NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

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National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Dunlop Milling Company

other names/site number Rabbeth & Dunlop Mill Company; Igleheart Brothers, Inc.; (MT.402)

2. Location

street & number 1138 Franklin Street N/A☐ not for publication

city or town Clarksville N/A☐ vicinity

state Tennessee code TN county Montgomery code 125 zip code 37040

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Herbert L. Harper 1/8/99

Signature of certifying official/Title Date

Deputy State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet
☐ determined eligible for the National Register.
☐ See continuation sheet
☐ determined not eligible for the National Register
☐ removed from the National Register.
☐ other. (explain:) _____

Edson H. Beall

Signature of the Keeper Date of Action

2/12/99

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

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

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	Noncontributing	
3	0	buildings
0	0	sites
2	0	structures
0	0	objects
5	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Clarksville MPS

Number of Contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE: business, warehouse
INDUSTRY: manufacturing facility, industrial
storage

Current Functions
(Enter categories from instructions)

COMMERCE: warehouse

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN
OTHER: Industrial

Materials
(Enter categories from instructions)

foundation STONE: limestone, CONCRETE
walls BRICK, WOOD, CONCRETE
roof METAL, SLATE
other WOOD, CONCRETE, METAL, GLASS

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheet

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity who's components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** moved from its original location.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property

☐ **G** less than 50 year of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

ARCHITECTURE
COMMERCE
INDUSTRY

Period of Significance
1893-1948

Significant Dates
N/A

Significant Person
(complete if Criterion B is marked)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown; Multiple

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ Previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey #
☐ recorded by Historic American Engineering Record #

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State Agency
☐ Federal Agency
☐ Local Government
☒ University
☐ Other

Name of repository:
MTSU, Department of History

10. Geographical Data

Acreage of Property approximately 4 acres

Clarksville, TN 301 SE

UTM References
(place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	469380	4042780	3			
2				4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Robbie D. Jones, D. Lorne McWatters
organization Middle Tennessee State University, Department of History date July 13, 1998
street & number MTSU Box 23 telephone 615-898-5805
city or town Murfreesboro state TN zip code 37132

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 0r 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name See Continuation Sheet
street & number _____ telephone _____
city or town _____ state _____ zip code _____

VII. Narrative Description

The Dunlop Milling Company is a complex of industrial buildings and structures constructed between 1892 and 1913 for milling wheat and corn. The Dunlop Milling Company is located at the northeast corner of Franklin Street and Cedar Street near the intersection with Main Street in Clarksville, Montgomery County, Tennessee. The milling complex sits in the eastern section of Clarksville, an area characterized by industrial facilities and working-class residential neighborhoods. The particular section in the immediate vicinity of the milling complex developed in the late nineteenth and early twentieth centuries as a segregated suburban neighborhood for the town's working class African Americans. The mill complex, which parallels the northern side of the Louisville & Nashville Railroad, exhibits an industrial setting. Comprised of several buildings and support structures, the Dunlop Milling Company is a superb example of a turn-of-the-twentieth-century, railroad-related, industrial and manufacturing complex.

Constructed in several phases between 1892 and 1913, the milling complex demonstrates the evolution of building technology in the late nineteenth and early twentieth centuries. The initial complex of buildings, of which only one remains, was built between 1892 and 1898, of traditional, heavy timber-frame construction. However, the second-generation of buildings, of which the vast majority remain, are examples of brick, steel, and reinforced-concrete construction, built between 1906 and 1909. Between 1902 and 1906 the Dunlop Milling Company was also connected by a spur to the Tennessee Central Railroad, giving the facility access to two major railroads. The milling complex is also comprised of several support structures built of reinforced concrete and steel construction between 1906 and 1913. While the initial buildings, which only a single warehouse remains, displayed traditional, vernacular building styles, the second-generation of buildings demonstrate the influence of Late Victorian-period architecture. Architectural elements of the Victorian era are evident in the 1906-1909 buildings, especially in the main Queen Anne-style office building. However, the complex also exhibits a strong industrial feel with towering storage bins of reinforced concrete and steel construction, as well as elevated concrete walkways and conveyor bridges.[1]

The Dunlop Milling Company was incorporated in 1897, and the Dunlop brothers owned and operated the mill until 1931, when they sold it to Edward E. Laurent. Laurent owned and operated it until 1944, when he sold the complex to the Igleheart Brothers, Inc. Based from Evansville, Indiana, the Igleheart Brothers and its parent company, General Foods Corporation, operated the mill until 1957 when it was permanently shut down. The flour mill complex has been used as a warehouse and storage facility since its closure. Another division of General Foods, Quaker Oats Company, owned the mill between 1962

[1] While industrial factories built in the early twentieth century are normally regarded as little influenced by Victorian period architecture, this was not always the case. In fact, the Dunlop Milling Company exhibits architectural elements remarkably similar to Albert Kahn's 1904 Ford Motor Company Automobile Factory at Detroit, photographs of which were published in architectural magazines. Other twentieth-century industrial factories throughout America perpetuated architectural elements from the Victorian period, such as elaborate cornices and facade pilasters.

and 1971. Although several large corporations have owned the flour mill, it continues to be known as the "old" Dunlop Flour Mill.

The Dunlop Milling Company complex features one surviving warehouse built during the original phase of construction between 1892 and 1898. A fire destroyed the remainder of the original buildings in 1906, and the Dunlop family soon replaced the frame buildings with the present buildings and support structures between 1906 and 1913. The Igleheart Brothers Company renovated and improved the flour mill complex during and immediately after World War II; however, very few alterations occurred to the exteriors of the buildings. The Dunlop Milling Company maintains nearly the same exterior appearance as it did in 1913.

INVENTORY LIST [See Figure 1.]

Building A.	Warehouse and Weigh Station, 1893-98	(Contributing)
Building B.	Mill Building, 1906-1909	(Contributing)
Building C.	Office, 1906; enlarged ca. 1945	(Contributing
Structure 1.	Concrete and Steel Grain Storage Bins, 1906, 1908-13	(Contributing)
Structure 2.	Test Shed, ca. 1930	(Contributing)

Building A: Warehouse and Weigh Station, 1893-1898

[For a display of photograph references, see Figure 2.]

Built between 1893 and 1898, the Warehouse and Weigh Station is an example of a traditional, frame industrial building from the late nineteenth century. (This building is not shown on the 1893 Sanborn Fire Insurance Map but it is shown the 1898 edition.) This building is the only remaining structure from the original complex that survived the fire on January 15, 1906. Located north of the main flour mill building, the Warehouse sits parallel to Franklin Street and adjacent the main vehicular entrance into the complex (see Figure 1). The one-story building was originally a storage facility for wheat. It was adapted for use as a Weigh Station in the early twentieth century when trucks became a new means of transportation for delivering wheat and flour. The renovation of the original loading platform and the addition of a small concrete block office housing the scales in the mid-twentieth century are the only alterations to the building. The building retains no original doors or fenestration coverings, except in the scale office.

The Warehouse is a rectangular, timber frame building supported by a limestone pier foundation. The exterior has flush-fitting board siding (some missing on all facades), and exhibits few fenestration openings for windows or doors. The gable roof has a replacement, standing seam, metal roof. The 1913 Sanborn Fire Insurance Map shows the building with a raised monitor roof for ventilation; however, it is not known when that roof was removed.

The east, or main, facade features a raised wooden loading platform sheltered by a frame shed roof canopy. The canopy has a standing seam, metal roof, supported by triangular, wooden brackets. Resting on a cast concrete pier, the loading platform features concrete block steps on the south end and metal steps on the north end. A wide entrance is located at the center of the building. This facade has a rectangular ventilation opening in the gable, but no other fenestration. A small office of concrete block construction houses the truck scales. It was added to the northeast corner in the mid-twentieth century. This diminutive structure features wooden doors on the north and south facades and a large, fixed glass window on the east facade. The scale office has a cast concrete roof, which cantilevers on the north and south sides, covered with asphalt shingles. A rectangular truck scale is located in the ground parallel to the loading platform.

The north and south facades of the Warehouse are nearly identical. The north facade has an entrance in the center, and a metal sign along the east end advertising "Nutrena Feeds" and the "Clarksville Grain Company." The south facade has an entrance along the west end and three small ventilation openings along the center. The east facade features a large, central entrance, and a small ventilation opening with a metal grill in the gable. The interior of the Warehouse is comprised of one large room with wooden support columns; however, a detailed description is precluded due to inaccessibility.

The Warehouse is beginning to show signs of deterioration due to neglect; however, the building's original architectural integrity remains intact. Since the addition of the scale office falls within the period of significance (1893-1948), and because this is the only remaining original building that survived the 1906 fire, the entire Warehouse and Weigh Station building is listed as contributing.

Building B: Mill Building, 1906-1909

[For a display of photograph references, see Figure 2.]

Built between 1906 and 1909, the Mill Building is an example of early twentieth century, Late Victorian-period industrial mill design. The Dunlop Milling Company built the principal five-story building with its three-story warehouse and one-story engine room in 1906. In 1909 the company added a substantial new building, the three-story section warehouse attached to the eastern side of the original mill. Two elevated walkways, also of reinforced concrete, were added in 1909 to connect the new warehouse to the original mill building. Except for minor renovations, very few alterations were made to the Mill Building after 1909.

NOTE: The original architect and/or builder of the Mill Building are unknown at this time. However, it is very likely that the designer was located in the Northeast or Midwest, since other parts of the mill complex have documented builders from Wisconsin, Illinois, Missouri, Ohio, and Pennsylvania (see below for details). In addition, the adjacent American Snuff Tobacco Factory, constructed in 1906-07, is a similar industrial mill complex designed by a New York architect and constructed by a Cincinnati building company. Although possible, it is also unlikely that Clarksville architect/builder Albert F. Speight (1857-1939), the principal of the town's only large architectural firm at that time, designed the Mill Building, since Speight concentrated mainly in residential designs. Because the original 1906 Mill Building and the 1909 Warehouse are nearly identical in architectural design, it is assumed that the same architect designed both.

The original 1906 Mill Building is an exemplary example of industrial mill architecture standardized in the late nineteenth and early twentieth centuries by insurance companies in order to promote "slow burn" construction. This was accomplished by using timbers that would char if a fire occurred but which would still maintain their structural strength. Long, regular rows of windows created a rhythmic arcade along the long walls and provided ventilation and natural light. The 1909 Warehouse addition is a superb example of reinforced-concrete industrial architecture standardized and published in architectural magazines after 1907. The basic integrity of the Mill Building has not been compromised. Although various minor changes, including deterioration in some areas, have occurred since the flour mill shut down its milling operations in 1957, the overall appearance has been altered very little since 1913.

The rectangular 1906 Mill Building is divided into sections by functions, in which some 130 workers--most of them men and all African American, except managers and foremen, accomplished different tasks.

These three sections consist of a central five-story main section flanked on the east by a three-story section and on the west by a one-story section. After the wheat was taken from barrels, cleaned and ground into flour in the main five-story section, it was stored on the second, third, and fourth floors. Later, both male and female workers packed the flour into different-sized bags (ranging from 5 to 140 pounds each) on the first floor. After the flour was packed, workers loaded it onto handcarts. It was either taken to the adjacent Concrete Warehouse for storage or loaded onto railcars for shipment on the adjoining railroad spurs (and later by vehicular trucks). The three-story section was a warehouse for storage of the flour, and the one-story section was an engine room, housing large, coal-powered steam engines at first and electric engines later, for powering the Mill Building. This section of the Mill Building had flour mixers who graded the flour into three different variations. These were known as "W," a low-grade flour; "C," a second-grade flour; and "A," the best grade that was used for cake mixes, including the popular "Swans Down" brand. The five-story section also housed "testers," always African-American women, who checked the various flour mixtures and grades by cooking "test" biscuits at the end of each shift in a test kitchen located on the second floor of the Mill Building.

All three sections of the Mill Building are three bays wide. The five-story section is seven bays deep, and the three-story section is five bays deep. The one-story section does not exhibit bays. The entire building is laid in common bond brick (6:1) and is supported by a solid, ashlar limestone foundation. The windows are paired, four-over-four, double-hung, wood sash with dressed limestone sills set in segmental-arched openings. The pedestrian entrance doors and the loading entrance doors are wooden, ten-panel doors that slide upwards with pulleys. Five-pane transoms surmount all entrances. The five-story section has a steep pitched gable roof, and the three-story and one-story sections have flat roofs. The three and five-story sections of the Mill Building exhibit architectural detailing above the first floor, including raised facade and corner pilasters, parapet-type end facades with terra cotta coping, and decorative, corbeled cornices.

The South Elevation of the 1906 Mill Building. Beginning at the western end of the south elevation, the one-story section has a ground-level section and a raised, central, monitor roof section. The ground level and raised, central sections exhibit original, multi-pane, metal sash, awning-type windows. The ground-level section is punctured with one entrance (no doors). An original pedestrian entrance, an original loading entrance, and one original window have been enclosed with brick and concrete block (most likely between the 1930s and 1945 when the coal-powered steam engines were replaced with electric engines).

A ground-level loading platform runs along the entire length of the five-story and three-story sections, parallel to the L & N Railroad tracks and featuring a platform for unloading and loading railroad cars. Constructed with a cast-concrete deck, the loading platform is supported by a cast-concrete pier foundation. A one-story, shed-roof canopy along its entire length shelters the platform. The canopy is covered with a standing seam metal roof and is supported by decorative, wooden, triangular brackets. An original, one-story, flat roof shelter is located at the western end of the five-story section and is supported by wooden columns. This small, open shelter protected railroad cars while men unloaded wheat onto an

underground conveyor belt system, which carried the wheat to the storage bins. A large, shed-roof, open shelter is located along the three-story section. Supported by metal columns and covered with corrugated metal siding, this shelter was constructed after 1948, and protected railroad cars at the eastern end of the Mill Building. Both the five-story and three-story sections feature six loading entrances alternating with six windows along the loading platform. The south elevation is punctured above the canopy with twenty-eight windows in the five-story section and ten windows in the three-story section.

The West Elevation of the 1906 Mill Building. The west, or end, elevation of the Mill Building is divided into two sections; the one-story section and the five-story section above. The one-story section, which housed the engine room, has a raised, central, monitor roof section, and features no original fenestration. A short, concrete loading platform is located at the southwest corner, and extends approximately 30 feet from the end of the building. The loading platform leads to a pedestrian entrance into the building. A large, ground-level entrance with a segmental arch is located near the center of the facade; however, it has been enclosed. Two windows with flat arches have also been enclosed. An original opening is located in the northern end of this section, and apparently was used for loading coal into the coal bins of the engine room. The west elevation of the five-story section features nine windows and a circular porthole-type window in the gable. This parapet-type elevation exhibits ornate architectural detailing, including pilasters and a corbeled cornice. Originally a 136-foot tall, circular chimney stack constructed of reinforced concrete was located along the east facade of the engine room; however, it was removed after 1948.

