's toll.

Rebirth and Development

Clarendon's location on the trade routes was the main cause of its relatively rapid rebirth in the late 1860's and 1870's. Ferries were operating again across the White River, families were returning to work the nearby farms, and houses and businesses were being built throughout the town. In 1869, the first recorded church was erected in the town when the Cumberland Presbyterian Church was completed on Washington Street (NR-7-30-76). The building housed three separate congregations and several different community organizations. It remains today as the oldest recorded structure in Clarendon. By 1870, several frame businesses were operating along the Court Square, including a small hotel. Small, but elegant frame houses were appearing on North Main Street such as the Marston House (CL-29) which is one of the oldest residences in Clarendon.

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By the mid-1880's, Clarendon had two active railroads, and the increased traffic turned Clarendon into a thriving trade center. The first railroad was the Arkansas Central which reached Clarendon in 1872. In the late 1870's it became the Arkansas midland and served until 1917. The major railroad was the St. Louis South Western Railroad which opened the railroad bridge across the White River in 1882. This opened traffic from Eastern Arkansas and Clarendon to Pine Bluff and Central Arkansas. Largely because of these developments, the population of Clarendon increased by 165% from 1880 to 1890. Brick Businesses were beginning to replace the frame buildings along Main Street, and small factories and lumber mills tied to the growing new timber industry lined the White River and the railroad tracks along the edge of the town.

Also in the 1880's, Clarendon received recognition when one of its distinguished residents served as Governor of Arkansas. Simon P. Hughes came to Clarendon in 1850 and served the community and state as attorney, county sheriff, county commissioner, state legislator, delegate to the 1874 constitutional convention, and state Attorney-General. He served as Governor from 1884-1888 when he returned to Clarendon to continue his law practice.

In the 1890's, the growth continued. Important merchants began to take advantage of the cotton market and set up stores, warehouses, and shipping headquarters in Clarendon. One of the first and most successful were Goldman and Son who were housed in the present Goldman and Son Store in 1893 (CL-4) Lumber companies became the major employers in the area with the Galloway Lumber Company, the Jefferies Lumber Company, and T. T. Bateman's Clarendon Lumber Company three of the largest. An oar factory, a stave factory, as well as the first pearl market in Arkansas were operating by the mid-1890's. By 1900, phone service had been introduced to several businesses, the city limits were expanded to meet the growth caused by the railroads, and new industries were being introduced to the area.

In addition, the role of Clarendon as the county seat began to show more importance during the 1890's. The growth of the town and of Monroe County as a whole, permitted the county to build a fine new brick jail in 1892 that stands today (NR 4-11-77). Later, in 1895, a two-story brick courthouse was constructed by the citizens of Clarendon. Also in 1895, many new lawyers were operating in the town, and many desired offices near the courthouse. One of the most notable law offices was the present Moore Law Office (CL-27). Built in 1895 for M. J. Manning and J. P. Lee, the office was originally across from the courthouse on Second Street. It was moved in 1899 to its present location, and has housed many of the successful lawyers of Monroe County.

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The expansion continued through the early 1900's. Several new factories, most involved in lumber or wood products, sprang up along the tracks of the railroads. Three banks were now operating in Clarendon, including the Bank of Clarendon (CL-32), the Citizens Bank, and the Merchants and Planters Bank. Many new and impressive commercial buildings were constructed across from the Courthouse Square including the New South Inn (CL-46), all of which were built around 1900. The Bondi Brothers, sons of German immigrants, established their business in 1887 and built their new general merchandise store on Madison and Main in 1904 (CL-3).

Between 1910 and 1920 more advancements took place including the establishment of the city water works in 1913 and the construction of the new courthouse in 1911. The elaborate courthouse was designed by Charles Thompson and remains the most imposing landmark and the central focus of the town (NR-10-14-76). Also in this period, the Methodist congregation hired John Gaisford out of Memphis to design their new church on Jefferson and Third in 1912 (CL-12). Along with the 1904 Presbyterian Church and the Christian Church, which no longer stands, most of the larger congregations in town switched from their frame buildings to new brick structures between 1900-1915.

Modern Development

Clarendon's population had steadily grown since the late 1860's. The largest increases taking place between 1880-1890 and 1890-1900. After 1900, the percentage of growth began to slow and in the 1920's, it actually began to fall.

