

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received JAN 22 1987

date entered APR 20 1987

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

1. Name

historic Fernandina Beach Historic District (Extension)

and/or common Fernandina Beach Historic District

2. Location

street & number N/A

N/A not for publication

city, town Fernandina Beach

N/A vicinity of

state Florida

code 012

county Nassau

code 089

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" 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 type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number N/A

city, town Fernandina Beach

N/A vicinity of

state Florida

5. Location of Legal Description

courthouse, registry of deeds, etc. Nassau County Courthouse

street & number 416 Centre Street

city, town Fernandina Beach

state Florida

6. Representation in Existing Surveys

Historic Properties Survey of
title Fernandina Beach, Florida

has this property been determined eligible? yes no

date September, 1985

federal state county local

depository for survey records Bureau of Historic Preservation

city, town Tallahassee

state Florida

7. Description

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

Describe the present and original (if known) physical appearance

The expanded Fernandina Beach Historic District, located in Fernandina Beach, Florida, is composed of buildings reflecting a variety of uses, styles, materials, and several periods of development. The district consists primarily of one and two-story masonry commercial buildings and one and two-story wood frame residences. Its physical development began during the mid-1850s, the time from which the earliest contributing buildings date and extends to approximately the later 1920s, which marks the end of the period of historic significance. The district has lost some of its integrity due to poor maintenance and the alteration and destruction of a number of buildings, but overall it retains to a remarkable degree the physical characteristics which convey its historic significance.

Fernandina Beach is an incorporated city with a population of under 10,000 persons. It is located in the extreme northeast corner of Florida, at the north end of Amelia Island. The town lies in close proximity to the Amelia and St. Mary's rivers and the Atlantic Ocean. It is immediately south of Cumberland Island, Georgia, and is 32 miles northeast of Jacksonville, a major metropolitan area in Florida. Its economy is based on tourism, commercial fishing, forestry, and the manufacturing of paper containers at a nearby plant. The community also serves as the governmental center of Nassau County.

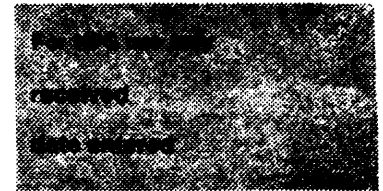
The historic district extends over an area of approximately 97 acres. Its rough boundaries Front Street on the west, Elm Street on the South, Tenth Street on the east, and Escambia Street on the, with the boundaries following a very irregular line to its most distant points. A number of natural and man-made features define the limits of the district. To the north is marshland and a massive industrial complex owned by the Container Corporation of America. On the east is a large community park, a city water treatment facility, woodlands, and a non-contributing residential area. The south is also marked by non-contributing building stock, and on the west one finds the Seaboard System rail lines and the Amelia River.

The historic district is located within the limits of several land grants dating from the first and second Spanish colonial periods. The town site was acquired by the Florida Railroad Company in 1851 and subdivided to form a plat recorded in 1857 as the Original Town of Fernandina. This plat was revised by the Florida Town Improvement Company in 1887 and 1901. The town plan is composed of a grid with streets running north-south and east-west. With the exception of Front Street on the Amelia River, the north-south are ordered numerically. They begin with Second Street and extend nineteen blocks to the east to Twentieth Street. The principal street running east-west through the commercial area is Centre Street. The streets running parallel to Centre on the south are named for trees and proceed in alphabetical order. Those to the north are also arranged alphabetically and are named for Florida counties, except for Broome Street which was named for James E. Broome, who was governor of Florida at the time that Fernandina was founded.

City blocks within the district are rectangular in shape, all or part of fifty of these are found within the historic area. These measure approximately

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DESCRIPTION (cont.)

400 feet in length on their east and west sides and 225 feet on their north and south ends. The majority of the streets in the district are paved with modern asphalt, but some street still retain the granite curbstones which were installed during the period of significance (Photos #1-11). Buildings were classified as contributing to the historic district if they appeared to add to the sense of time, place, and historic development of Fernandina Beach through their location, design, setting, materials, workmanship, feeling, and association with historic persons or events.

All of the contributing buildings in the historic district appear to date before 1927, which was chosen as the terminal point of the period of significant development by the 1985 historic sites survey. There are 347 buildings within the revised boundaries of the district, 296 of which are contributing structures and 51 of which are non-contributing. Contributing structures, therefore, comprise about 85% of the total. The original historic district contained 155 structures, of which 122 were contributing. The new boundaries add 174 contributing structures, an increase of 140%. Only 18 non-contributing structures were added as a result of the boundary changes, and no structures previously included were excluded because of the extension of the district.

The district contains four buildings that are individually listed on the National Register of Historic Places. Three of these were added to the Register just over a month before the original district was listed on July 20, 1973, and were included within its boundaries. These are the C.W. Lewis House (Photo #40), the Bailey House (Photo #41), and the Fairbanks House (Photo #42), all of which are found on South 7th Street. The Merrick-Simmons House (Photo #34) at 102 South 10th Street, which was listed in 1983, lay outside the district.

Non-contributing structures are those erected after the period of significant development or those built between 1850 and 1927 which have lost their visual and physical integrity through alterations to their historic fabric. These changes have to be severe, usually involving insensitive additions, changes in siding, the replacement of historic windows with those not characteristic of the building type, and changes in window and roof configurations. Usually, non-contributing structures exhibit combinations of these alterations, and no particular change need render an otherwise historic structure non-contributing. Severely deteriorated buildings, or those so damaged by fire or other circumstances that render their renovation impracticable, are also considered non-contributing, as are hovels or jerry-built structures. All of the buildings dating from the period of significance that are known to have been moved in the past remain contributing.

Centre Street between Front and 5th streets forms the main focal point of the historic district. This stretch contains nearly all the historic commercial and governmental buildings in Fernandina Beach. All are masonry buildings constructed

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DESCRIPTION (cont.)

primarily during the last quarter of the nineteenth century. Centre Street east of Fifth Street is an area of mixed usage. It consists of one and two-story wood-frame residential buildings dating from the end of the nineteenth century and the beginning of the twentieth, a former school, several historic churches, and recent single story commercial buildings. This stretch of Centre Street was at one time more residential, but in most cases the houses were destroyed or moved, like the Fred Lohman house now at 19 South 6th Street. However, a few landmarks remain, the most significant of which is probably the Queen Anne style Horsey House (Photo #13) at 603 Centre Street, constructed in 1902. One important property west of 5th Street is the Lesesne House (Photo #12) at 415 Centre Street, constructed in 1856. Other important landmarks contributing to the mixed character of the area include the Memorial Methodist Church at 601 Centre, constructed in 1926; St. Peter's Episcopal Church (Photo #30) at 801, built in 1893, and the Old School (Photo #31), erected in 1886.