The North Elevation of the 1906 Mill Building. The north elevation of the Mill Building faces the main entrance to the complex along Franklin Street, and in combination with the east facade, is the most visible "face" to the Mill Building. Except for the absence of a loading platform, this facade is identical to the south elevation. Beginning at the western end, the one-story section features multi-pane, metal sash, awning-type windows in the raised, central monitor roof. The awning windows along the ground-level section have been removed, and the original pedestrian and loading entrances have been replaced. The original window has been replaced with a pedestrian entrance. The five-story section is completely original, and features twenty-eight windows above the ground floor. The three-story section retains ten windows above the ground floor. Five original entrances alternate with six original windows along the ground floor of the three and five-story sections. One entrance at the eastern end of the three-story section has been enclosed with brick. The ground floor is separated from the upper floors by a raised brick course along the three-story and five-story sections. A metal balustrade runs along the roofline of the five-story section. A one-story, covered canopy connects the western end of the five-story section along the ground floor with the storage bins located at the northwestern corner of the building. An elevated walkway with a concrete deck and metal walls connects the fifth floor of the five-story section with the storage bins as well. (See Structure 1 for a description of the storage bins.) A 136-foot steel water tank with the storage capacity of 30,000 gallons was constructed ca. 1920 at the center of the five-story section of this facade. Four steel columns resting on concrete foundation piers supported the circular water tank. The water tank was demolished in the 1950s after the plant was supplied with city water;

however, the concrete foundation piers remain intact.

The East Elevation of the 1906 Mill Building. Like the west elevation, the east elevation is divided into two sections; the lower three-story section housing the warehouse and the upper two floors of the five-story section above. The east facade of the three-story section features a ground-level loading platform, which originally wrapped around the northeast corner of the building and connected to the loading platform along the south elevation. The loading platform is sheltered by a shed roof canopy covered with a standing seam metal roof and is supported by decorative, triangular wooden brackets. This canopy only extends across the northern two-thirds of the east facade. An entrance is located at the central bay of the first floor and flanked by windows to each side. The central bays of the second and third floors also have entrances, which are connected to the 1909 Concrete Warehouse by elevated, reinforced concrete walkways. Both the second and third floors also have windows on both sides of the central walkway. The east elevation of the five-story section exhibits architectural detailing, including pilasters and a corbeled cornice along the gabled parapet wall. However, this elevation is a "blank" wall and has no fenestration. A mural advertising "The Dunlop Milling Co." was painted here. Outlined with white lettering within a white box, the mural is now very faded but retains the original wording.

The Interior of the 1906 Mill Building:

The interior of the Mill Building is characterized by open floor space with sections separated by brick load-bearing walls. The internal structure of the building is exposed, and includes heavy timber columns and ceiling beams. The support columns are chamfered and exhibit decorative, flared capitals. The brick load-bearing walls are unfinished, and door openings have jack arches. All of the interior finishes are masonry or timber, except for the frame partition walls that enclose offices or storage rooms. The doors located in the interior brick walls retains large, metal doors that slide open. These doors are painted red. The walls and columns all exhibit evidence of a paint scheme comprised of white (upper ¾), pale green (lower ¼), and a black stripe separating the two. The first floor is concrete, but the upper floors are all wooden.

The original staircase, located on the south wall of the central section, originally featured wooden stairs. The current stairs (added in the 1930s or '40s) are metal and wind around an interior elevator shaft. This electric elevator, called a "Man-Lift," is comprised of a simple conveyor belt with metal grasps and standing platforms. The workers would literally jump on this vertical conveyor belt and jump off at another floor. Another electric Man-Lift was located in the west end of the central section.

The top floor of the central section retains the original wooden stair to a frame loft, or "cat walk," supported by bracketed wooden columns. The west end of the central section of the Mill Building retains metal chutes and equipment, but the vast majority of the flour mill machinery was removed by the mill owners when it shut down in 1957. The east section of the Mill Building (Warehouse A) has suffered from deterioration. Its ceiling has partially caved in and the interior is exposed to the elements. The

interior of the one-story boiler room, located at the extreme west end of the building, was inaccessible.

The Concrete Warehouse, 1909:

In 1909, the main Mill Building was enlarged with a three-story building, housing a warehouse for bags and flour, at the eastern end. Designed with architectural elements nearly identical to the 1906 Mill Building, this addition is separate from the main Mill Building but attached with two, elevated walkways. The 1909 warehouse is constructed with a reinforced-concrete structure, and is known as the "Concrete Warehouse" (although its called "Warehouse B" on Sanborn maps). The elevated walkways are also constructed of reinforced concrete. The rectangular building is seven bays deep and three bays wide. It has a flat roof and is supported by a cast concrete foundation. Although the building is constructed entirely of reinforced concrete, the exterior exhibits brick veneer laid in common bond (6:1). The exterior was designed to match the original 1906 Mill Building.

The South Elevation of the 1909 Concrete Warehouse: The south elevation of the 1909 Concrete Warehouse exhibits the same elements as the 1906 Mill Building. A ground-level loading platform constructed of reinforced concrete is located along nearly the entire elevation, stopping at the last bay on the eastern side. This platform originally connected to the loading platform of the 1906 Mill Building; however, approximately half the section of the platform between the two buildings is now missing. The loading platform is sheltered by a one-story, shed-roof, canopy supported by metal, triangular brackets. The first floor has three entrances retaining original steel doors alternating with four windows. The second and third floors have fourteen original windows. The large, shed-roof canopy constructed after 1948 along the south facade of the 1906 Mill Building also runs along the south facade of the 1909 Concrete Warehouse. This large canopy is located across the section that separates the two buildings and across the two westernmost bays of the 1909 Concrete Warehouse.

The West Elevation of the 1909 Concrete Warehouse: The west elevation is "blank" with no fenestration except for entrances in the central bay of each floor that retain original metal doors. The first floor entrance has a modern wooden platform that connects to the concrete loading platform on the south elevation. The second and third floor entrances lead to the elevated walkways connecting to the 1906 Mill Building. Corrugated metal panels attached to metal framing shelter each of the reinforced-concrete walkways. The third floor walkway has a flat roof covered with corrugated metal panels as well. Both walkways originally exhibited two, four-pane, metal sash, awning-type windows on each side. While the windows are intact, some of the corrugated metal panels are missing. All of the corrugated metal walls and windows along the walkways were added in the mid to late 1940s (the walkways were not enclosed originally).

The North Elevation of the 1909 Concrete Warehouse: The north, or main, elevation is identical to the south elevation except that it does not have a loading platform. The first floor features three altered entrances alternating with four original windows. The westernmost and central entrances have been enclosed with

bricks and the easternmost entrance has been altered with a new door. This entrance features a small, modern porch of frame construction. The second and third floors retain fourteen original windows. There are two small windows located in the concrete foundation at the easternmost end of the building, which light a small basement level.

The East Elevation of the 1909 Concrete Warehouse: The east elevation, which faces Cedar Street and the eastern edge of the complex property, retains nine original windows, three on each floor. There are six small windows located in the concrete foundation, which light a small basement level.

The Interior of the 1909 Concrete Warehouse:

The interior of the Concrete Warehouse is characterized by open floor space. The internal structure of the building is exposed, and includes concrete columns, ceiling beams, and floors. The support columns are square with chamfered edges. The brick load-bearing walls are unfinished, and door openings have jack arches. All of the interior finishes are masonry, except for the frame partition walls that originally enclosed offices, bathrooms, or storage rooms. The doors located in the interior brick walls retain large, metal doors that slide open. These doors are painted red. The walls and columns were painted white.

The original staircase, located in the southwest corner, has concrete steps and metal balustrades. Enclosed by brick walls, the staircase is open. An elevator is located in the center of the Concrete Warehouse. Serving all floors, this wooden elevator is enclosed in a frame elevator shaft. The original elevator equipment remains intact. Two small, rectangular skylights are cut into the concrete ceiling in the sections of the ceiling flanking the elevator shaft.

The 1906 Mill Building and 1909 Concrete Warehouse retain their original integrity, and are listed as one contributing building since they are historically connected by elevated and enclosed walkways.

Building C: Office, 1906, enlarged ca. 1945

[For a display of photograph references, see Figure 2.]

The Office building was constructed in 1906 near the northeast corner of the 1906 Mill Building, and facing north towards the main entrance into the mill complex along Franklin Street. The one-story Office exhibits architectural elements indicative of Late Victorian-period residential styles, and, in fact, greatly resembles a small Queen Anne-style dwelling. The mill's office workers, such as managers and secretaries, who were all white, used the Office. During or immediately after World War II, when the Igleheart Brothers owned and operated the mill, the Office building was expanded with a small addition along the north and west facades. This addition replicates the architectural elements of the original building, such as the narrow band of dressed limestone that runs around the top of the foundation of the building and the dressed limestone lintels above the windows.

The Office building is a rectangular building, originally symmetrical in shape. It is of brick construction laid in common bond, and is supported by a solid, ashlar limestone foundation. The hipped roof is covered with original slate tiles, and exhibits two decorative, metal finials. The windows are one-over-one, double-hung, wood sash with dressed limestone sills. Entrances have original, wooden, two-panel doors with single-pane windows, which are surmounted by large, single-pane transoms. Dormer windows are located along the east, west, and south facades. Each dormer exhibits a hipped roof covered with slate tiles and paired, single-pane, wood sash windows. The decorative dormer windows feature metal finials and bracketed eaves.

The north, or main, facade features a central, projecting bay with a hipped roof covered with slate tiles. The roof of the central bay also has a decorative, metal finial, for a total of six on the building. The central bay originally housed the main entrance into the building, including a set of paired entrance doors. However, the main entrance was relocated ca. 1945, and the original doors were replaced with a set of paired windows. The eastern bay retains an original window. The ca. 1945 addition wraps around the northwest corner of the building and projects from the north facade. The addition features a set of paired windows, a single window, and a pedestrian entrance, all of which duplicate the original 1906 Office's fenestration. The addition also duplicates the original ashlar foundation and brick walls. A flat roof on the addition differentiates it from the original 1906 Office building.

The ca. 1945 addition wraps around the west facade and stops flush with the south facade. The west facade has four sets of paired windows. While the addition duplicates the architectural elements of the original 1906 Office along the north facade, along the west facade it exhibits no architectural ornamentation. The south facade features three windows and two entrances along the original 1906 section, and one set of paired windows along the ca. 1945 addition. A transom surmounts the eastern entrance, but the western entrance is not. The east facade has five original windows and one original entrance surmounted by a transom.

The interior of the 1906 Office building is centered on one large room with several small rooms located along the rear (south) and side (west) facades. The central room features a tall ceiling, hardwood floors, plaster walls, and decorative woodwork. This room, originally the main office for the flour mill, exhibits paneled wainscoting, molded door and window surrounds, and molded ceiling beams. An original "order" window is located at the front (north) end of the room, flanking the main entrance. Located along the rear (south) elevation, several doors lead to small rooms (originally offices, later bathrooms). Large transom windows surmount the interior doors along the rear wall. These entrances retain the original paneled wooden doors, some with glass windows. Located along the side (west) elevation, several doors lead to small rooms (offices added ca. 1945). These newer rooms do not exhibit the decorative woodwork or plaster walls of the original section of the building. The newer rooms are also badly deteriorated due to leaky roofs, and some of the ceilings have caved in. Although the original section has not deteriorated as badly, it has not been well maintained. It is also possible that the central room was

once subdivided into smaller rooms; however, the partition walls are no longer extant.

Besides the ca. 1945 addition and modern storm windows, the original 1906 Office building has been altered very little and retains much of its original integrity. Since the addition was constructed during the period of significance (1893-1948) and because it does not detract from the original integrity of the Queen Anne-style building, the 1906 Office is listed as a contributing building.

Structure 1: Concrete and Steel Grain Storage Bins, 1906, 1908-13

[For a display of photograph references, see Figure 2.]

The Dunlop Milling Company constructed several new grain storage bins at the same time the new Mill Building went up in 1906. Although the storage bins are connected to the Mill Building, they are listed as a separate structure because they are distinctive architecturally and because they are considered support structures to the mill operation. Connected to the Mill Building by an elevated conveyor bridge containing conveyor belts at the northwest corner, the storage bins are also distinctive in their construction technology. The largest storage bin was constructed of reinforced concrete in 1906 by a company from Illinois, and is one of the first of its type in the state.[2] Three large, steel storage bins were also constructed in 1906, and four more were added between 1908 and 1913. All of the storage bins were connected to the loading platforms along the railroad lines by a conveyor belt system, which carried the grain to the storage bins through the Mill Building and into the conveyor bridge.

The largest storage bin is the reinforced-concrete structure located approximately 20 feet from the northwest corner of the 1906 Mill Building. This structure is approximately four stories in height and is comprised of a set of fifteen octagonal-shaped silos, with the capacity of storing 100,000 bushels of wheat. A narrow, one-story conveyor bridge sits atop the concrete grain elevator, and connects to the fifth floor of the 1906 Mill Building. The elevated conveyor bridge has a reinforced-concrete deck, and features a gable roof covered with corrugated metal panels. The conveyor bridge contains a grain elevator, which is an appliance for lifting grain from one level to another. The grain elevator would most likely have featured metal buckets carried along a chain (vertical lifting) or a flat belt usually made of rubber (horizontal lifting). The exterior of the conveyor bridge is covered with corrugated metal panels as well. A series of six, small, two-pane windows are located along both the east and west facades of the elevated conveyor bridge.[3]

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[2] Clarksville *Leaf-Chronicle*. August 27, 1906. This newspaper article stated that the concrete grain elevator was the second of its kind in Tennessee and one of the few in the South. A Portland cement, or concrete, factory was not constructed in Tennessee until 1907. Therefore, it is likely that the builders brought the concrete for the storage bins to Clarksville via the L & N Railroad directly from Moline, Illinois, or another Midwestern cement factory.

[3] Ketchum, Milo S. *The Design of Walls, Bins and Grain Elevators*. (New York & London: McGraw-Hill Book Company, 1907), 283-290.