Partly to blame for this was the change from cotton to rice by many farmers in the area. Clarendon was no longer the agricultural trade center, as farmers took their rice to Stuttgart in Arkansas County. Also, the major railroad line ran in Northern Monroe County through Brinkley, linking Memphis with Little Rock. The Midland Railroad defaulted several times and eventually was bought out by Missouri-Pacific. The line through Clarendon was finally discontinued in 1917, and the tracks were moved to Holly Grove. The Midland Depot, built around 1912, is the only reminder of the old railroad in Clarendon (CL-61). Little, if any, important industries began during the 1920's in Clarendon. With the loss of the river traffic before the turn of the century and the movement of the railroad traffic further north, Clarendon's industrial development began to fall.

Another cause for the population drop was the disastrous flooding in 1916 and 1927. The flood in 1927 devastated not only Clarendon, but a large part of the United States in the Mississippi River Valley. On April 27, 1927, the levee broke at Clarendon. Sixteen to eighteen feet of water washed through the town practically covering every building not over one

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story tall. At one time, six hundred people sought refuge in the upper floors of the new Courthouse. Hundreds more were camped two miles east of town at Tom's Hill. Several families were also stranded in the upper floor of the New South Inn. The water remained on the streets for weeks, and many of the structures that survived to the present still show the damages caused by the water.

During the 1930's, the state and federal government combined for several projects that reversed the trend and gave new incentive for growth in the town. The first major project was the Highway 79 Bridge (CL-58) over the White River. The 1.5 million dollar project was financed mainly by State funds and opened the highway traffic from Monroe County and Eastern Arkansas to Stuttgart, Pine Bluff, and Little Rock in Central Arkansas. In 1937, the most important construction contributing to the future survival of the town was completed when the levee system was finished. Costing 300,000 dollars, the U. S. Engineers built the massive levee around Clarendon from funds originating from the Federal Flood Control Acts passed shortly after the 1927 flood. After its construction, no serious flooding on the scale of the 1916 or 1927 flood occurred. In 1938, the W. P. A. constructed a new jail across Second Street from the New South Inn, replacing the 1892 county jail. In 1939, more W. P. A. funds were spent to pave the streets in Clarendon. In addition, a new seventy thousand dollar Post Office was built on Madison Street in 1940.

This flurry of activity attracted people to stay or resettle in Clarendon. The population of the town returned to roughly the same level it had been before 1920. This growth during the 1930's was short-lived, however. Population began to drop again during the 1940's and has been declining to the present. The presence of the county seat, however, insures a certain amount of activity will continue to surround the main section of town around the Courthouse. And the presence of the variety of historic landmarks, public, commercial, and residential, have begun to attract the attention of historians, preservationists, and more recently two different films have been shot in the town using the setting of the commercial buildings along the Courtsquare on Second Street. Interest in the heritage of the old river town remains high, and the survival of the town's history through its buildings is becoming a serious concern for a large percentage of the townspeople.

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Property List

1. CL-2 Jefferies Building (c.1904) 122 Madison
2. CL-3 Bondi Brothers Store (1904) 104 Madison
3. CL-4 Goldman and Son Store (1893) 101 Main
4. CL-10 Bounds Store (1917) 105 Second
5. CL-12 Clarendon Methodist-Episcopal Church South (1912) 121 Third
6. CL-27 Manning, Lee and Moore Law Office (1895) 109 Court
7. CL-29 Marston House (1870) 429 Main
8. CL-32 Bank of Clarendon (1924) 125 Court
9. CL-45 Ewan Building (c.1903) 124-128 Second
10. CL-46 New South Inn (c.1903) 132-164 Second
11. CL-49 Anderson Boarding House (1921) 201 Main
12. CL-51 Jefferies-Craptree House (1923) 300 Jefferson
13. CL-54 Bateman-Griffith House (1930) 316 Jefferson
14. CL-58 Highway 79 Bridge (1930)
15. CL-61 Midland Depot (c.1912) 205 Midland