North and south of Centre Street, buildings contributing to the character of the historic district are mainly residential, with a scattering of commercial and religious structures. These include residential structures which have been converted for commercial use and non-contributing masonry buildings dating after the period of significance. The 100 block of North 6th Street, locally referred to as the "Silk Stocking District," contains seven large wood frame houses constructed between 1859 and 1900 that exhibit features of the Italianate, Queen Anne, Stick, and frame vernacular styles. These are: the Hinton House at 102, ca. 1891; the Hirth House (Photo #22) at 103, ca. 1886; the Baker House at 112, ca. 1859; the Humphrey House (Photo #23) at 117, ca. 1900; the Prescott House at 120, ca. 1876; the Chadwick House at 121, ca. 1884; and the Meddaugh House at 130, ca. 1872.

The 400 and 500 blocks of North 3rd Street also contain a number of historic structures which, however, were excluded from the boundaries of the original district. These are the William J. Davis House at 421, ca. 1907; the Morse House (Photo # 19) at 424, ca. 1901; and the J.H.P. Merrow House (Photo #20) at 501, ca. 1888. The houses in these blocks are in a historically important location known as "Yellow Bluff," the site of the plantation of Domingo Fernandez, an early settler whose land holdings became part of the new town of Fernandina.

The area of the historic district bounded by Centre, Beech, 7th, and Tenth streets contains a number of prominent buildings which were excluded from the original district. Among these are the First Missionary Baptist Church (Photo #36), ca. 1874, at 20 9th Street and the Marcellus Williams House (Photo #37), ca. 1859, at 103 9th Street. The Merrick-Simmons House on South 10th Street has already been mentioned, as has the Old School on Centre. Other buildings which had been left out of the district were the Rutishauser (ca. 1893) and Epps (ca. 1891) houses at 28 and 31 South 10th Street and the New Zion Missionary Baptist Church (ca. 1907) at 1002 Centre Street.

West of 8th Street is another concentration of residential buildings dating

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DESCRIPTION (cont.)

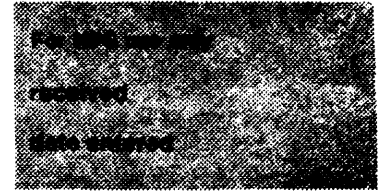
primarily from the latter part of the nineteenth century. This includes the Bailey, Lewis, and Fairbanks houses on 7th Street which were mentioned earlier. Also found in this area is the Trinity United Methodist Church at 715 Ash Street which was constructed ca. 1897. Other house types in the area include one-story frame vernacular houses and bungalows (Photos #43 & #44) and two-story gable fronted houses with two-story porches. Much of the rest of the district south of Centre Street and west of 7th also contains frame vernacular residences and bungalows dating from the turn of the century to the 1920s (Photos #45 - #56).

The density of development in the historic district is fairly moderate, but there are some vacant areas. Some large residential buildings, such as those in the 100 block of North 6th Street, along South 7th Street, and on North 3rd beyond Dade, occupy two or more lots. The majority of the structures in the district, however, are sited on only one lot. Some lots are historically vacant, while others have had their structures demolished. Even along Centre Street between Front and 5th streets, where development is the densest, one finds gaps in the streetscape.

There are a number of architectural styles in the historic district. The most prevalent is wood frame vernacular, but one also finds Classical Revival, Italianate, Queen Anne, and Stick. To a lesser extent there are examples of buildings with features of the Colonial Revival, Gothic, Renaissance, Romanesque, and Mediterranean Revival styles, as well as an assortment of bungalows.

Vernacular buildings are generally those simple functional buildings that make no attempt to imitate any formal historical or revival style. Decorative elements need not be entirely absent, but are almost always restricted a few minor features located on the main facade, usually on porches, soffits, and gables (in the case of houses), or the parapet and stringcourse (in the case of commercial buildings). Vernacular buildings may exhibit a wide variety of plans, but usually restricts the use of materials to one or a very few types. Such structures were seldom designed by architects, but were produced by builders who learned their trade from other carpenters and masons having little or no formal training in architecture. The Bell-O'Hagan House (Photo #15) at 121 North 3rd Street, the house at 322 North 3rd Street (Photo #17), and the Salvador House (Photo #53) at 20 South 4th Street, typify the variety of form possible in the wood frame vernacular house type, as do the structures along the 200 block of North 3rd Street (Photo #16).

The majority of the commercial buildings along Centre Street between Front and 5th streets exhibit at least some stylistic features, although the decorative details of such structures as the ones at 108 (Photo #7), 215-217 (Photo #9), and 303 (Photo #11) Centre Street are so simple in form that they should be called masonry vernacular.

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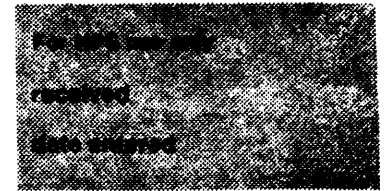
DESCRIPTION (cont.)

The Classical Revival style appeared in Fernandina Beach with the founding of the town in the 1850s and survived in various forms until the end of the century. The style was based on the adaptation of ancient Greek and Roman forms, particularly the formal Doric, Ionic, Corinthian, and Composite orders to a wide variety of building types. "Temple front" houses, those with a gable facing the street that could be fitted out as a pediment were particularly favored, but any house with a formally balanced facade that could be fitted out with wooden columns or a simple porch entablature would do. There are no well-developed examples of Classical Revival architecture in Fernandina. Among the best examples is the First Presbyterian Church (Photo #21) at 19 North 6th Street. The gable of this wood frame structure is treated as a pediment, but there is no true entablature, only a plain fascia which serves as a frieze. A small portico with columns and a dentilated entablature mark the entrance to this 1859 church and bracketed cornices surmount the windows of the street facade. Paneled pilasters are found at the corners of the facade, as well as at the corners of the uppermost section of the steeple, which features arched louvers and a dentilated cornice on its roof. The Merrick-Simmons House (Photo #34) and the much altered house at 218 Ash Street (Photo #56) are both examples of temple front houses. The Lesesne House (Photo #12) at 415 Centre Street and the house at 111 South 9th Street (Photo #38) are both examples of five-bay, "side gable" Classical Revival houses. Both structures basically have formally balanced facades with two-story porches and central entrances with side lights and transoms. The sole "decorative" feature of the Lesesne House is the use of small capitals on its square wood columns, a feature not present on the house on 9th Street, but both structures are Classical Revival types despite their generally "vernacular" appearance.

The Italianate style is a picturesque form of architecture popularized by the Romantic Movement in the United States prior to the Civil War. The writings and designs of Andrew Jackson Downing, A.J. Davis, and Calvert Vaux were influential in promoting both the ornate villa and simple cottage forms. Following the Civil War, the style became less formal and more eclectic. Houses are often distinguished by towers, cupolas, bracketed eaves, tall arched windows or those with elaborate crowns. The massing of the structure may be simple and rectangular or asymmetrical and complex. The best example of the Italianate style in Fernandina is the Fairbanks House (Photo #42) at 227 South 7th Street. It features a complex plan with a dominant tower, a loggia, a balcony, and a bay window of the second story. It has tall arched and square-headed windows and wide bracketed eaves. The Hirth House (Photo #22) at 103 North 6th Street is distinguished mainly by its tower and bracketed eaves. Its curved porch with Tuscan columns and simple window architraves is more reminiscent of Colonial Revival architecture. The J.H.P. Mellow House (Photo # 20) is a frame vernacular house in which traces of the Italianate style are preserved mainly by the hip roof and the door and window treatment on the main facade.