The three, large, steel storage bins along the east elevation of the concrete storage bin were constructed by the Clarksville Foundry & Machine Works Company (NR-listed, 11/25/1987) and the Warren City Boiler Works at Warren, Ohio.[4] These three steel storage bins sit on limestone foundations, and are approximately three stories in height. They have flat tops and are connected to the concrete conveyor bridge with roof-mounted, metal catwalks. Combined, the three steel elevators had a capacity to store 114,000 bushels of wheat; the two closest to the Mill Building held 30,000 bushels each and the one furthest from the Mill Building held 54,000 bushels. Between 1908 and 1913, the Dunlop Milling Company expanded its grain storage capacity by adding four more steel storage bins at the north end of the concrete elevator. These four extend northward from the concrete storage bin and are also served by the roof-mounted conveyor bridge that connects to the fifth floor of the 1906 Mill Building. The section of the conveyor bridge that was extended over them also features corrugated metal panels on the gable roof and exterior walls. These four steel storage bins are identical in size and are approximately three-and-half stories in height. They sit on concrete foundations and were constructed by a company from Saint Louis, Missouri.[5] Featuring conical roofs, these four storage bins had a storage capacity of 28,000 bushels of wheat each. They are connected to one another with steel catwalks. Metal spouts are located on the exterior in various locations on each metal storage bin. The interiors of the elevated conveyer gallery and individual storage bins were inaccessible.

Constructed in two phases between 1906 and 1913, the storage bins retain their original integrity and are listed as a single contributing structure.

Structure 2: Test Shed, ca. 1930

[For a display of photograph references, see Figure 2.]

The Test Shed, also known as the "Test Shack," is a small support structure located along the eastern edge of the 1906 Concrete Grain Elevator. The one-story structure faces east towards the 1906 Office, and was most likely constructed in the 1930s or early 1940s. The structure was used as a testing place for the wheat purchased from local farmers. Featuring a shed roof covered with metal panels, the frame structure is covered with corrugated metal panels on the exterior walls. The east, or main, facade retains the original, three-panel, single-pane, wood entrance door, and an original paired, six-over-six, wood sash window. A shed roof canopy with a metal roof shelters the entrance and window. The north, south, and west facades retain single, six-over-six, double-hung, wood sash windows. The Test Shed rests on a concrete

[4] These companies are located in raised lettering on the steel doors of the elevators. The Clarksville Machine & Foundry Works was established near the riverfront on Commerce Street in 1854, and continued operating under various names until the late 1980s.
[5] "Jos. F. Wangle. St. Louis" is located in raised lettering on the steel doors of these four elevators.

foundation. The Test Shed does not appear on the 1948 Sanborn Fire Insurance Map; however, it is possible that the Test Shed is a "reused" structure relocated from another site at the complex. A former employee, Mr. J. Oliver Shelton, recalls that the Test Shed sat at its present site in the early 1940s. Therefore, since the structure retains its original integrity and it falls within the Period of Significance (1892-1948), the Test Shed is listed as a contributing structure.

VIII: Statement of Significance

Narrative Summary

Built by the Dunlop family between 1893 and 1913, the buildings of the Dunlop Milling Company are one of the few remaining architectural facilities exhibiting the tremendous industrial growth that occurred in Clarksville at the turn-of-the-twentieth century. The milling company processed wheat and corn from both local and Mid-western farmers, and distributed their flour and meal products by both rail and trucks throughout the state and the South. The Dunlop Milling Company is eligible under Criterion A for its industrial and commercial significance within the history of Clarksville and Montgomery County. Although sold to different owners, the mill complex operated continually until it closed in 1957. Remarkably, the only major alterations or changes to the mill since it shut down have been the demolition of the small ca. 1906 cooper shop/feed mill and the ca. 1920 water tower.

The Dunlop Milling Company is also eligible for nomination to the National Register of Historic Places under Criterion C as a locally significant example of a turn-of-the-twentieth century, railroad-related, industrial and manufacturing facility exhibiting both traditional and Late Victorian-period architectural elements. Since the Dunlop Milling Company was one of the first industrial facilities in the state to feature reinforced concrete, it is eligible under Criterion C for its modern building technology and construction materials.

Historical Background: the Dunlop Milling Company

In 1891, Joseph P. Dunlop (1866-1937) was twenty-five years old, working as a bookkeeper with the Clarksville National Bank, and residing at Tip Top (NR 7/12/88) with his mother and younger sister. In 1892, he bought out J. C. Kendrick and went into business with John T. Rabbeth as operators of the Central Roller Mills on Front Street. Although the Central Roller Mills was producing 500,000 barrels of flour annually in 1891, the flour industry at Clarksville was capable of further expansion. An 1891 publication stated that "there is an excellent opening for an elevator and roller mill at this point."[6]

Soon after Joseph P. Dunlop and John T. Rabbeth established the "Rabbeth & Dunlop Mill Company" at the old Central Roller Mills on Front Street, they began the construction of a new flour mill across town. Rabbeth was in charge of the mechanical department of the flour mill and Dunlop of the office and financial part of the business. The Rabbeth & Dunlop Mill Company's new flour mill was located on the east side of town, opposite the waterfront, along the L & N Railroad. That section of town had experienced new industrial and residential suburban growth in the late 1880s, including the construction of two manufacturing warehouses, a passenger depot along the L & N Railroad, and a new "colored"

[6] Titus (1891), n.p.

school. Although their new flour mill was completed by the summer of 1892, Rabbeth and Dunlop did not abandon their old Central Roller Mills building at the waterfront wharf until the spring of 1893. On August 16, 1892 the Clarksville *Daily Tobacco Leaf-Chronicle* ran a front-page article entitled "The City Mills, An Enterprise That is of Much Value to Clarksville: The Mills Running Both Day and Night and Turning Out a Fine Quality of Flour." The article stated:

> Very few people have any idea of the extent and magnitude of one of Clarksville's most extensive enterprises, and one which the city and tributary country could scarcely do without.
>
> The LEAF-CHRONICLE has often spoken of Clarksville's advantage and of the ease with which it could be made a most extensive grain market, almost to rival its enviable reputation as a tobacco market.
>
> Messrs. Rabbeth & Dunlop are working with this end in view and are doing their utmost to make Clarksville *the* grain market for this section. Since the 15th of July this enterprising firm have received by rail alone one hundred cars of wheat, and this represents only a portion of their purchases already made. In addition to this a great deal of wheat has been received by wagons from the near vicinity of Clarksville and from points remote from the railroads. It is no uncommon thing to see from fifteen to twenty wagons standing on Front street, all loaded with wheat. All this represents money which is to be expended here [illegible].
>
> Messrs. Rabbeth & Dunlop, as many of our readers know, have just completed the erection of a new and larger plant, situated on the railroad, but on account of being so far behind in their orders they cannot afford to stop running long enough to move to their new quarters. They are now running night and day from Monday morning till Saturday night, and cannot begin to fill their orders for flour. Their daily output is over 200 barrels of flour. They ship from one to three cars per day to southern markets, where they have met with much encouragement, their flour taking a high grade and giving perfect satisfaction. They now have over 5,000 barrels sold for August and September delivery.
>
> Their home trade is also very large and steadily increasing. Every grocery merchant in the city and suburbs, both wholesale and retail, handle their flour in large or small quantities and it is giving much satisfaction and growing more popular.
>
> There is no flour sold in Clarksville which excels their Patent Flour in any way.
>
> They buy only the best and driest wheat, have all the latest improved machinery and one of the most competent millers in the South, which enable them to make and sustain this high reputation for their flour. They only ask from the house-keepers and cooks a fair trial for them to be convinced.
>
> Besides flour they make and have for sale at [illegible] times the best bolted corn meal, which as they grind every day, is always pure and fresh.
>
> Their cow food, or [illegible], a mixture of bran, corn, oats and cotton seed meal in

> proper proportion, is the finest food for stock of all kinds. All the large livery stables in the city feed this largely, and find it the best and cheapest food they can use. Every one who has a cow should feed on this, as it produces not only flesh, but increases the amount of milk more than any other feed.
>
> Another and more direct way in which Messrs. Rabbeth & Dunlop benefit the city and community is with their weekly pay-roll. At present this is $250 per week, every cent of which is spent right here in Clarksville. This, of itself, is no small item.
>
> Our people should patronize and foster this enterprise in every way possible, and contribute by every way in their power to their already assured success.
>
> With a few more such enterprises, and conducted by such men, the future of Clarksville as a steadily growing important city, will soon be assured.

The same issue of the *Daily Tobacco Leaf-Chronicle* featured a front-page advertisement for the Rabbeth & Dunlop Mill Company, which stated that "We will pay the highest market price for good Dry Milling Wheat Free from smut and onions." The advertisement also stated "We are also doing a regular Exchange Business" where "Flour and Meal are exchanged for good Wheat and Corn." By December 1892, Rabbeth & Dunlop advertised in the Clarksville newspaper that "We Are Now Moving To Our New Mill, But we have on hand a large stock of Flour which we are exchanging for good wheat at our old stand, the Central Roller Mills." This advertisement ran daily until April 11, 1893, when a new advertisement was placed in the *Daily Tobacco Leaf-Chronicle* [see Figure 22].

In the 1890s, Joseph P. Dunlop owned interests in other Clarksville industries as well, including a "tobacco stemmery and rehandling" business managed by his brother, H. Matthew Dunlop. That business, called "H. M. Dunlop & Brothers," was described in 1895 as processing "millions of pounds every year" and as where they made a "specialty of preparing tobacco for the English markets, as well as selling large quantities of the 'weed' on other markets of the world."[7]

The new Rabbeth & Dunlop Flour Mill was located on the north side of the L & N Railroad line in the growing eastern suburbs of Clarksville. Part of this suburb of Clarksville was an African-American section, since a new "colored" school had been constructed around 1890 just a few hundred yards up Franklin Street. In 1890, Montgomery County featured the largest percentage of African-American population in Middle Tennessee (over 48 percent), and a vast majority of the county's blacks lived in Clarksville. The African-American residents of Clarksville worked mainly in the town's many industrial and manufacturing plants, such as the Rabbeth & Dunlop Mill Company and the many tobacco factories. The new flour mill was also within walking distance of the L & N Railroad's new Passenger Depot and of Joseph P. Dunlop's residence at Tip Top.[8]

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[7] Bliss & Gardner (1895), 49.

[8] 1890 U.S. Population Census; Sanborn Fire Insurance Map, Clarksville, Tennessee, 1893.

The Rabbeth & Dunlop Mill Company's new 1892 facility was comprised of several buildings, all constructed of heavy timber frame, including a six-story flour mill connected by a loading platform to a one-story, 5,000 barrel capacity warehouse. The facility also featured a one-story engine room, which housed a 150-horsepower, coal-powered steam engine, and an 80-foot brick chimney. The plant also had a one-story Cooper House for making barrels, another small warehouse, and a grain elevator with the capacity to hold 40,000 bushels [See Figure 10].[9]

In 1895 the Rabbeth & Dunlop Mill Company was described by the *National Trade Review* as being "equipped with the very latest improved machinery...modern in every respect and detail." This publication also stated that the flour mill section featured 2,700 square feet of space on each floor, and that the engine room had "two large steel boilers which furnish steam for a 16 x 26 Atlas engine, and this propels 23 sets of rolls." The mill had a production capacity of 350 to 400 barrels a day, and was running around the clock. In 1895, the flour mill produced several brands of flour including Royal, Grand Duke and Victor Patents, Violet, Crystal and Pearl Straights, and Music and Primrose Family Flour, as well as "first class" corn meal.[10]

Rabbeth & Dunlop shipped their flour locally and throughout the southern states, including Alabama, Georgia, Florida, North Carolina, and South Carolina. The *National Trade Review* also described Rabbeth and Dunlop as "gentlemen" who were "pleasant and agreeable" and "deserving the success they are meeting with." The article went on to state that they were "of incalculable benefit to both Clarksville and the farmers of this section, as they use nearly all the grain raised in this section, always paying the highest market price for same" and that "they are always in the market." By 1898, they had enlarged the flour mill by adding a four-story grain elevator, and its original capacity of 350 barrels of flour per day had doubled.[11]

On October 21, 1897, Joseph P. Dunlop and his brother and business partner, H. Matthew Dunlop, purchased John T. Rabbeth's half of the business, and incorporated the "Dunlop Milling Company." H. Matthew Dunlop served as President and Joseph P. Dunlop was Secretary and General Manager. Between 1893 and 1898 Rabbeth and Dunlop had improved the manufacturing plant by adding an additional warehouse, a larger Barrel House and Cooper Shop, and an office building [see Figure 11]. Between 1898 and 1903 the four-story grain elevator was replaced with a larger grain elevator, which also featured a roof-mounted monitor roof. The new grain elevator's roof ran perpendicular to the flour mill's, which created a T-shaped building [see Figure 12]. Although the Dunlop Milling Company incorporated in 1897, the name painted on the building apparently continued to boast the original "Rabbeth & Dunlop Mill Company" sign until the turn of the twentieth century [see Figure 23]. By 1906, the mill's production capacity increased to 750 barrels of flour per day, and it was operating around

[9] Sanborn Fire Insurance Map. Clarksville. Tennessee. 1893; Bliss & Gardner (1895). 54.
[10] Bliss & Gardner (1895). 54.
[11] Steen (1963). 392.

the clock every day except Sunday. The company was "recognized as one of the largest and best in the South."[12]

In the early morning hours on Monday, January 15, 1906, a fire destroyed most of the Dunlop Milling Company. Only a night watchman was working since the mill did not operate on Sunday. The Clarksville *Daily Leaf-Chronicle* ran a front-page article on Monday afternoon with the headlines "Dunlop Mill Totally Destroyed by Fire: Building and Eighty Thousand Bushels of Wheat Go up in Smoke, Entailing a Loss of $250,000." The article stated that "one of the most disastrous conflagrations . . . destroyed the big Dunlop flour mills early this morning" and that "in less than two hours the entire building was in ashes." Apparently started by a spark from a passing train, the fire destroyed the main flour mill, boiler room, warehouses, storage bins, cooper shop, and office. However, the Clarksville Fire Department saved several adjoining structures from the blaze, including "two grain tanks or elevators with a capacity of 30,000 bushels of wheat each," "another building holding 40,000 bushels of wheat, and the "warehouse fronting Franklin Street" housing 45,000 bushels of wheat. This one-story, frame warehouse, built between 1893 and 1898, "caught fire several times, but the blaze was extinguished."[13]

The Dunlop Milling Company, "though stunned by the blow, immediately decided to rebuild" on a "larger and bigger scale than ever" with a $200,000 insurance policy. The Clarksville *Leaf-Chronicle* printed a front-page article on August 27, 1906, entitled "Magnificent Milling Plant: In Course of Erection by the Dunlop Milling Company Nearing Completion." The article gave an overview of the fire and stated:

> From the smoke blackened ruins and flame-swept site was to rise a new plant, much larger and more modern, and best of all, as near fire-proof as possible. . . . Not until April could work be begun. Since then it has been pushed by the various contractors. Material and machinery of all kinds had to be assembled. Workmen from home and elsewhere had to be employed. Contracts for different branches of the work went to cities in the East, West, North and South. Just now the plant presents a scene of unusual activity. Skilled foremen and machinists are directing the operations. . .
>
> Built of brick and handsomely ornamented, the main buildings are respectively five and three stories in height. In the rear are the elevators, three of steel and one of concrete. The combined storage capacity of these elevators will be a quarter of a million bushels. The concrete elevator is being erected by the Barnard & Leas [?] Company of Molline, Ill.,

[12] Clarksville *Leaf-Chronicle*, January 15, 1906; Deed Books. The article stated that the Dunlop Milling Company was formed "eight years ago...with H. M. Dunlop as President and J. P. Dunlop, Secretary and General Manager."