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	Property	Owners
CL-4	Goldman and Son Store 101 Main	Frank Rich 209 Main Clarendon, AR 72029
CL-27	Manning, Lee and Moore Law Office 109 Court	Johnny Moore, Jr. 501 Main Clarendon, AR 72029
CL-45	Ewan Building 124-128 Second	Earge Cole 312 South Tenth Clarendon, AR 72029
CL-46	New South Inn 132-164 Second	Earge Cole 312 South Tenth Clarendon, AR 72029
CL-3	Bondi Brothers Store 104 Madison	Bob Weaver 221 North Clarendon, AR 72029
CL-2	Jefferies Building 122 Madison	Brenda Catlett P. O. Box 189 Forrest City, AR 72335
CL-10	Bounds Store 105 Second	Floyd Pierce 404 North Clarendon, AR 72029
CL-32	Bank of Clarendon 125 Court	Mrs. W. W. Everett 608 Walker Clarendon, AR 72029
CL-29	Marston House	Johnny Moore, Jr. 501 Main Clarendon, AR 72029
CL-49	Anderson Boarding House 201 Main	Rosemary Benton 209 Second Clarendon, AR 72029
CL-51	Jefferies-Craptree House 300 Jefferson	Dottie Ann Bateman 208 Main Clarendon, AR 72029

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CL-54	Bateman-Griffith House 316 Jefferson	Ed Griffith 316 Jefferson Clarendon, AR 72029
CL-12	Clarendon Methodist- Episcopal Church South 121 Third	Clarendon United Methodist Church 121 Third Clarendon, AR 72029
CL-61	Midland Depot 205 Midland	Robert Deeton 429 Main Clarendon, AR 72029
CL-58	Highway 79 Bridge	Arkansas Highway Department 9500 New Benton Highway Little Rock, AR 72209

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National Register Properties

1. Cumberland Presbyterian Church (1869) 120 Washington (NR-7-30-76)
2. Elias-McKay House (c.1890) 404 N. Walls (NR-12-8-78)
3. Galloway House (1910) 504 Park (NR-6-9-80)
4. Merchants and Planters Bank (1921) 202 Madison (NR-12-22-82)
5. Monroe County Courthouse (1911) Courthouse Square (NR-10-14-76)
6. Monroe County Jail (1892) Second and Kendal (NR-4-11-77)
7. Moore-Jacobs House (c.1870) 500 N. Main (NR-9-29-83)

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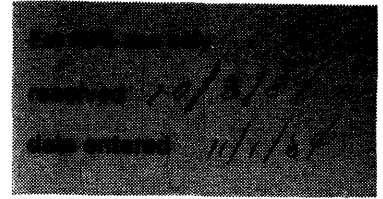
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Multiple Resource Area
Thematic Group

dnr-11

Name Clarendon Multiple Resource Area
State Monroe County, ARKANSAS

Cover _____ 11/1/84

Nomination/Type of Review

Date/Signature

1. Anderson Boarding House

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

2. Bank of Clarendon

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

3. Bateman-Griffith House

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

4. Bondi Brothers Store

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

5. Bounds Building

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

6. Clarendon Methodist-
Episcopal Church South

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

7. Ewan Building

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

8. Goldman and Son Store

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

9. Highway 79 Bridge

Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

10. Jefferies Building

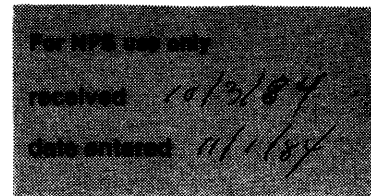
Entered in the
National Register

for Keeper *Delores Byers* 11/1/84

Attest _____

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Multiple Resource Area
Thematic Group

Name Clarendon Multiple Resource Area
State Monroe County, ARKANSAS

Nomination/Type of Review

Date/Signature

11. Jefferies-Craptree House Entered in the
National Register

for
Keeper

Delores Byers 11/1/84

Attest

12. Manning, Lee and Moore Law Office Entered in the
National Register

for
Keeper

Delores Byers 11/1/84

Attest

13. Marston House Entered in the
National Register

for
Keeper

Delores Byers 11/1/84

Attest

14. Midland Depot Entered in the
National Register

for
Keeper

Delores Byers 11/1/84

Attest

15. New South Inn Entered in the
National Register

for
Keeper

Delores Byers 11/1/84

Attest

16.

Keeper

Attest

17.

Keeper

Attest

18.

Keeper

Attest

19.

Keeper

Attest

20.

Keeper

Attest