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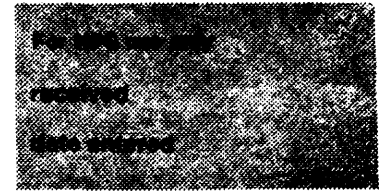
DESCRIPTION (cont.)

Some of the buildings along the historic section of Centre Street display features that can be associated with Italianate, but are probably more aptly associated with the Beaux Arts style which emphasized elaborate and lavish decorative detailing based primarily on Classical precedents. The term Beaux Arts is used by architectural historians to refer those architectural tendencies advocated by France's Ecole des Beaux-Arts in Paris and the body of American architecture influenced by it during the 1885-1920 period. The style expressed America's sentiments about prosperity and progress in the urban boom at the end of the nineteenth century. The style's influence was widely disseminated by the World's Columbian Exposition in Chicago in 1893, which made wide use of its forms in the various exhibits and streetscapes.

The Huot Building (Photo #5) at 10 North 2nd Street, built ca. 1887, the Palace Saloon (Photo #6) 117 Centre Street, ca. 1878, and the Swann Building (Photo #10), all exhibit Beaux Arts characteristics, while the J.T. Kydd Building (Photo #11) at 301 Centre Street, ca. 1873, and the Land & Williams Building (Photo #6) at 113 Centre, ca. 1884, are more distinctly Italianate with their arched cornices and arched windows with hood molds. Features of the Italian Renaissance style, which is related to the Italianate, are displayed in the arches, stringcourses and cornice of the Hyot Building (Photo #4), ca. 1876 and the buildings at 212-216 (Photo #8) which were constructed between 1884 and 1891.

Another style found in Fernandina Beach is Queen Anne, which was popular in Florida from approximately 1876 to 1910. The fully developed Queen Anne house is usually a two-story structure, distinguished by asymmetrical massing and an elaborate use of shapes and textures intent on producing a highly picturesque effect. Vertical elements are separated by horizontal band in which one finds the use of various siding materials such as stone, brick, weatherboard, and shingles. Steep gables, towers, dormers, balconies, and verandas further enrich the building. Queen Anne was named and popularized by a group of nineteenth century English architects led by Richard Norman Shaw (1831-1912), a successful designer of country homes. The name given to the genre in which they worked was inappropriate, for the precedents they used had little to do with the formal Renaissance architectural forms dominant during the reign of Queen Anne (1707-1714).

The best example of Queen Anne in Fernandina Beach is probably the Bailey House (Photo #41), ca. 1895, which has not only a tower but also a turret, a roof deck, a variety of gables, and a wrap-around porch with turned posts. Both the Humphrey House (Photo #23), ca. 1900, and the Horsey House (Photo #13), ca. 1902, are distinguished as Queen Anne mainly by their towers and the irregularity of their plans. The sweeping porches with Tuscan columns supporting a dentilated entablature, however, shows the intrusion of Colonial Revival elements that often affected late Queen Anne architecture. There are also in the historic district a number of structures like the Bell-O'Hagen House (Photo #15), ca. 1903, that could be considered either as frame vernacular or as "Queen Anne cottages. The house exhibits the irregular plan, combination roof line, faceted bays, shingled gables, and porch with turned posts and brackets typical of Queen Anne. Only the tower is absent.

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DESCRIPTION (cont.)

The Colonial Revival Style in Fernandina Beach is limited to residential buildings. It was largely the product of the Philadelphia Centennial Exposition in 1876 at which many of the state buildings were interpretations of historically important colonial structures. Publicity surrounding appeals for the preservation of Old South Church in Boston and Mount Vernon appeared simultaneously in periodicals of the day. About the same time, a series of articles about eighteenth century American architecture appeared in such publications as American Architect, New York Sketchbook of Architecture and Harper's Monthly Magazine. The houses in the district are based mainly on Georgian and Adam precedents but lack the extensive and distinctive articulation of form typical of the better examples of Colonial Revival houses. The houses in the district are generally two stories in height and have a hipped or pyramidal roof and a large hipped dormer facing the street. The overall boxy appearance of the structure may be relieved by a hipped porch or veranda supported by columns, as is the case with the house at 315 Calhoun Street (Photo #25), constructed ca. 1909.

Little ornament was used on Colonial Revival houses in the district. Straight-headed, 1/1 light windows were common, although the house on Calhoun Street has quarreled panes in the upper sashes. The hipped roof usually has a wide soffit, and the employment of columns, particularly Tuscan and Ionic, is common. Occasionally, one also encounters faceted bays, as is the case with the houses at 201 North 4th Street (Photo #24) and 116 South 10th Street (Photo #35). The house on South 10th Street is more distinctively Georgian, for it lacks a veranda and features a pedimented entranceway. The 2/2 light windows with broken pediments, however, derives from Italianate and Classical Revival precedents rather than Colonial Revival.

The two best examples of "Stick" style in Fernandina Beach are probably the Bell House (Photo #39), ca. 1889, at 801 Beech Street and the C.W. Lewis House (Photo #40), ca. 1885, at 27 S. 7th Street. The Stick style is a transitional type that links the Gothic Revival with Queen Anne, all three of which are adaptations of medieval English building traditions. The Stick style is defined primarily by its stickwork decorative detailing, which in the case of these two houses is limited mainly to the "Chinese Chippendale" balustrades and frieze bands on the porches.

The Gothic Revival style had only an indirect influence on buildings as there are no buildings that make extensive use of pointed arches, tracery bands, castellated parapets and label molds over windows and doors. But a number of houses have such elements as a steeply pitched roof found on the Salvador House (Photo #53), or an L-shape plan with cross gable as with 401 South 6th Street (Photo #46), or a large central dormer like the house in the 200 block of North 3rd Street (Photo #16). The First Missionary Baptist Church (Photo #36) at 20 South 10th Street, ca. 1874, also has a "medieval" feeling about it, despite the classical pediment over its main entrance.

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DESCRIPTION (cont.)

Architecture reflecting a Mediterranean or Spanish influence is also encountered in Fernandina, dating from the first two decades of the twentieth century. The Spanish Colonial and Mission styles were popular in Florida during the boom period of the 1920s, but the most striking and unusual example in the historic district dates from 1910. This is the "Villa las Palmas" at 315 Alachua Street (Photo #27). This building is an eclectic structure combining forms of the American Colonial Revival with the California Mission style. The Mission style had its origins in the 1890s, but by 1900 had spread eastward under the influence of fashionable architects and builders' magazines. The principal Mission elements of the house are the shaped dormer and entrance parapets, plus the massive stuccoed piers that support the veranda. The arched windows on the second story may also have been inspired by the Mission style, although square-headed windows are more typical.