[13] Clarksville *Leaf-Chronicle*, January 15, 1906. The article stated that the night watchman, an African American named George Clark, said "he made a trip over the building every hour" and that he "was in the boiler room . . . at 3 o'clock on his regular round when he discovered the sacks on the platform to be afire." Mr. Clark "yelled for help, and tried to extinguish the blaze, but a sharp gust of wind scattered the burning sacks the full length of the platform, and in a few minutes the building had caught fire."

and is the second of its kind to be built in Tennessee and one of the few in the South.

Everything modern and complete known to the art of elevator construction will be used. Equipped with these splendid storage facilities, the mill can easily run full time. The milling machinery is to be furnished by the Wolf Company, of Chambersburg, Pa., and is up-to-date in every respect.

Special attention has been given to [the] boiler and engine rooms. Both are large and commodious, with high ceiling, insuring good light and ventilation. A battery of water tube boilers from Erie, Pa., will furnish steam to the five hundred horse-power engines, built by Filer & Stowell, of Milwaukee. Rising to the height of 125 feet is a splendid concrete stack, the only one here, and there are but few in Tennessee.

Being located on both the Louisville & Nashville and Illinois Central Railroads, shipping facilities will be first-class. The four sidings, two in front and two in the rear, will easily accommodate seventy-five cars. Both railroads have done considerable work in the vicinity. After the mill is in operation, a nice office will be erected.

In addition to the flour capacity of one thousand barrels per day, the mill will also produce 2,500 bushels of meal daily. Grits and hominy will additional products.

With every means at hand for production on a large scale, the cost of milling will thus be reduced to as low a figure as consistent with first-class quality. Clarksville can soon again enter the field both at home and in the Southern States, where its brands are well established. The Dunlop Milling Company always enjoyed a fine business in this territory and after November 15th will be in better position than ever before to take care of it.

The construction of the mill took much longer than originally predicted, and it did not become operational until January 9, 1907, almost one year to the day since it burned. The Clarksville *Leaf-Chronicle* printed a front-page article the following day stating "New Dunlop Mill is in Operation: Started off without a Hitch, and Will Run Day and Night." The article also boasted that the new mill was "One of the Largest and Best Mills South of the Ohio River—Capacity 1,000 Barrels Per Day." The article described the mill and its "two large elevators, one built of steel holding 110,000 bushels of wheat, and the other of concrete, with capacity for 100,000 bushels." The new "office building is separate from the mill proper, but conveniently near."[14]

Located on the same site as the original 1892 flour mill, the new five-story building exhibited the same configuration as the original structure as well. The main building featured a one-story engine room at the south end and a three-story warehouse at the north end (with a flat roof), called "Warehouse A." A new one-story, brick cooper shop was constructed south of the building and a new one-story, brick office

[14] Clarksville *Leaf-Chronicle*, January 10, 1907. The article stated that "the mill would be operated both day and night, the company having orders on its books for 50,000 barrels of flour and one-half a million bushels of selected wheat on hand," and that the flour is "shipped all over the southeast, an unusually large quantity going to Georgia, South Carolina, Florida, and Alabama."

building was built between the new mill and the surviving frame warehouse. The office building exhibited elaborate Queen Anne architectural detailing, including a slate-covered hip roof with cast iron finials and dormer windows [see Figure 13].

While the original Louisville & Nashville Railroad operated along the south side of the mill, between 1903 and 1906 the newly opened Tennessee Central Railroad built a spur line connecting to the mill's north side. This provided additional access to markets and farms in Middle Tennessee, and by 1908 the mill's production capacity had been increased to 1,200 barrels of flour and 2,500 bushels of meal per day.

In 1909, Dunlop enlarged the Dunlop Milling Company with an additional three-story warehouse, called "Warehouse B." Located parallel to the railroad tracks at the north end of the mill, this warehouse is a reinforced concrete building with brick exterior walls. This warehouse has a flat roof, a raised concrete foundation, and connects to the main mill building with two elevated walkways, also made of reinforced concrete. By 1913, Dunlop added four more steel storage bins manufactured by the "Jos. F. Wangle" Company at Saint Louis, Missouri. Located on the east side of the concrete grain elevator, these massive circular storage bins hold 28,000 bushels each [See Figure 14].

Due to the increased capacity, the mill needed additional warehouse space. Around 1909, Joseph P. Dunlop purchased one-third interest in the Acme Mills & Elevator Company at Hopkinsville, Kentucky. Located just over the state line and not far from Clarksville, this enormous flour mill was built originally built about 1900 by Galbreath & DeTreville. Soon after Dunlop purchased a partial interest in the company in 1911, he became its plant manager. The local newspaper ran a front-page article stating that Joseph P. Dunlop was "one of the foremost mill men in the South," and that he was planning to divide his time between the two mills at Clarksville and Hopkinsville. A fire destroyed the Acme Mills plant in 1927, but an even larger replacement flour mill was built in its place. (William Anderson took over as plant manager in 1922, and the plant was later sold to Dixie-Portland Flour Mills in 1942 and then to General Mills, Inc. in 1945.)[15]

At the same time, the Dunlop Milling Company at Clarksville operated through the 1910s and 1920s with few physical changes. However, the Dunlop's expanded and renovated the original Cooper Shop for use as a Feed Mill by 1927, which produced livestock feed. This separate brick building featured "pilastered" walls and concrete floors and loading platforms. Other additions to the mill complex included a small machine shop, a small storage building for "old machinery," two "molasses tanks," and an 136-foot tall steel water tower with a 30,000 gallon capacity.[16] [See Figure 15.]

On December 23, 1930, Joseph P. Dunlop amended the charter of The Dunlop Milling Company in

[15] Clarksville *Leaf-Chronicle*, June 3, 1909. The article claimed that the Acme Mill was a new plant established only a few years prior that was divided into two different sections, one being six stories tall. Steen (1963), 244.
[16] Sanborn Fire Insurance Map, Clarksville, Tennessee, 1927.

order to change its corporate name to the "Clarksville Milling Company."[17] A year later, on January 27, 1931, he sold the Clarksville Milling Company to Edward Emile Laurent (1884-1952), his son-in-law, for $40,000 in cash. An employee at the mill since 1913, Laurent ran the mill exactly as the Dunlop's, but operated under its original name, the Dunlop Milling Company.[18] In 1934, The company advertised that it "kept its plant abreast of the times and utilizes any new invention that will make its product better." That advertisement stated that the company shipped "approximately 2 million bags of flour each year, which is bought by Southern housewives." The main brand that the company marketed was its "Beauty Flour," which the Dunlop Milling Company had produced for thirty years and "shipped into every Southern state in competition to flours manufactured everywhere." The Beauty Flour brand competed directly with other flours made in Tennessee, including Knoxville's "White Lily." In 1934, the mill had a daily production capacity of 1200 barrels of flour, 1000 bushels of meal, 1000 sacks of mill feeds, and 2000 sacks of mixed feeds. The mill had a wheat storage capacity of 500,000 bushels.[19]

During the Great Depression, Laurent began to lose money with the Dunlop Milling Company, and cut its production. Around 1939, Laurent leased the mill to Austin S. Igleheart, who operated the Igleheart Brothers, Inc., of Evansville, Indiana. Established in 1856, Igleheart Brothers was the first and largest company in America to produce commercial cake flour. The company was most famous as the producer of "Swans Down" brand cake flour, which it began producing in 1895. By 1898, the Swans Down brand was marketed nationally and is still produced today. In 1926, General Foods Corporation of New York acquired the Igleheart Brothers company; however, management of the company remained within the Igleheart family. On December 29, 1944, Igleheart purchased the Dunlop Milling Company and named the new corporation the "Indiana Flour Company, Inc." Less than one year later, on October 13, 1945, Igleheart changed the mill's name to the "Igleheart Brothers, Inc." Austin S. Igleheart, who had advanced to president of the General Foods Corp. in 1943, purchased flour mills across the country besides the Dunlop Milling Company, including others located in Indiana and a large plant at Pendleton, Oregon.[20]

The Igleheart Brothers Company updated and renovated the Dunlop Milling Company mill by replacing the coal-fired steam engines with new electric engines. They also replaced the original wooden stairs in the main building with metal stairs and electric elevators, called "Man Lifts." During World War II, Igleheart increased the mill's production by hiring women, including African Americans, and operated around the clock, seven days a week. The mill produced flour and meal for overseas troops, and troops

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[17] Charter Book 1, page 228; Charter Book 3, page 67. It is not known when Dunlop sold his interests in the Acme Mills & Elevator Company at Hopkinsville, Kentucky, that he partially owned beginning in 1909.

[18] Deed Book 75, page 69; interview with Martha Stewart Laurent-Fuquay, April 14, 1998. Mr. Laurent's daughter, Martha Stewart stated that her father never changed the mill's name from the Dunlop Milling Company, and that he managed the mill prior to purchasing it in 1931. Mr. William Dunlop, IV, stated in an interview with the author that the family lost the old Dunlop Flour Mill during the Great Depression due to the poor economy. Joseph P. Dunlop died while vacationing in Asheville, North Carolina in August 1937. He was survived by his wife, Laura Smith Dunlop, and buried at the Greenwood Cemetery in Clarksville.

[19] *Clarksville Sesqui-Centennial: Historical Book, 1784-1934.* Clarksville (1934), 36; Steen (1963), 393.

[20] Deed Book 95, page 457; Steen (1963), 198.

located at the new Fort Campbell Army Reservation constructed during the war by the federal government near Clarksville. The only physical change that Igleheart Brothers made to the exterior of the mill complex was a small addition to the main office building during World War II [See Figure 16].[21]

After the war, Igleheart Brothers continued to operate the mill around the clock with three shifts, five or six days a week, and employed around 125 workers, mostly African Americans. The Igleheart Brothers, Inc.—a separate corporation--officially merged with the General Foods Corporation on October 15, 1949. Based at White Plains, New York, the General Foods Corporation had been established in 1924 by Charles Birdseye, and had grown into one of the world's largest packaged food producers. As a separate division of General Foods Corporation, Igleheart Brothers used their Clarksville mill as a plant for exporting and importing wheat from both local farmers and the Midwest. The company imported "hard" wheat from Kansas farmers and mixed it with "soft" wheat from local Middle Tennessee farmers to produce a unique flour. This flour was then exported to Evansville, Indiana, for conversion into other baking products, such as the enormously popular Swans Down brand cake mix. Igleheart Brothers continued to produce the Beauty Flour brand for the local market, although the Martha White brand of Nashville—a new flour established by Cohen Williams in 1941--quickly overtook the local market share.[22]

Beginning in the early 1950s, there was an effort to "unionize" the mill by the African-American workers. The vast majority of the unskilled workers at the mill were black, and the majority of the skilled workers were white. Unskilled laborers included packers, mixers, and loaders. Skilled laborers included mechanics, pipefitters, electricians, and millwrights. Shift foremen were always white. According to John Robertson, an African-American packer at the mill between 1945 and 1957, there were rarely any racial conflicts or problems among the workers. However, the black workers were required to use segregated restrooms and dining areas located only in the basement of the Concrete Warehouse. The African-American workers were also paid very low wages in comparison to the white workers. Around 1953, the workers voted in favor of a union, modeled after a union at the main flour mill in Evansville, Indiana. Most likely a local chapter of the American Federation of Grain Millers (AFGM), the new union worked to get all the workers at the mill improved wages and other benefits, including new uniforms comprised of matching gray pants, shirts, and caps. Established in 1933, the AFGM had over 125 local chapters and 25,000 members nationwide by 1940. (In 1948, the AFGM received an international charter, and by 1963 it consisted of 312 local chapters and 48,000 members, 40% of which worked in flour mills.) Perhaps the biggest improvement garnered by the union was the construction of new restrooms for the African-American workers on each floor of the mill. The new restrooms were not integrated, but they were a vast improvement. After the unionization of the plant, the black workers were also allowed to eat their meals during breaks alongside the white workers on each floor, instead of the basement. When John Robertson began working at the mill in 1945, he was paid $0.75/hour. His pay had barely increased

[21] Interviews with former employees who worked at the mill in the 1940s and '50s, including Meredith Warren, William Russell Waller, J. Oliver Shelton, John Robertson, and Edith Poindexter; Sanborn Fire Insurance Map, Clarksville, Tennessee, 1948.
[22] Deed Book 137, page 47; interviews with former employees; Steen (1963), 398.

before the plant was unionized eight years later; however, by 1957, his pay had increased to $1.95/hour. Igleheart Brothers also paid time-and-a-half for overtime, and gave good holiday and vacation packages to their employees.[23]

While the unionization of the Igleheart Brothers mill provided increased wages and benefits for its employees, it also created a smaller profit for its owners. According to the former employees, a railroad strike in 1956 eventually led to the demise of the mill. Due to the railroad strike, Igleheart Brothers could not deliver its flour to the main Evansville plant, and its contracts were canceled. Soon, the company cut back the number of shifts at the Clarksville mill from three to two. The company also shut down the adjoining feed mill and sent its workers to the flour mill. The railroad strike was combined with a downturn in the international flour market that shut down scores of flour mills across the country between 1948 and 1953, including two in Indiana owned by the Igleheart Brothers. The Igleheart Brothers continued to operate the old Dunlop Milling Company complex at less than full capacity until 1957, when they shut it down for good. The company removed most of the operating machinery, and sold it to local metal companies. Most of the former employees went to work at other Clarksville businesses, including the B. F. Goodrich manufacturing plant (built in 1940), the nearby Fort Campbell Army Base and Military Reservation, and the new general hospital.[24]

In 1961, the "Ole South Grain and Feed Company," based at Alabama, purchased the mill from the General Foods Corporation. The next year, that company sold the mill to the Quaker Oats Company, headquartered at Chicago. Neither company opened the mill up for flour production, using it mainly for storage.[25] In 1971, the Quaker Oats Company sold the mill to Richard Covington of Sadlersville, Tennessee. Since the mill shut down in 1957, it was never operated for any purpose other than storage. Remarkably, the only major alterations or changes to the exterior of the mill since it shut down in 1957 has been the demolition of the small ca. 1906 cooper shop/feed mill and the ca. 1920 water tower. The interiors of the buildings have not been altered either. Although the buildings do not retain the original machinery, they do feature the original doors, windows and stairs, including the man-lifts.

The Dunlop Milling Company is a landmark in Clarksville, recognizable and familiar to the people of the town with its impressive Late Victorian-period architecture and as a reminder of the town's impressive industrial and manufacturing past. It is also important for its role for the economic contributions to the town's African-Americans, as well as its impact on southern segregation and gender roles. It is eligible for

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[23] Steen (1963). 129; interviews with former African-American employees, including John Robertson and Edith Poindexter, both of Clarksville. Robertson returned to Clarksville after serving in the Navy during World War II, and obtained a job as a packer at the Igleheart Brothers mill. He lived on Commerce Street near the mill and walked to work. Although no one who was interviewed could remember the name of the union created at Igleheart Brothers, it highly probable that it was a local chapter of the AFGM. See Steen (1963), p. 129-131 for a historical overview of mill labor unions and the AFGM. Robertson voted for the unionization.

[24] Interview with John Robertson, April 29, 1998; Steen (1963), 198. The Igleheart Brothers continued to operate the main Evansville, Indiana flour mill and the Pendleton, Oregon, flour mill.

[25] Deed Book 137, page 47; Deed Book 140, page 422; interviews with former employees.

nomination to the National Register of Historic Places for its significance in architecture, as well as for its contributions to the town's industrial and commercial history.

Historic Context Statement: Reinforced Concrete Industrial Buildings In Tennessee

Reinforced-concrete industrial buildings were promoted as superb "fire-proof" structures by the concrete industry and architects, including Detroit architect Albert Kahn (1869-1942), who designed scores of highly publicized concrete factories in the early twentieth century. First constructed in industrial towns in the North and Midwest around 1902, reinforced-concrete industrial buildings soon spread to all regions of the country, from small towns in the South to metropolitan cities in California. One architectural historian estimated that only around forty reinforced-concrete factories had been constructed in America between 1902 and 1907.[26] If so, at least two of those were located in Middle Tennessee. Between 1906 and 1907, the first reinforced-concrete industrial building, Cummins Station (NR, 11/17/1983), was constructed at Nashville. At the same time in Clarksville, the American Snuff Company built an enormous reinforced-concrete tobacco factory adjacent to the Dunlop Milling Company, designed by a New York architect, and built by a Cincinnati building company specializing in concrete factories. Located along the L & N Railroad, these were the first reinforced-concrete factories in Nashville and Clarksville.[27]

Between 1907 and 1912, however, the number of reinforced-concrete factories constructed in America skyrocketed due, in part, to the publication of several books promoting their attributes. These books included Robert Lesley's *Concrete Factories* (1907) and the Atlas Portland Cement Company's *Reinforced Concrete in Factory Construction* (1907). These architectural books provided detailed specifications, architectural designs, photographs, and cost information for scores of reinforced-concrete factories already in operation, including many designed by Albert Kahn.[28] These volumes presented arguments to prove the superiority of reinforced-concrete factories over brick mill buildings and steel-framed designs, including lower cost benefits for construction and less expensive fire insurance. The immense strength and rigidity of the structural system of a reinforced-concrete building meant increased protection from vibration and, more importantly, greater durability. The monolithic concrete structures were advertised as earthquake resistant, waterproof, and vermin-proof, and they provided improved natural lighting. Many types of manufacturers, especially automobile makers, found reinforced-concrete factories attractive. By the 1920s, reinforced-concrete factories were the most dominant types of industrial

[26] Charles K. Hyde. "Assembly-Line Architecture: Albert Kahn and the Evolution of the U.S. Auto Factory, 1905-1940." *The Journal of the Society For Industrial Archeology* 22: 2 (1996), 9-10.

[27] Phil Thomason, "Cummins Station, Nashville, Tennessee." National Register nomination, 11/17/1983; The American Snuff Tobacco Factory was described in the Clarksville *Leaf-Chronicle* while under construction in 1906, and when it was enlarged with additional concrete warehouses in 1909.

28 Julius Kahn, engineer and brother of Albert, developed a reinforced concrete system that allowed for more open space in the interiors of (industrial) buildings. Albert Kahn and other architects used this system when designing industrial buildings. W. Hawkins Ferry. *The Legacy of Albert Kahn*. Detroit: Wayne State University Press, 1987, 11.

buildings constructed in America.[29]

The main 1906 Mill Building at the Dunlop Milling Company featured a reinforced-concrete roof, smokestack, and grain elevator. This part of the mill predates the first concrete factory located in Tennessee, built at Richard City in Marion County the following year.[30] More significantly, the 1909 Warehouse and connecting elevated walkways were constructed completely of reinforced concrete. Clearly, the buildings and support structures of the Dunlop Milling Company complex exhibit "cutting edge" building and engineering technology, especially for a small town in the rural South.

Historical Context Statement Flour Mills in Middle Tennessee

(Note: While the reconstruction of the present Dunlop Milling Company began in 1906, the original flour mill evolved from an antebellum industrial building located downtown before relocating to the present suburban site in 1892. Therefore, a brief historical context of regional flour mills is provided here.)

Settlers in Middle Tennessee began operating small mills for the production of wheat, corn, and lumber in the late eighteenth century. During the 1840s and 1850s, gristmills for making corn meal appeared throughout the region, as did many distilleries for manufacturing corn whiskey. While the number of flour mills grew in Middle Tennessee in the early nineteenth century, by 1840 only seventy-four were operating. This number compared unfavorably to the 737 gristmills operating in Middle Tennessee at the same time. However, by 1850 the number of flour mills increased--most dramatically in Montgomery County--due to the establishment of corporations that built several new mills. In Montgomery County these enterprises included the Montgomery & Robertson Grist and Sawmill Company (1844) and the Port Royal Manufacturing Company (1846), both on the Red River. In addition, the encouragement of the Tennessee State Agricultural Bureau and the construction of railroads bolstered wheat production in Middle Tennessee. By the late 1850s, Nashville had emerged as the chief flour-milling center in Tennessee, where large corporations exported thousands of dollars worth of flour annually. These corporations included the Rock City Mills, the Nashville Mills, and the City Mills.[31]

By 1859 Clarksville was also a heavy producer of flour, exporting around 170,000 bushels annually, and

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[29] Hyde. 9-10.

[30] Karen Daniels. "Cement Construction in Richard City, Tennessee. 1907-1940." National Register Multiple Property Documentation Form. 1991. The Dixie Portland Cement Company operated the state's first Portland cement, or concrete, factory in present-day South Pittsburg, Marion County. Located in East Tennessee along the Alabama border, this was the state's only Portland cement factory between 1907 and 1911. The factory was located on the Nashville, Chattanooga & St. Louis Railroad, and possibly provided the concrete for the Dunlop Milling Company's 1909 Warehouse. Daniels' National Register cover document led to the listing of the "Townsite Historic District of Richard City" in present-day South Pittsburg, Tennessee (NR. 07/02/1991), although the mill itself is not listed.

[31] "Readyville Mill: Preserving Cannon County's Heritage," unpublished manuscript, Center for Historic Preservation, MTSU, 1992, 18-22.

also displayed a flour-milling tradition.[32] Local farmers milled the majority of this flour; however, some was milled at the Clarksville City Mills, constructed around 1854. The Seat, Kropp & Company, a branch of the Smith & Seat Company, established the Clarksville City Mills adjacent to a tobacco house and pork house parallel to the waterfront wharf (see Figure 20). In 1887, the Clarksville City Mills was described as a "very fine mill, one of the best in the country." After one of the owners died in 1876, the Clarksville City Mills closed, but soon Merriweather & Gilmer purchased it and "put in new machinery." Merriweather & Gilmer operated the mill "one year very successfully, making about thirty thousand dollars in milling and wheat speculations." However, the "second year proved very disasterous [sic] for them, and they lost everything they had."[33]

In 1885, Kendrick, Pettus & Company purchased the old abandoned Clarksville City Mills building, "fitted it up with improved machinery," and raised its production capacity to 150 barrels a day. Owned by J. C. Kendrick, John H. Pettus, George S. Irwin, and J. W. Shaw, the company was described in 1887 as "one of the most extensive and substantial firms" in Clarksville. The company also owned the recently-constructed Central Tobacco Warehouse and the "old Prouty Place," an important tobacco manufacturing facility in the early nineteenth century, near the wharf on the Cumberland River. The Kendrick, Pettus & Company changed the name of the old Clarksville City Mills to the "Central Roller Mills," described in 1887 as having a "very prosperous season, its brands taking the first place in the market." By 1891, "Kendrick, Rabbeth & Company" operated the Central Roller Mills. Apparently, John T. Rabbeth bought out the other investors in the mill after moving to Clarksville from Hopkinsville, Kentucky. Rabbeth was a native of Louisville, Kentucky, and had ten years experience at the largest flour mill at Hopkinsville before relocating to Clarksville.[34]

In 1890 the Central Roller Mills produced about 500,000 barrels of flour. The Central Roller Mills building was located northeast of the original Public Square parallel to the wharf along the Cumberland River and the new Indiana, Alabama & Texas Railroad [see Figure 20]. The flour mill was located between the new Central Tobacco Warehouse and two older Central Tobacco Warehouses on Front Street. It was a four-story building of brick construction with a limestone foundation [see Figure 21]. In 1892, Joseph P. Dunlop, the son of one of Clarksville's most prominent tobacconists, Hugh Dunlop, bought into the Central Roller Mills.

Hugh Dunlop (182?-1879), a native of Scotland, began his career in the tobacco industry at Clarksville in the 1850s, and by 1860 he was one of the wealthiest men in Middle Tennessee. By that year Dunlop

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[32] Williams (1859). 20

[33] William P. Titus. *Picturesque Clarksville. Past and Present: A History of the City of Hills. Its Institutions, Tobacco Interests, Mercantile Pursuits and Manufactories, Together with Biographical Sketches of its Early and Present Citizens.* Clarksville: private publication (1887); reprinted by Anne E. Alley and Ursula S. Beach (1973). 349.

[34] Titus (1887). 347-350; William P. Titus. *Directory of Clarksville, Tenn.* Clarksville (1891). 137; Bliss & Gardner. *The National Trade Review; Devoted to Commercial, Educational, Manufacturing, and Agricultural Interests, Illustrated: The Clarksville Edition.* Clarksville (1895). 54.

operated a tobacco stemmery, owned sixty slaves, and was worth over $137,000. Although Dunlop lost much of his money during the Civil War, he purchased "Tip Top", one of Clarksville's finest antebellum estates, in 1865. He was remarried to Mattie Williams in 1865, who's father had built Tip Top in 1859. Hugh Dunlop had one son, William B., from his first marriage and he and Mattie had three more children before his death in 1879, including two sons, Joseph P. and H. Matthew Dunlop, who became important industrialists at Clarksville.[35]

Historical Context Statement Commercial, Industrial & Railroad History of Clarksville

Clarksville is the county seat of Montgomery County, Tennessee, which is located in the northwestern section of Middle Tennessee along the Kentucky border. Geographically, Montgomery County sits on Tennessee's Western Highland Rim, which encircles the Central Basin of Middle Tennessee. The Western Highland Rim is a plateau region sloping from east to west, characterized by rolling terrain with river valleys and streams. Topographic elevations range between 500 and 1,000 feet above sea level, and the plateau is bounded by the Tennessee River along its western edge. Located at the confluence of the Cumberland and Red Rivers, Clarksville sits at the center of Montgomery County. These two specific rivers played a vital role in the early settlement of Middle Tennessee, as well as for the transportation of raw materials and products in the region's commercial and industrial development. The county farms produced large quantities of wheat, corn, and dark leaf tobacco.

First settled around 1784, the town of Clarksville was established by a North Carolinian, John Montgomery, as one of the first permanent white settlements in Middle Tennessee. The frontier settlement was governed under the Clarksville Compact of 1784 until the North Carolina legislature created the Town of Clarksville in 1785 as a part of Davidson County, North Carolina. The North Carolina legislature created "Tennessee County" in 1788 and made Clarksville the county seat. In 1790, North Carolina deeded its western lands to the federal government as the "Territory of the United States South of the Ohio River" and Clarksville continued to serve as the Tennessee county seat until 1796. Tennessee County was abolished in 1796, when the newly established state borrowed its name--"Tennessee"--and the former county was split into the new counties of Robertson and Montgomery, with Clarksville serving as the Montgomery county seat.

Incorporated as a Tennessee town in 1819, by the 1830s Clarksville boasted of twelve stores, three taverns, eleven craft shops, a cotton gin, and a wool-carding machine located between the Public Square and the banks of the Cumberland River. With a population of over 2,100 in 1846--one-third African-American--the town of Clarksville thrived as a commercial trading center for the region's agricultural and industrial products. Dark leaf tobacco, best suited for chewing and snuff, was the single most important item. Beginning in the mid-nineteenth century, Clarksville served as an important international market for the

[35] Dr. Lorne McWatters, et al., National Register nomination for TipTop, 1998.

region's dark leaf tobacco, the major markets for which were in Europe.[36] As a major river port, the commercial success of Clarksville rivaled that of Nashville, the state capitol and second largest city in the state prior to the Civil War. Nashville and Clarksville are both located on the Cumberland River. In fact, one observer stated that in 1859 the annual exports from Clarksville were worth nearly $5 million and that the exported "tonnage...greatly exceeds that of Nashville."[37] In 1859, Clarksville annually exported about two million pounds of leaf tobacco from its ports as well as more than 100,000 bushels of wheat and around 170,000 barrels of flour, 16,000 hogs, and other agricultural products. During the antebellum era, wheat production was centered in East Tennessee, as well as the Middle Tennessee counties in or near the Central Basin where wheat replaced cotton as an important cash crop in the 1850s.[38]

Clarksville was established as a river port on the Cumberland River, and the town benefited from superior water transportation in the late eighteenth and early nineteenth centuries. Commercial goods and products were transported on flat boats and keel boats along the Cumberland River from Clarksville to Nashville and such distant commercial towns as Memphis and New Orleans. Beginning in 1819, steam-powered boats passed up the Cumberland River from the Mississippi River via the Ohio River. Soon thereafter Clarksville, like Nashville, became a center for river traffic and exported tobacco, cotton, iron, flour and other agricultural and industrial products on a regular basis, mainly to the important port city of New Orleans. Due to Clarksville's increased river traffic, many warehouses and manufacturing facilities were constructed between the downtown commercial area and the wharf on the east bank of the Cumberland River.