The most important changes to the Fernandina Beach Historic District since it was first listed on the National Register in 1973 have taken place along Centre Street. In 1977, the Economic Development Administration awarded the city of Fernandina Beach a 1.3 million dollar grant for street improvements which included the planting of palms and other landscaping, the installation of mini-plaza with benches, and the construction of parking bays. These improvements were completed in 1978. Renovation and restoration efforts have also been undertaken on a number of the buildings along Centre Street.

Total Number of Buildings in Historic District: 347

Contributing: 296

Non-Contributing: 51

Percentage of Non-Contributing Structures: 15%

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" 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 ca. 1857–1927 **Builder/Architect** Various

Statement of Significance (in one paragraph)

The expanded Fernandina Beach Historic District is significant in the areas of architecture, commerce, exploration and settlement, politics and government, and transportation. The extant buildings embody a period when Fernandina Beach functioned as an important transportation center for north Florida and reflect the variety of romantic and revival architectural styles typical of the latter nineteenth and early twentieth centuries. The structures are also associated with persons and events that significant both locally and state-wide. Moreover, certain landmark structures are representative of the best examples of the type or style in Florida.

During the 1850s a series of events occurred which proved pivotal to the founding and settlement of the new town of Fernandina. Among these was the construction of the Florida Railroad, for which Fernandina served as the railhead. The land which the new town was to occupy was the site of two plantations, Yellow Bluff and Louisa, which had been Spanish land grants during the colonial period. These were purchased by David Levy Yulee and sold to the Florida Railroad Company in 1853. Shortly thereafter, Yulee became president of the Railroad.¹

The construction of the Florida Railroad marked a turning point in the history of transportation in Florida and served as a catalyst for the development of Fernandina. After Spain ceded Florida to the United States in 1821, interest developed in providing a transportation route across the upper part of Florida. Such a route was desired because of the dangers and slowness of shipping goods around the peninsula through the Florida Straits. Attention was given to the possibility of a cross peninsula canal during the Territorial Period (1821–1845), but the project proved not to be feasible. Railroad transportation, therefore, seemed to be the only solution.²

As a United States senator and president of the newly-formed railroad company, David L. Yulee was probably among the most influential men in Florida. He was born David Levy in 1810, the son of Moses Levy, a Jewish merchant who had acquired large grants of land in east and central Florida from the Spanish government. At age nine, David was sent to boarding school in Norfolk, Virginia, where he remained until he was fifteen. He was afterward sent to Micanopy, Florida, to live with an overseer of one of his father's plantations. He later studied law in St. Augustine and was admitted to the bar in 1836. He became a territorial delegate in 1841 and was elected senator when Florida became a state in 1845. In 1846, he converted to Christianity and had his name legally changed to David Levy Yulee.³

From 1855 to 1861, he was again senator for Florida and served on the Post Roads Committee and the Committee for Naval Affairs. Yulee chose Fernandina as the starting point of the Florida Railroad because of its fine natural harbor on the Amelia River, which had an outlet to the Atlantic Ocean. Construction began in 1855 near the site of Old Fernandina, which the Spanish had founded in 1807, but had to be moved further south on Amelia Island because of the surrounding marshy land. The

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property 97 apprx. _____

Quadrangle name Fernandina Beach

Quadrangle scale 1:24,000

UTM References

A	<u>1</u> <u>1</u> <u>7</u>	<u>4</u> <u>5</u> <u>5</u> <u>3</u> <u>4</u> <u>0</u>	<u>3</u> <u>3</u> <u>9</u> <u>2</u> <u>3</u> <u>6</u> <u>0</u>	B	<u>1</u> <u>7</u>	<u>4</u> <u>5</u> <u>5</u> <u>5</u> <u>4</u> <u>0</u>	<u>3</u> <u>3</u> <u>9</u> <u>3</u> <u>8</u> <u>0</u> <u>0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1</u> <u>1</u> <u>7</u>	<u>4</u> <u>5</u> <u>6</u> <u>4</u> <u>0</u> <u>0</u>	<u>3</u> <u>3</u> <u>9</u> <u>3</u> <u>6</u> <u>8</u> <u>0</u>	D	<u>1</u> <u>7</u>	<u>4</u> <u>5</u> <u>6</u> <u>1</u> <u>4</u> <u>0</u>	<u>3</u> <u>3</u> <u>9</u> <u>2</u> <u>2</u> <u>4</u> <u>0</u>
E	<u> </u>	<u> </u>	<u> </u>	F	<u> </u>	<u> </u>	<u> </u>
G	<u> </u>	<u> </u>	<u> </u>	H	<u> </u>	<u> </u>	<u> </u>

Verbal boundary description and justification

See Continuation Sheet

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

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/S</u>

11. Form Prepared By

name/title W. Carl Shiver, Historic Sites Specialist

organization Florida Bureau of Historic Preservation date January 9, 1987

street & number R.A. Gray Building 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 *W. Carl Shiver*

title State Historic Preservation Officer date January 21, 1987

For NPS use only

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

Amy Schlager date 4/20/87

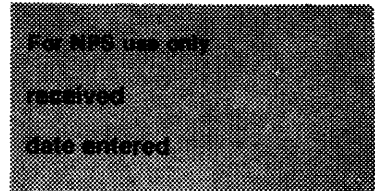
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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SIGNIFICANCE (cont.)

rail line was completed to Cedar Key on the west coast of Florida in 1861.⁴

Real estate development began in the town with the beginning of construction on the railroad. Though most of the historic buildings in Fernandina Beach date from the 1880s to the 1920s, some structures from the antebellum period remain. These include the Lesesne House (Photo #12) on Centre Street, the First Presbyterian Church (Photo #21) on North 6th Street, and the Marcellus Williams House (Photo #37) on South 9th Street. During the late 1850s, the town grew rapidly and by 1860 had a population estimated at several thousand.⁵

The outbreak of the Civil War and the eventual occupation of Fernandina by federal forces temporarily halted development of the town. Following the war, the rail lines and rolling stock of the Florida Railroad were in a deteriorated condition. In 1872 the company went into receivership and became the basis of a new company with the exotic title of the Atlantic, Gulf Coast & West India Transit Company.⁶ In 1881 this company was reincorporated as the Florida Transit Railroad, only to be changed twice more to become the Florida Railway and Navigation Company in 1884.⁷ In 1902, the line at Fernandina became part of the Seaboard Air Line Railway, which still operates as part of the Seaboard System Railroad. The building most associated with rail development in Fernandina is the Old Depot (Photo #1), which was built in 1899 to replace the one destroyed by the 1898 hurricane. Passenger service to Fernandina was discontinued in the 1950s and the structure is now used by the chamber of commerce.