In the 1830s and 1840s, internal improvements in Tennessee resulted in the construction of turnpikes throughout Middle Tennessee, with Nashville serving as a hub, but including a turnpike to Clarksville. More importantly, the drive for internal improvements resulted in a movement for new railroads during this period. By 1855, the towns of Memphis, Nashville, Knoxville, and Chattanooga became the first in Tennessee to connect with railroad lines. Soon railroads opened throughout the state to smaller towns such as Bristol, McMinnville, Murfreesboro, Pulaski, and Jackson. In the 1850s, three separate railroad companies planned a route through Clarksville to connect Louisville, Kentucky, and Memphis. The Memphis, Clarksville, & Louisville (M, C & L) Railroad owned a rail line between Paris, Tennessee, and the Kentucky-Tennessee border, which passed through Clarksville. The Memphis & Ohio (M & O) Railroad owned the section of the line between Paris and Memphis, and the Louisville & Nashville (L & N) Railroad owned the remaining section between the Kentucky-Tennessee border and Louisville, Kentucky.

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[36] Carroll Van West. *Tennessee's Historic Landscapes: A Traveler's Guide*. Knoxville: The University of Tennessee Press. 1995. 301.

[37] Faxon, C. O. *Williams' Clarksville Directory, City Guide, and Business Mirror*, Vol. 1. 1859-60. Cincinnati: Williams. 1860: reprinted by Ursula S. Beach. 1976. 15. 20

[38] Donald L. Winters. *Tennessee Farming, Tennessee Farmers: Antebellum Agriculture in the Upper South*. Knoxville: The University of Tennessee Press. 1994. 58-63.

The lines were operational by 1859, and the L & N Railroad was the most influential of the three. The L & N Railroad was very significant because it connected the northern industrial markets with the southern agricultural markets. Chartered in 1850, this company was mainly financed by the City of Louisville and by the State of Tennessee. The L & N Railroad's route through Tennessee was determined by the amount of funds subscribed by local towns along alternative routes, and by 1859 the company had constructed lines to Nashville via Gallatin. The railroad was used heavily during the Civil War for transporting goods and supplies to both the Union and Confederate armies, and was important to Clarksville since two important Civil War battles of the western theater took place nearby.

After the Civil War, the L & N Railroad absorbed many smaller railroads in the South, and constructed new lines throughout Tennessee. The L & N Railroad leased the M & O Railroad and the M, C & L Railroad in the late 1860s and by the 1870s, the company owned both lines. In the 1880s, Clarksville became a junction of two railroad lines when the Indiana, Alabama & Texas Railroad constructed a new line through the town. This railroad was later purchased by the Illinois Central (IC) Railroad, which had been established in 1850 as the nation's first federal land grant railroad. Initially, the IC Railroad served only Illinois but after the Civil War, the company began an aggressive expansion program. The IC Railroad opened its first line in Tennessee at Jackson in 1872 and by the 1880s the company owned lines throughout Middle and West Tennessee, including Clarksville. In 1902, the Tennessee Central Railroad was constructed between Nashville and the Cumberland Plateau, and a line was constructed to Clarksville by 1908. Since three significant railroads converged at Clarksville, the town's commercial and industrial growth was firmly connected to railroad transportation. By the turn of the twentieth century, the railroad had surpassed the Nashville turnpike and the Cumberland River as the most important means of transporting agricultural and industrial goods.

In the early twentieth century, improved highways and farm-to-market roads opened throughout the county, providing increased means of transportation for area farmers, lessening the importance of the railroad. Nashville surpassed Clarksville as Middle Tennessee's most important industrial center; however, the city continued to grow and diversify its economy. In the 1920s, Clarksville acquired a regional public university, and in the 1930s, several national corporations, most notably B. F. Goodrich (opened 1940), established factories. During the 1930s, the Works Progress Administration (WPA) funded the improvement of many of the county's rural roads, and constructed new public facilities such as schools and a city park at Clarksville. Both the Civil Works Administration (CWA) and the WPA improved the Clarksville Airport during the 1930s, converting it into the Fort Campbell Army Reservation at the beginning of World War II. This enormous army base is located near Clarksville, and

has had a significant impact to its economy both during World War II and afterwards. Between 1949 and 1960, a federally funded Urban Renewal project dramatically altered the architectural setting of the oldest section of downtown Clarksville, resulting in the demolition of many of the antebellum buildings along the riverfront area. Since the mid-twentieth century, Clarksville has diversified its economy with new manufacturing and industrial enterprises. It is no longer as dependent on agricultural facilities, specifically the tobacco-related market.[39]

[39] "Cumberland Lore," special edition of the Clarksville *Leaf-Chronicle*, April 7, 1986; Tennessee Historical Commission. "Clarksville Historic Buildings Survey." Unpublished manuscript prepared by the Department of History, Austin Peay State University, 1982. The Clarksville Urban Renewal program, possibly one of the first in the country, resulted in the demolition of many antebellum buildings that survived the downtown fire of 1878.

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IX. GEOGRAPHICAL DESCRIPTION

Verbal Boundary Description

The Dunlop Milling Company, located at 1138 Franklin Street in Clarksville, Montgomery County, Tennessee, sits on an irregular-shaped lot parallel to and adjacent the Louisville & Nashville Railroad. The lot is bound by Cedar Street on the east and Franklin Street on the north, and the railroad on the south. The property is made up of three (3) separate parcels: Parcel #1 being 1.3 acres and containing the Concrete Warehouse; Parcel # 2 being approximately 1.1 acres and containing the Office building and the three-story section of the Mill Building; and Parcel # 3 being approximately 1.6 acres and containing the frame Warehouse & Weigh Station building, the five-story section of the Mill Building, and all of the storage bins. All three parcels total approximately four (4) acres. The site of the razed Feed Mill, located adjacent to the west elevation of the Mill Building, is now owned by the City of Clarksville and is not included within the boundaries. Refer to Montgomery County Tax Map 66-C, Lots 10-10.02. (See Figure 18 for the Tax Map, Scale 1" = 100'.)

Boundary Justification

The boundaries for the nominated property include all of the approximately four (4) acres associated with the Dunlop Milling Company, excluding legal rights-of-way owned by the Louisville & Nashville Railroad and City of Clarksville.

XI. LIST OF PROPERTY OWNERS

Parcel # 1. Marshall E. Ross
1349 Fort Campbell Blvd.
Clarksville, Tennessee 37042

Parcel # 2. L. Grant "Snookie" Covington
403 Belmont Avenue East
Seattle, Washington 98102

Parcel # 3. Phillips Sleigh
2480 Patterson Road
Woodlawn, Tennessee 37191

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

PHOTOGRAPHS

Photos by: Tara Mitchell Mielnik
D. Lorne McWatters
MTSU Department of History
Post Office Box 23
Murfreesboro, TN 37132

Negatives: Tennessee Historical Commission
Clover Bottom Mansion
2941 Lebanon Road
Nashville, TN 37243

#	Subject	Date	View
1 of 38	Warehouse "A"	03/13/1998	Southwest
2 of 38	Warehouse "A"	03/13/1998	East
3 of 38	Mill Building "B" & Storage Bins "1"	04/14/1998	South (from Franklin Street)
4 of 38	Mill Building "B" ("Concrete Warehouse")	03/13/1998	East
5 of 38	Mill Building "B" (Elevated Walkways)	03/13/1998	Southeast
6 of 38	Mill Building "B"	03/13/1998	South
7 of 38	Mill Building "B"	04/14/1998	South (detail of sign)
8 of 38	Mill Building "B" & Storage Bins "1"	03/13/1998	Southwest
9 of 38	Storage Bins "1"	03/13/1998	East
10 of 38	Storage Bins "1"	03/16/1998	Northwest (detail of entrance)
11 of 38	Mill Building "B" & Storage Bins "1"	03/13/1998	Northeast
12 of 38	Mill Building "B"	03/13/1998	North
13 of 38	Mill Building "B"	03/13/1998	Northeast (from old railroad tracks)
14 of 38	Mill Building "B"	03/13/1998	West
15 of 38	Mill Building "B"	03/13/1998	Northeast (detail of loading platform)
16 of 38	Mill Building "B"	03/13/1998	South (detail of elevated walkways)
17 of 38	Mill Building "B" ("Concrete Warehouse")	03/13/1998	North (detail of loading platform)
18 of 38	Mill Building "B" ("Concrete Warehouse")	03/13/1998	North
19 of 38	Mill Building "B" ("Concrete Warehouse")	04/14/1998	South
20 of 38	Mill Building "B"	03/16/1998	Interior (detail of "Test Kitchen")
21 of 38	Mill Building "B"	03/13/1998	Interior (detail of metal door)
22 of 38	Mill Building "B"	03/13/1998	Interior
23 of 38	Mill Building "B"	03/16/1998	Interior (detail of 5th story "catwalk")
24 of 38	Mill Building "B" (original "Warehouse A")	03/13/1998	Interior (detail of 3rd story)
25 of 38	Mill Building "B" (staircase)	03/13/1998	Interior (detail of 1st story, "Man-Lift")
26 of 38	Mill Building "B" (staircase)	03/13/1998	Interior (detail staircase & "Man-Lift")
27 of 38	Mill Building "B" (staircase)	03/13/1998	Interior (detail of 5th story, "Man-Lift")
28 of 38	Mill Building "B"	03/13/1998	Interior (detail of "Man-lift")
29 of 38	Mill Building "B" ("Concrete Warehouse")	04/14/1998	Interior (detail of staircase)
30 of 38	Mill Building "B" ("Concrete Warehouse")	04/14/1998	Interior
31 of 38	Mill Building "B" ("Concrete Warehouse")	04/14/1998	Interior (detail of elevator)

32 of 38	Office building "C"	04/14/1998	North
33 of 38	Office building "C"	03/13/1998	South
34 of 38	Office building "C"	03/13/1998	Southeast
35 of 38	Office building "C"	04/14/1998	Interior, South
36 of 38	Office building "C"	04/14/1998	Interior, West (detail of ticket window)
37 of 38	Test Shed "2"	03/13/1998	West
38 of 38	Historic photograph showing water tower	04/14/1998	East (from behind molasses tanks)

Dunlop Milling Company, Clarksville, Montgomery County, Tennessee

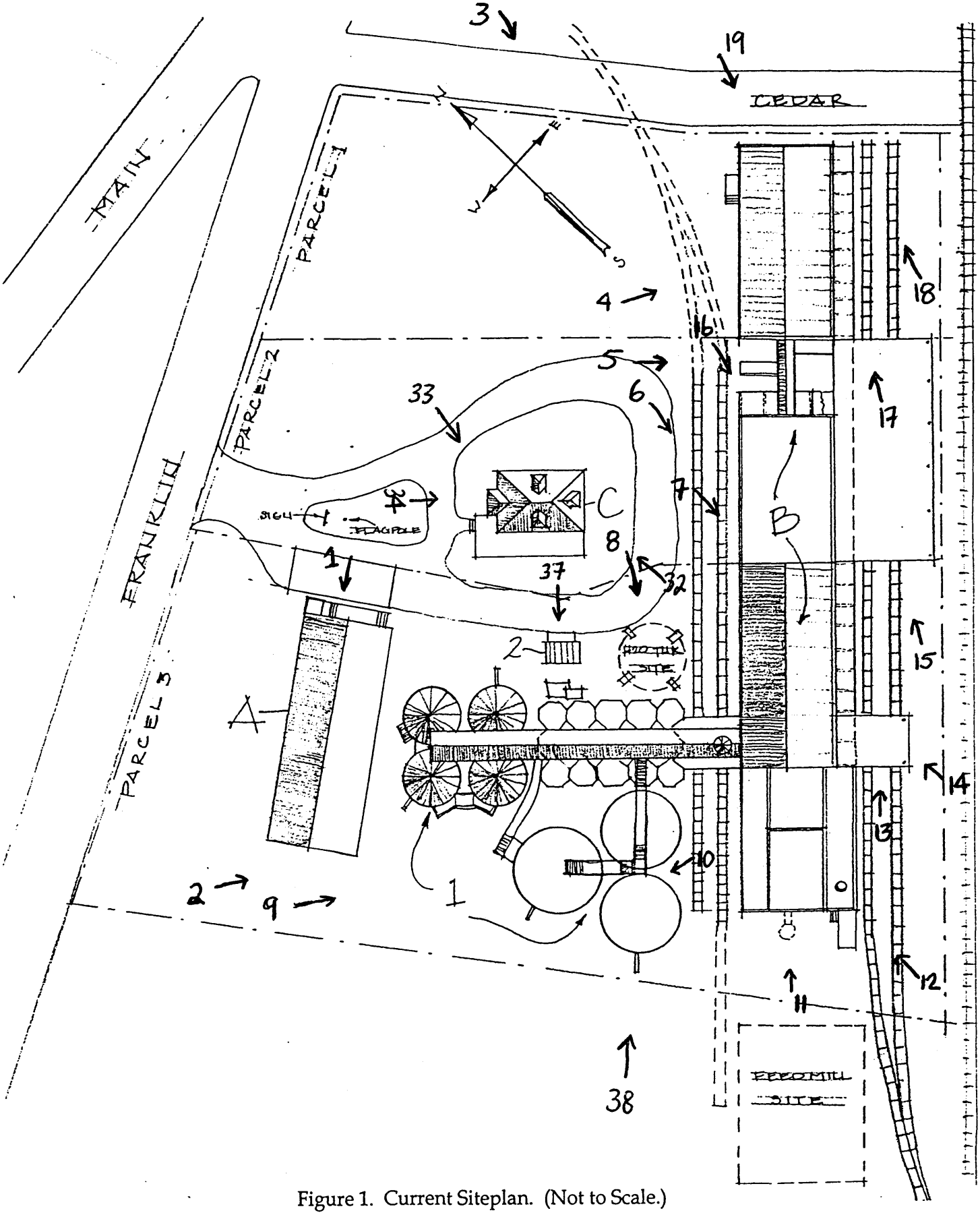


Figure 1. Current Siteplan. (Not to Scale.)