By the late 1870s, Fernandina was once more prospering from shipping, passenger and freight railroad activity, and the ever-growing Florida tourist industry. This period saw the construction of the Egmont Hotel, which once stood at the corner of South 7th and Beech streets. During the 1880s and 90s a number of businesses and industries thrived in the community. By 1885, the town could boast four saw mills. There were also mills for the production of naval stores (pine resin products), facilities for the collection and shipment of palmetto fiber, and the shipment of vegetable and cotton to northern markets. The Florida Mirror, a local newspaper was published by C.W. Lewis, whose residence was the unusual tabby-walled house on South 7th Street (Photo #40). Three large steamship lines made Fernandina one of their regular ports-of-call as well.⁸

During the 1870s and 1880s, the wooden commercial buildings that once Centre, 2nd, and 3rd streets were replaced by masonry structures. This was made imperative by the fires which struck the business district in 1876 and 1883.⁹ The Kydd Building (Photo #11), located at the northeast corner of Centre and 3rd streets, is the oldest business building in downtown Fernandina. It was constructed in 1873 and housed the dry goods business of James and Thomas Kydd.¹⁰ The Hoyt building ((Photo #4), erected in 1876, initially housed a grocery store but was later used for a ships' chandlery. It was partially and enlarged after a fire in 1901. The Palace Saloon (Photo #6) was the site of Prescott's Shoe Store in 1878 but was converted to a saloon in 1903 by Louis G. Hirth, a German immigrant. The Dotterer Building (Photo #7), also erected in 1878, housed Dotterer's Grocery Store and the

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date entered

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SIGNIFICANCE (cont.)

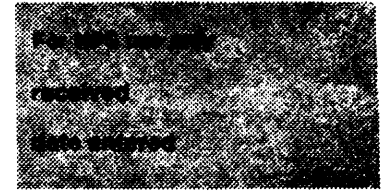
offices of Samuel Swann.

Swann was one of the key figures in the development of Fernandina during the latter part of the nineteenth century. Born in Pittsboro, N.C., in 1832, Swann came to Fernandina in 1855 to work for the Florida Railroad, first as an accountant and later as secretary and treasurer. When federal troops occupied Fernandina during the Civil War, he fled with his family to Gainesville, Florida, from which he continued operation of the railroad. In 1863, he traveled to Cuba where he procured supplies for the Confederacy, shipping the goods aboard vessels that had to run the blockade of Southern ports.¹¹ Swann returned to Fernandina after the war, working for a time as a cotton broker, later setting up his own freight business under the name of Swann & Brother. He also began to supply building materials to nearby Ft. Clinch. In 1867, he and Henry Dotterer were appointed agents for the bondholders of the financially distressed Florida Railroad.¹²

During the 1870s and 80s, Swann served the state of Florida in the area of real estate promotion and development. He served as special advisor to the governor and cabinet and was appointed one of the trustees of the State Internal Improvement Fund. Among his duties was the fostering of domestic and foreign investment in the state through a general advertising campaign. In Fernandina he erected the Swann Building (Photo #10) and a number of residences. His own home which was once located at the corner of Centre and 6th streets has been demolished.¹³ During the last years of the nineteenth century Swann participated in the civic affairs of the town and donated generously to projects serving its citizens,¹⁴ such as the creation of a municipal library on the second floor of his building.

Other businessmen were also involved in the development of Fernandina after the Civil War. In 1877 the Seydel brothers erected a building for their general store (Photo #3) at 29-31 North 2nd Street. As was often the case, they resided in apartments located on the second floor. C.H. Huot had three impressive buildings erected on 2nd Street at 10 & 12 (Photos #4 & #5) and 101-107 (Photo #3). From these he operated his general merchandise businesses. One of the most important buildings on Centre Street is the Duryee Building (Photo #6, far left). Major William C. Duryee had been a Union officer serving at Fernandina during the Civil War and had settled there at the end of hostilities. He became the U.S. customs collector for the port at Fernandina and the building housed his offices, those of his grain business, the local newspaper, the Florida Mirror, and the local bank.¹⁵ The Duryee Building was erected in 1882 and was followed shortly after by Jeffreys and Angel & Friend Building (Photo #9) at 215 Centre Street.

The development of Centre Street was largely complete with the construction of the Nassau County Courthouse (Photo #28) in 1891. This large Colonial Revival style

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structure was designed by Alfred E. McClure. McClure was one of Florida's pioneer architects. Born in Mt. Vernon, Ohio, in 1836, he left home at age fourteen and spent a number of years in Australia and England. Upon returning to the United States, he lived in Ohio, Michigan, and Missouri, finally settling in Memphis, Tennessee, where his father was rector of a church. During the Civil War, he served in the Union army, rising to the rank of major.¹⁶ In 1869, he moved to Jacksonville, Florida, where he opened an architectural firm with Robert N. Ellis. They designed many landmark buildings in that city, including the Duval County Courthouse, the city waterworks, and the Park Opera House. The firm also designed the Clay County Courthouse in Green Cove Springs, Florida, which was listed on the National Register in 1975.¹⁷

Two of the last buildings to be erected on Centre Street during the period of significance were the were the Allan Building, a dry goods store at 303 Center, ca. 1911, and the U.S. Post Office and Customs House, ca. 1910. in the 400 block of the street. An important building erected somewhat farther east on Centre Street before the end of the nineteenth century was Public School No. 1, designed by architect Robert S. Schuyler. Schuyler was born in New York City in 1829 and served as a captain in the Union army. He moved to Fernandina in 1881 and, in addition to the school, designed St. Peter's Episcopal Church (Photo #30) and the Fairbanks and Lewis houses.¹⁸

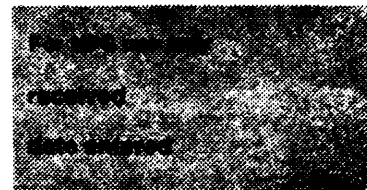
Another architect whose work is represented in Fernandina is George W. Barber. Barber designed the Bailey House on Soth 7th Street for Effingham Bailey, a local steamship agent and lumber and phosphate broker. Barber also designed the T.G. Henderson House in Lake City, Florida, which like the Bailey house is listed on the National Register.¹⁹ Several local builders also made noteworthy contributions to the historic built enviroment of Fernandina. James and William Bell were harbor pilots who additionally worked as building contractors. In addition to his own home at 121 North 3rd Street (Photo #15), James Bell constructed residences at 130 South 7th Street, and 303 South 8th Street. His brother William constucted a house for himself at 801 Beech Street and is further credited with residences at 125 and 131 South 8th Street and his son's house at 714 Beech Street.²⁰

John R. Mann was also an important local contractor. He owned a company dealing in marine hardware and groceries and built some of Fernandina's finer residences, including the John Denham Palmer House (listed on the National Register 07/03/86, located outside the historic district), the Villa las Palmas (Photo #27), the Horsey House (Photo #13), and the Hinton, Baker, and Humphrey (Photo #23) houses on North 6th Street. He is also credited with the Allan Building and the Memorial Methodist Church, both on Centre Street.²¹

By 1900, the economic character of Fernandina was well defined. The port continued to ship lumber, cotton, naval stores, and phosphate, but the town had ceased

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SIGNIFICANCE (cont.)

growing to any important degree. The continued development of Florida's railroad network and the establishment of port facilities elsewhere resulted in the diversion of shipping and tourism to more southern areas of the peninsula. One bright spot in the economy of Fernandina during this period was the development of the shrimping industry. Commercial shrimp fishing began at Fernandina during the early twentieth century, first using cast nets then later switching to the trawl method as demand and harvesting technology improved. Among the pioneers of the industry were local men, such as Mike Salvador, who was among the first local mariners to haul a pull seine with a power boat, and William Corkum who introduced the modern trawl net.²² The docks, wharves, warehouses, and other structures associated with the early maritime industry in Fernandina have been lost, but the residences of some of the men associated with its development still remain.

Fernandina Beach has served as the seat of Nassau County since 1824, except for the period from 1835-1850. Nassau was one of the earliest counties founded in the state, and the city functioned as an important transportation, commercial, and political center for northeast Florida until it was eclipsed by Jacksonville after the Civil War. The city has one of the best concentrations of nineteenth century residential architecture in Florida and has a wider variety of romantic and revival styles than any community of comparable size in the state. Many of its buildings are associated with persons who made important contributions to both local and state history.

FOOTNOTES

1. Nassau County, Deed Records, Book E, Page 1.
2. George W. Pettengill, "The Story of Florida Railroads, 1834-1903," Bulletin of the Railway and Locomotive Society, No. 86, p. 87.
3. Dictionary of American Biography, Vol X (New York, 1936), p. 453.
4. Arthur W. Thompson, "David Yulee: A Study of Nineteenth Century American Thought and Enterprise," unpublished master's thesis, n.d., p. 78.
5. Helen Gordon Litrico, Centre Street Fernandina (Fernandina Beach, 1976), pp. 13-17.
6. David L. Yulee, The Harbor of Fernandina: An Address before the Fernandina Board of Trade, January 26, 1880.
7. Pettengill, p. 47.
8. Litrico, p. 6.

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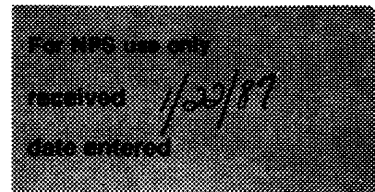
Page 1

MAJOR BIBLIOGRAPHICAL REFERENCES

1. Dictionary of American Biography. VolX, New York, 1936.
2. Esgate, James Jacksonville: The Metropolis of Florida. Boston, 1885.
3. Florida Bureau of Historic Preservation. Florida Master Site File. Tallahassee, n.d..
4. Litrico, Helen Gordon. "The Bell Houses," Amelia Now. Fernandina Beach, 1984.
5. Litrico, Helen Gordon. Centre Street Fernandina. Fernandina Beach, 1976.
6. Nassau County. Deed Records. Book E, Page 1.
7. Nassau County Public Library, Vertical Files, Fernandina Beach.
8. Pettengill, George W. "The Story of Florida Railroads, 1834-1903," Bulletin of the Railway and Locomotive Society. No. 86.
9. Sharp, Helen R. "Samuel A. Swann and the Development of Florida, 1885-1900," Florida Historical Quarterly XX:1 (July, 1941).
10. Thompaon, Arthur W. "David Yulee: A Study of Nineteenth Century American Thought and Enterprise," unpublished master's thesis, n.d.
11. Trip, Susan. Interview with George Davis, June 17, 1985.
12. Webb's Jacksonville and Consolidated Directory of Representative Cities in East and South Florida, New York, 1887.
13. Yulee, David L. The Harbor of Fernandina: An Address before the Fernandina Board of Trade. January 26, 1880.

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VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

The boundaries of the extended Fernandina Beach Historic District are justified by the density and continuity of its historic built environment, dating from the period approximately 1857-1907. The original boundaries failed to take into account the significance of wood frame vernacular architecture and the role it played in the historic development of the community. These structures serve also to link some key properties to the district that were originally left outside its boundaries. The limits of the district are described by later construction and by such natural features as the Amelia River on the west and the marshy area on the north of the district where construction could not have taken place without extensive draining and dredge-and-fill operations. There are also some areas contiguous to the district, particularly on the northeast, that have been traditionally left vacant. Except for moving the original boundaries from the center of streets to the near curb line, no part of the original district has been excluded or removed from the district in its revised form.

Begin at the northeast corner of Front and Centre streets; then cross Centre Street and run south along the east curb line of Front Street to a point parallel with the south elevation of 102 Centre Street; then run east along the south property lines of the buildings fronting on the south side of Centre Street and continue across South 2nd Street along the rear property lines of the buildings fronting on the south side of the 200 block of Centre Street to the point said line intersects the west property lines of the buildings fronting on the west side of South 3rd Street; then run south along said lines to the north curb of Ash Street; then run east along the north curb of Ash Street to a point parallel with the west property line of 218 Ash Street; then run south along said line, crossing Ash Street to the south property line of 218 Ash Street; then run east along said line, crossing South 3rd Street and continue along the south property line of 302 Ash Street to the southeast corner of the property; then run north along the east property line of 302 Ash Street, continuing to the north curb of Ash Street; then run east along the north curb of Ash Street to the northeast corner of Ash and South 4th streets; then run south along the east curb of South 4th Street, crossing Ash and Beech streets, to a point parallel with the south property line of 402 Beech Street; then run east along the south property lines of the structures fronting on the south side of Beech Street, continuing to the east curb of South 5th Street; then run south along the east curb of South 5th Street to the northeast corner of South 5th and Cedar streets; then run east along the north curb of Cedar Street to a point parallel with the west property line of 301 South 6th Street; then crossing Cedar Street, run along the west property lines of the buildings fronting on the west side of the 300 block of South 6th Street to the north curb of Date Street; then continuing across Date Street run along the west property line of 401 South 6th Street to the southwest corner of the property; then run east along the south property line of 401 South 6th Street and continue to the east curb of South 6th Street; then run south along

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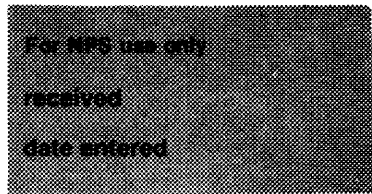
VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

The boundaries of the extended Fernandina Beach Historic District are justified by the density and continuity of its historic built environment, dating from the period approximately 1857 - 1927. The original boundaries failed to take into account the significance of wood frame vernacular architecture and the role it played in the historic development of the community. These structures serve also to link some key properties in the district that were originally left outside of its boundaries. The limits of the district are described by later construction and by such natural features as the Amelia River on the west and the marshy area on the north of the district where construction could not have taken place without extensive draining and dredge-and-fill operations. There are also some areas contiguous to the district, particularly on the northeast, that have been traditionally left vacant.