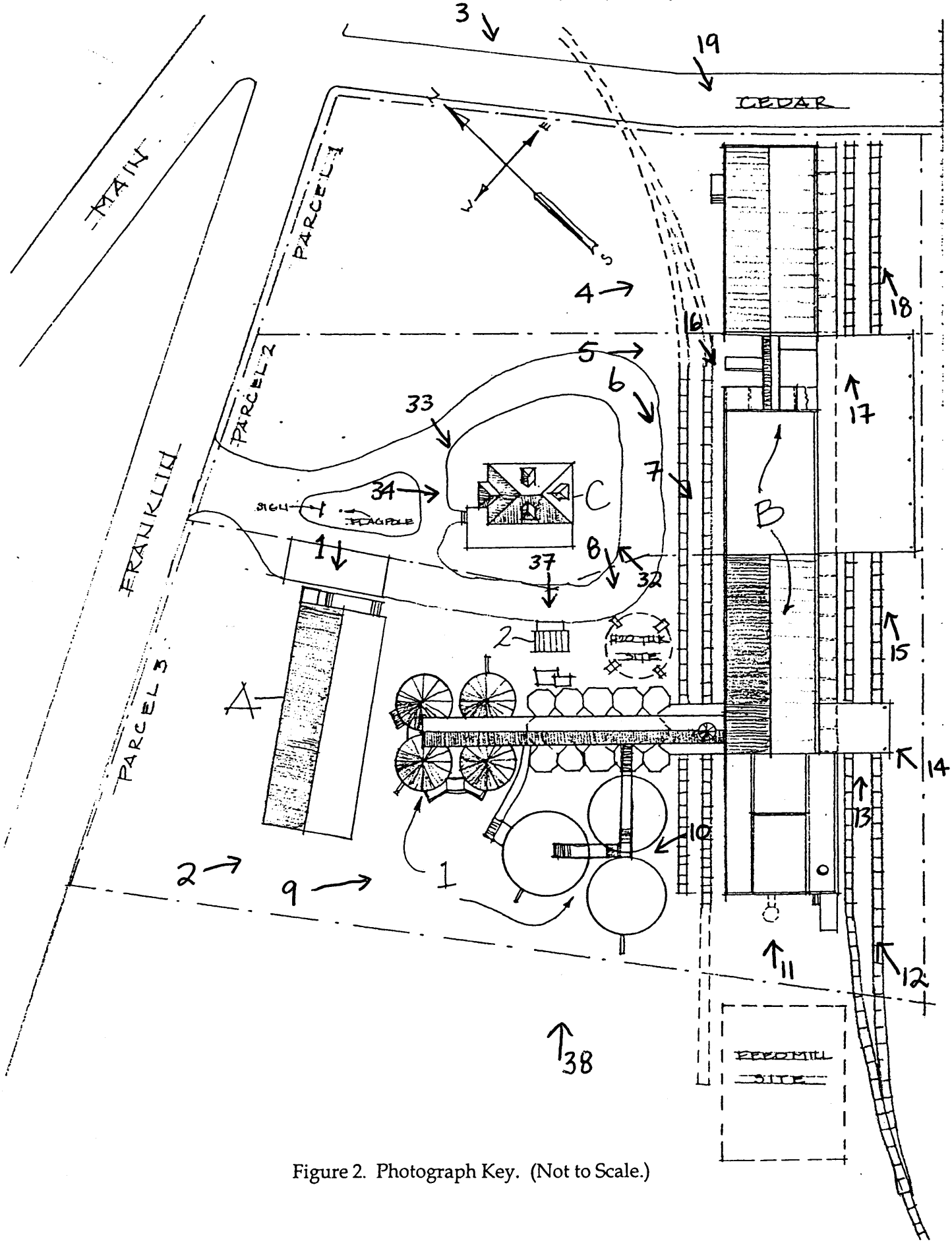


Figure 2. Photograph Key. (Not to Scale.)

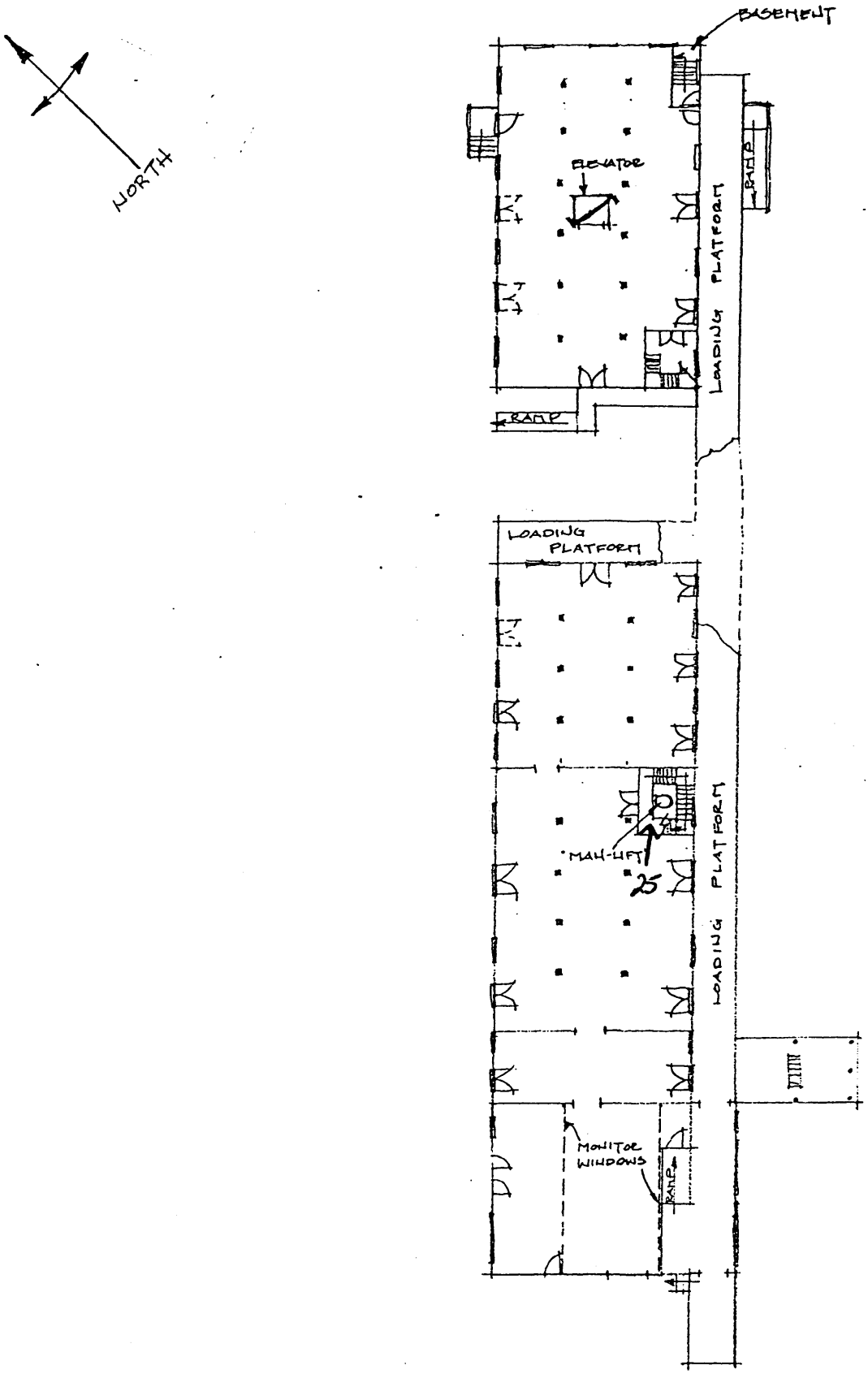


Figure 3. Floorplan of Mill Building ("B"), First Floor. (Not to Scale.)

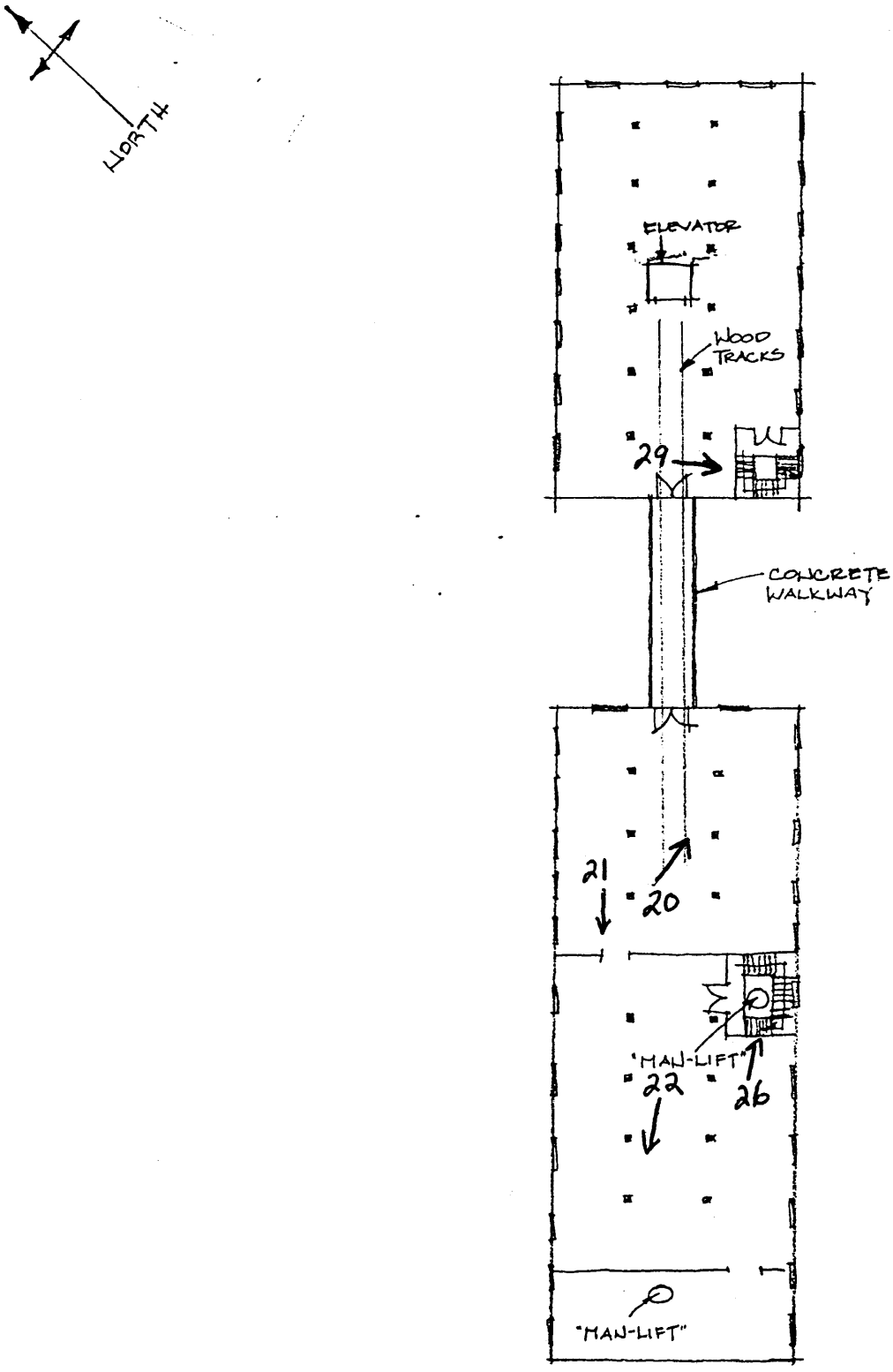


Figure 4. Floorplan of Mill Building ("B"), Second Floor. (Not to Scale.)

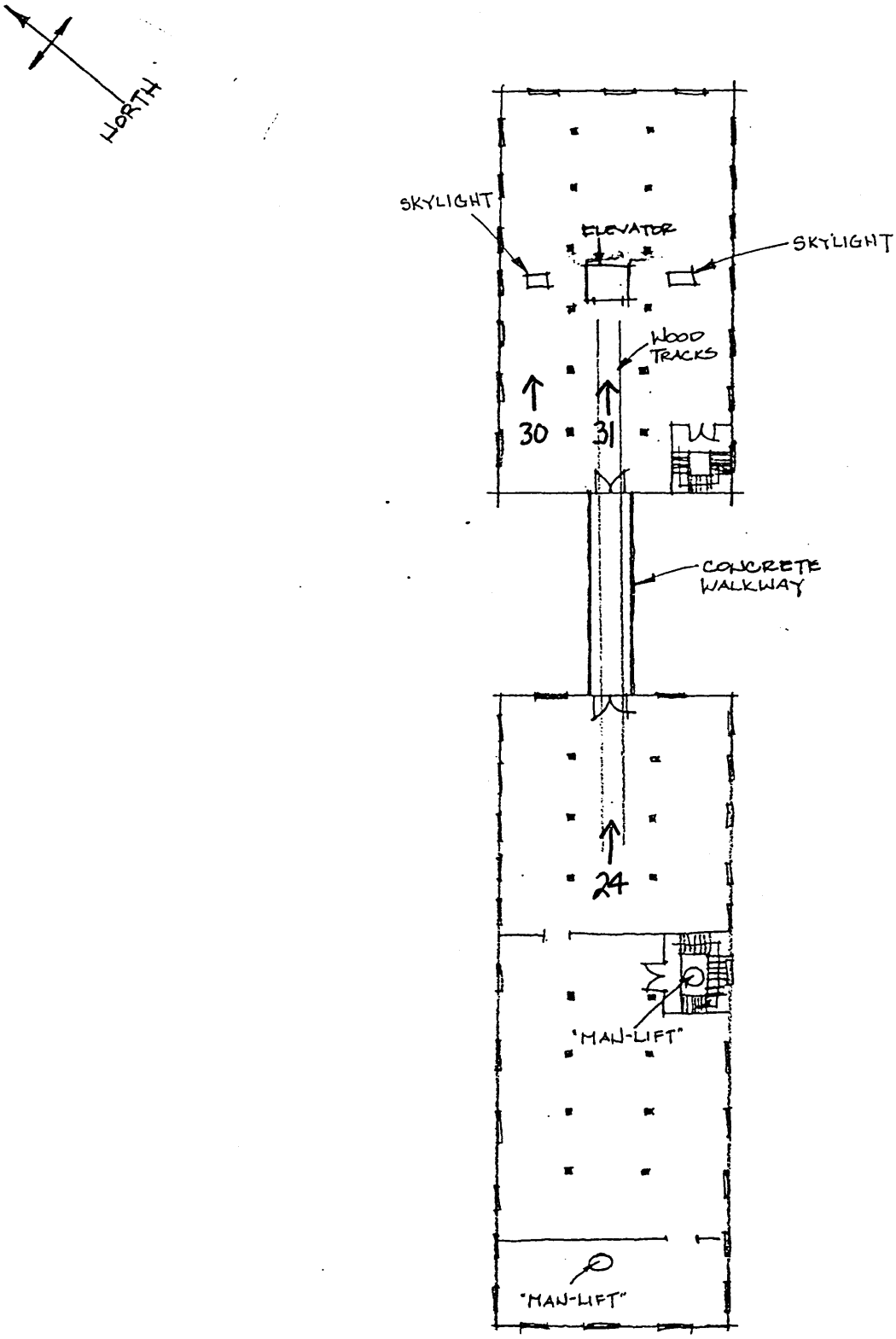
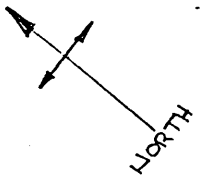


Figure 5. Floorplan of Mill Building ("B"), Third Floor. (Not to Scale.)