Begin at the northeast corner of Front and Centre streets; then cross Centre Street and run south along the east curb line of Front Street to a point parallel with the south elevation of 102 Centre Street; then run east along the south property lines of the buildings fronting on the south side of Centre Street and continue across South 2nd Street along the rear property lines of the buildings fronting on the south side of the 200 block of Centre Street to the point said line intersects the west property lines of the buildings fronting on the west side of South 3rd Street; then run south along said lines to the north curb of Ash Street; then run east along the north curb of Ash Street to a point parallel with the west property line of 218 Ash Street; then run south along said line, crossing Ash Street to the south property line of 218 Ash Street; then run east along said line, crossing South 3rd Street and continue along the south property line of 302 Ash Street to the southeast corner of the property; then run north along the east property line of 302 Ash Street, continuing to the north curb of Ash Street; then run east along the north curb of Ash Street to the northeast corner of Ash and South 4th Streets; then run south along the east curb of South 4th Street, crossing Ash and Beech Streets, to a point parallel with the south property line of 402 Beech Street; then run east along the south property lines of the structures fronting on the south side of Beech Street, continuing to the west curb of South 5th Street; then run south along the east curb of South 5th Street to the northeast corner of South 5th and Cedar streets; then run east along the north curb of Cedar Street to a point parallel with the west property line of 301 South 6th Street; then crossing Cedar Street, run along the west property lines of the buildings fronting on the west side of the 300 block of South 6th Street to the north curb of Date Street; then continuing across Date Street run along the west property line of 401 South 6th Street to the southwest corner of the property; then run east along the south property line of 401 South 6th Street and continue to the east curb of South 6th Street; then run south along

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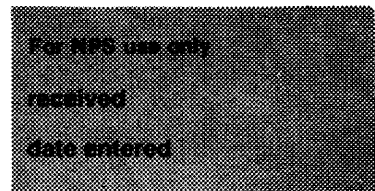
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VERBAL BOUNDARY DESCRIPTION (cont.)

the east curb of 6th Street to a point parallel with the south property line of 602 Date Street; then run east along the south property line of 602 Date Street and continue east along the south property line of 606 Date Street to the southeast corner of said property; then run north along the east property line of 606 Date Street, continuing across Date Street to its north curb; then run east along the north curb of Date Street to the northeast corner of Date and South 7th streets; then run south along the east curb of South 7th Street to the northeast corner of South 7th and Elm streets; then run east along the north curb of Elm Street to a point parallel with the east property line of 430 South 7th Street; then run north along the east property lines of the buildings fronting on the east side of the 400 block of South 7th Street to the south curb of Date Street; then continue north, crossing Date Street, along the east property lines of the buildings fronting on the east side of the 300 block of South 7th Street to the point said line intersects the southwest corner of the property line of 303 South 8th Street; then run east along the south property line of 303 South 8th Street to the west curb of South 8th Street; then run north along the west curb of South 8th Street to the northwest corner of South 8th and Beech streets; then run east along the north curb of Beech Street to the southeast corner of the property line of 801 Beech Street; then run north along the east property line of 801 Beech Street and continue to a point parallel with the south property line of 115 South 9th Street; then run east along the south property line of 115 South 9th Street to the west curb of South 9th Street; then run north along the west curb of South 9th Street to a point parallel with the northeast corner of the property line of 115 South 9th Street; then run east, crossing South 9th Street and continuing along a line south of 112 South 9th Street; then continue across South 10th Street to the southwest corner of the property line of 116 South 10th Street; then run east along the south property line of 116 South 10th Street to the southeast corner of the said property; then run north along the east property lines of the buildings fronting on the east side of the 100 block of South 10th Street and continue north, crossing Ash Street and along the east property lines of the buildings fronting on the east side of the first block of South 10th Street to the south curb of Centre Street (Atlantic Boulevard); then run west along the south curb of Atlantic Boulevard to a point parallel with the east property line of 909 Atlantic Boulevard; then run north, crossing Atlantic Boulevard, along the east property line of 909 Atlantic Boulevard to the northeast corner of the property; then run west along the north property lines of 909 and 901 Atlantic Boulevard and continue west across North 9th Street along the north property line of 801 Atlantic Boulevard to the east curb of North 8th Street; then run south along the east curb of North 8th Street to the southeast corner of 8th Street and Atlantic Boulevard; then run west, crossing 8th Street to the beginning of Centre Street and run west along the south curb of Centre Street to the southwest corner of Centre and 7th streets; then run north along the west curb of North 7th Street to the southwest corner of North 7th and Alachua streets; then run west along the south curb of Alachua Street to a point parallel with the northeast corner of the property line of 30 North 6th Street; then run north, crossing Alachua Street, along the east property lines of the buildings fronting on the east side of the 100 block of North 6th Street to the south

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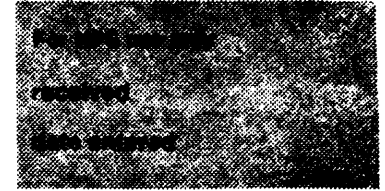
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VERBAL BOUNDARY DESCRIPTION (cont.)

curb of Broome Street; then run west along the south curb of Broome Street to the southwest corner of Broome and North 6th streets; then run north along the west curb of North 6th Street to a point parallel with the north property line of 515 Broome Street; then run west along said property line and continue west along the north property line of 511 Broome Street to its northwest corner; then run north along the east property line of 506 Calhoun Street to the south curb of Calhoun Street; then run west along the south curb of Calhoun Street to a point parallel with the northwest corner of the property line of 506 Calhoun Street; then run north, crossing Calhoun Street and continuing along the east property lines of the buildings fronting on the east side of the 300 block of North 5th Street to the northeast corner of the property line of 320 North 5th Street; then run west along the north property line of 320 North 5th Street to the east curb of North 5th Street; then run south along the east curb of North 5th Street to a point parallel with the north property line of 309 North 5th Street; then run west, crossing North 5th Street, along the north property line of 309 North 5th Street to the northwest corner of the property; then run south along the west line of said property and continue south along the west property line of 307 North 5th Street to the southwest corner of said property; then run west along the north property line of 304 Calhoun Street and continue to the west curb of North 4th Street; then run north along the west curb of North 4th Street to the southwest corner of North 4th and Dade streets; then run west along the south curb of Dade Street to a point parallel with the east property line of 412 North 3rd Street; then run north, crossing Dade Street and continue along the east property lines of the buildings fronting on the east side of North 3rd Street to the southwest corner of the property line of 310 Escambia Street; then run east along the south line of said property; then run north along the east line of said property to the south curb of Escambia Street; then run west along the south curb of Escambia Street to the west curb of North 3rd Street; then run north along the west curb of North 3rd Street to a point parallel with the north property line of 501 North 3rd Street; then run west along said line to the northwest corner of the property; then run south along the west property lines of the buildings fronting on the west side of North 3rd Street to the northeast corner of the property line of 209 Dade Street; then run west along the north line of said property to its northwest corner; then run south along the west property line of 209 Dade Street to the north curb of Dade Street; then run east along the north curb of Dade Street to the northeast corner of Dade and North 3rd streets; then run south along the east curb of North 3rd Street to a point parallel with the north property line of 227 North 3rd Street; then run west along said line to its northwest corner; then run south along the west property lines of the buildings fronting on the west side of the 200 block of North 3rd Street to the point where said line intersects the northeast corner of the property line of 211 Broome Street; then run west along the north property line of 211 Broome Street and continue along the north property line of 209 Broome Street to the northwest corner

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of said property; then run south along the west property line of 209 Broome Street to the north curb of Broome Street; then run west along the north curb of Broome Street to a point parallel with the southwest corner of the property line of 211 Broome Street; then run south, crossing Broome Street and continue along the west property lines of 121 and 117 North 3rd Street to the southwest corner of the property line of 117 3rd Street; then run east along the south property line of 117 North 3rd Street to the east curb of North 3rd Street; then run south to the east curb of North 3rd Street to the southeast corner of North 3rd and Alachua streets; then run west along the south curb of Alachua Street to the southwest corner of Alachua and North 2nd streets; then run north along the west curb of North 2nd Street to a point parallel with the north elevation of 101-107 North 2nd Street; then run west along the north elevation of said building to its northwest corner; then run south along the west elevation of said property and continue to the south curb of Alachua Street; then run west along the south curb of Alachua Street to the southeast corner of Alachua and Front streets; then run south along the east curb of Front Street to the northeast corner of Front and Centre streets, the point of the beginning.

Status Code: C = Contributing

N = Non-contributing

<u>ADDRESS</u>	<u>STATUS</u>
<u>N. Second Street</u>	
8-10	C
12	C
18	N
21-27	N
29-31	C
(Alachua Street intersects)	
101-107	C
<u>N. Third Street</u>	
11	N
13	N
21	N
27-31	N
(Alachua Street Intersects)	
114	C
117	C
120	C
121	C
130	C
(Broome Street intersects)	
201	C
210	C
211	C
213	C
215	C

N. Third Street (cont.)

217 C

221 C

227 C

(Calhoun Street intersects)

302 C

322 N

332 C

(Dade Street intersects)

401 C

403 C

412 C

416 C

421 C

424 C

432 C

(Escambia Street intersects)

501 C

S. Third Street

12 C

14 C

17 C

19 C

20 C

22 C

23 C

25 C

S. Third Street (cont.)

29 C

30 C

N. Fourth Street

5-9 C

11 N

13 C

14 N

18-20 C

22 C

25 N

28 C

(Alachua Street intersects)

116 C

119 C

121 C

123 C

129 C

130 C

(Broome Street intersects)

201 C

213 C

221 C

223 C

228 C

229 C

S. Fourth Street

20	C
22	N
30	N
31	N

(Ash Street intersects)

116	C
120	C
126	C

N. Fifth Street

18	N
----	---

(Alachua Street intersects)

111	C
-----	---

(Broome Street intersects)

222	C
-----	---

(Calhoun Street intersects)

307	C
309	C
310	C
314	C
320	C

S. Fifth Street

20	C
23	C
24	N
26	N
27	C
31	C

S. Fifth Street (cont.)

(Ash Street intersects)

110	C
111	N
115	C
121	C
124	C
126	C
127	C

(Beech Street intersects)

214	N
216	C
218	C

N. Sixth Street

5	C
9	C
15	C
19	C
30	C

(Alachua Street intersects)

102	C
103	C
112	C
117	C
120	C
121	C
130	C

S. Sixth Street

7	N
12	C
14	C
19	C
20	C
22	C
25	C

(Ash Street intersects)

110	C
111	C
113	C
114	C
115	C
118	C
120	C
122	C
123	C
125	C
126	C
130	C

(Beech Street intersects)

201	C
204	C
206	C
211	C
212	C
213	C

S. Sixth Street (cont.)

216	C
219	C
220	C
221	C
222	C
233	C

(Cedar Street intersects)

301	C
305	C
309	C
310	C
316	C
317	C
318	C
319	C
321	C
322	C
325	C
326	C
329	C
332	C

(Date Street intersects)

401	C
-----	---

S. Seventh Street

10	C
11	C

S. Seventh Street (cont.)

14	C
17	C
23	C
27	C
28	C

(Ash Street intersects)

102	C
106	C
110	C
111	C
112	C
114	C
119	C
123	C
127	C
130	C
131	C

(Beech Street intersects)

202	C
208	C
211	C
214	C
215	C
216	C
224	C
226	C
227	C

S. Seventh Street (cont.)

232 C

(Cedar Street intersects)

301 C

302 C

304 C

307 N

314 C

315 C

324 C

326 C

327 C

330 C

(Date Street intersects)

402 C

404 C

410 C

414 C

416 C

426 C

430 C

S. Eighth Street

11 N

17 N

22 N

(Ash Street intersects)

101 C

109 C

113 C

121 C

122 N

125 C

131 C

(Beech Street intersects)

215 C

219 C

225-227 C

229 C

(Cedar Street intersects)

303 C

S. Ninth Street

10 C

14 N

20 C

24 C

(Ash Street intersects)

103 C

111 C

115 C

S. Tenth Street

10 C

11 C

14 C

16 C

19 C

S. Tenth Street (cont.)

23 C

28 C

31 C

(Ash Street intersects)

102 C

103 C

112 C

116 C

Alachua Street

315 C

(N. Fourth Street intersects)

415 C

504 (irregular number series) C

(N. Fifth Street intersects)

510 N

512 C

Ash Street

218

(S. Third Street intersects)

302 C

(S. Fourth Street intersects)

406 C

(S. Fifth Street intersects)

502 N

508 C

512 C

Ash Street (cont.)

(S. Sixth Street intersects)

601	C
602	N
603	C
604	C
614	C

(S. Seventh Street intersects)

715	C
-----	---

(S. Eighth Street intersects)

802	C
-----	---

Beech Street

402	C
406	C
408	C
410	N

(S. Fifth Street intersects)

501	C
502	C
509	C
510	C

(S. Sixth Street intersects)

612	C
614	C

(S. Seventh Street intersects)

710	C
714	C

Beech Street (cont.)

(S. Eighth Street intersects)

801 C

Broome Street

209 C

211 C

(N. Third Street intersects)

301 C

303 C

304 C

(N. Fourth Street intersects)

411 C

414 C

(N. Fifth Street intersects)

502 C

505 N

511 C

515 C

Calhoun Street

315

(N. Fourth Street intersects)

304 (irregular number series) C

(N. Fifth Street intersects)

502 C

506 C

Cedar Street

501 C

Cedar Street (cont.)

505	C
509	C
511	C

(S. Sixth Street intersects)

606	C
-----	---

Centre Street

101	C
102	C
108	C
110	N
111	N
112	N
113	C
115	N
116-118	C
117	C

(Second Street intersects)

201	C
204	C
205	C
208	N
210	N
212	C
213	C
214	C
215-217	C
216	C

Centre Street (cont.)

218

(Third Street intersects)

301 C

302 C

303 C

306 C

308 C

309-311 C

310 N

313 C

314 N

316 N

318 N

(Fourth Street intersects)

401 C

402 N

415 C

416 C

(Fifth Street intersects)

501 N

503 N

508 N

511 N

512 N

(Sixth Street intersects)

601 C

Centre Street (cont.)

603 C

604-614 N

(Seventh Street intersects)

702 N

708 C

710 N

715 N

(Eighth Street intersects; Centre Street becomes Atlantic Boulevard)

801 C

804 C

810 C

816 C

(Ninth Street intersects)

901 C

902 C

909 C

914 C

(Tenth Street intersects)

1002 C

Dade Street

209 C

(N. Third Street intersects)

304 N

Date Street

602 C

606 C

Escambia Street

310 C