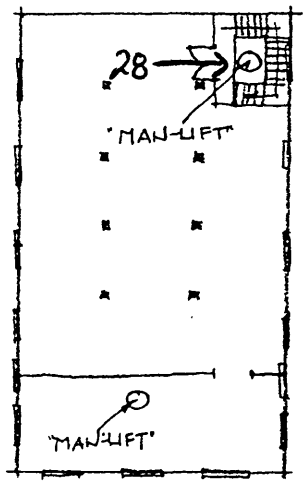
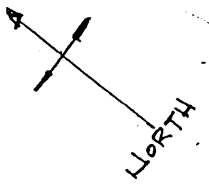


Figure 6. Floorplan of Mill Building ("B"), Fourth Floor. (Not to Scale.)



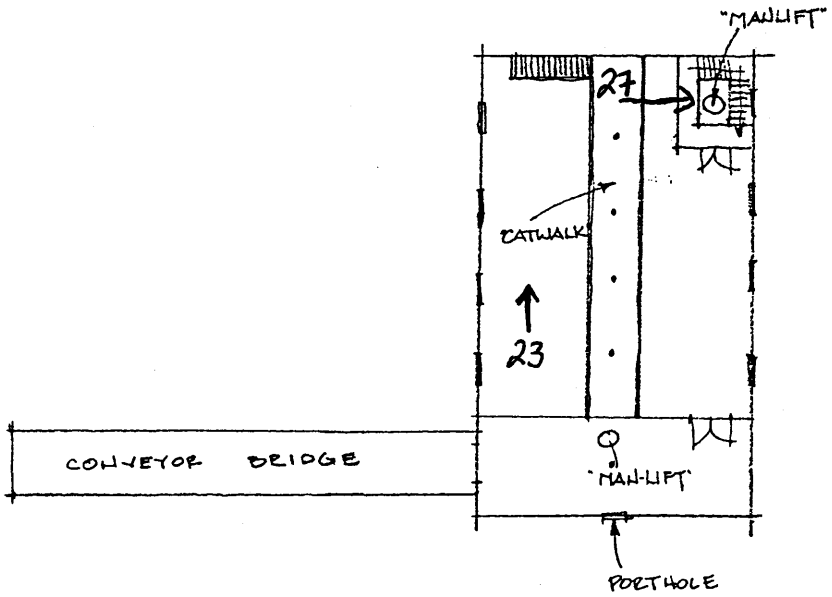


Figure 7. Floorplan of Mill Building ("B"), Fifth Floor. (Not to Scale.)

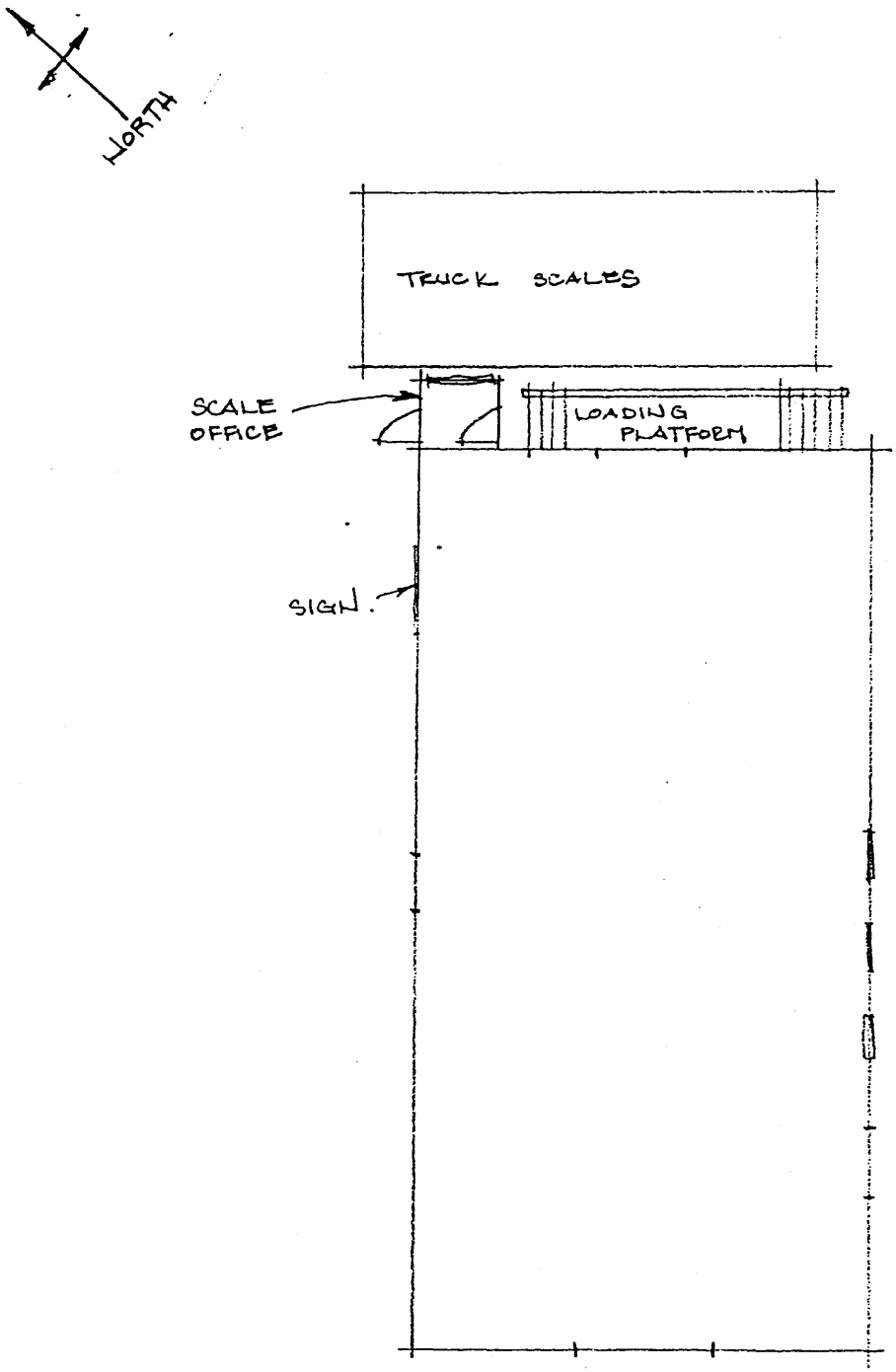


Figure 8. Floorplan of Warehouse & Weigh Station ("A"). (Not to Scale.)

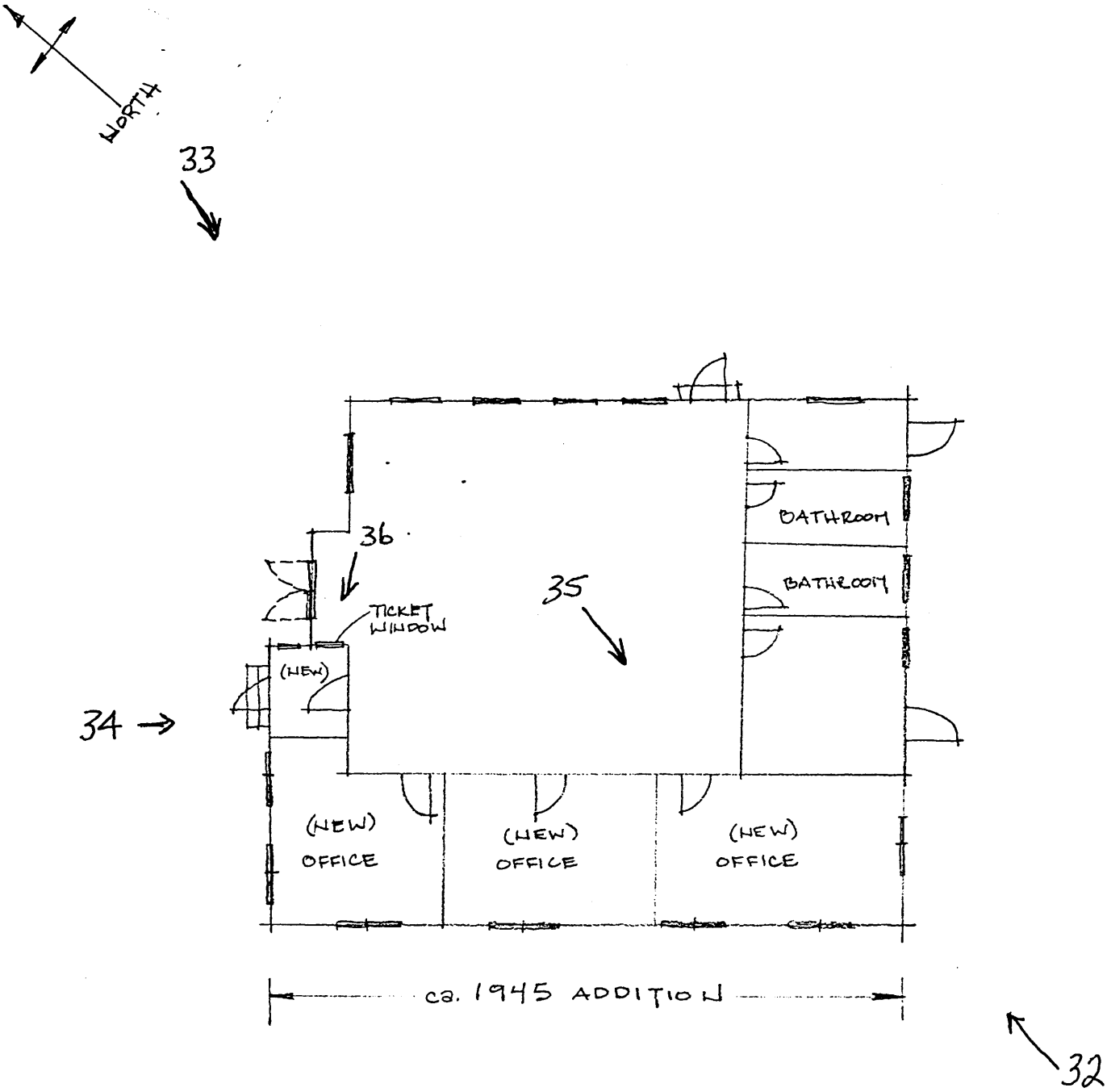


Figure 9. Floorplan of Office ("C"). (Not to Scale.)

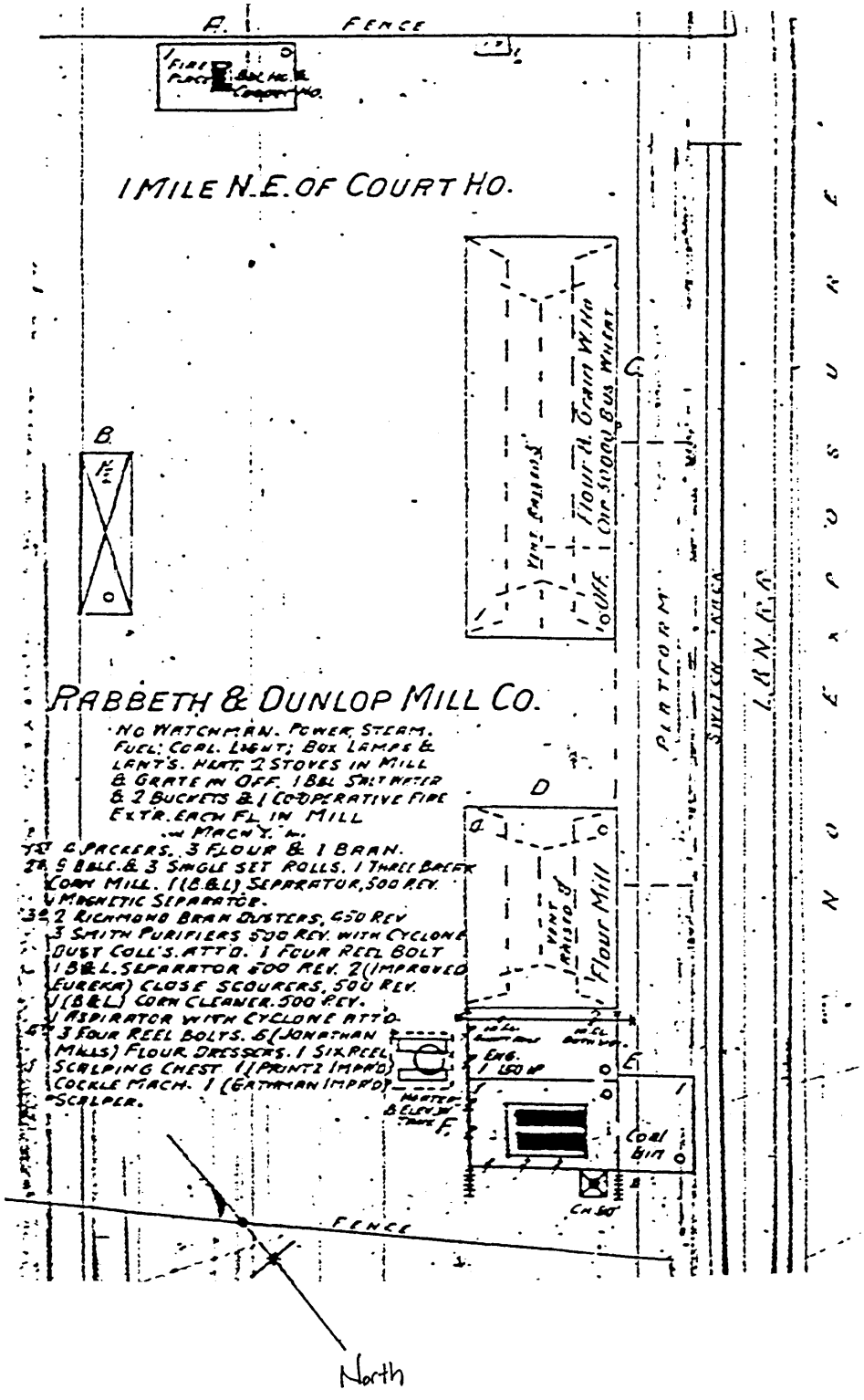


Figure 10. Sanborn Fire Insurance Map, 1893. (Not to Scale.)

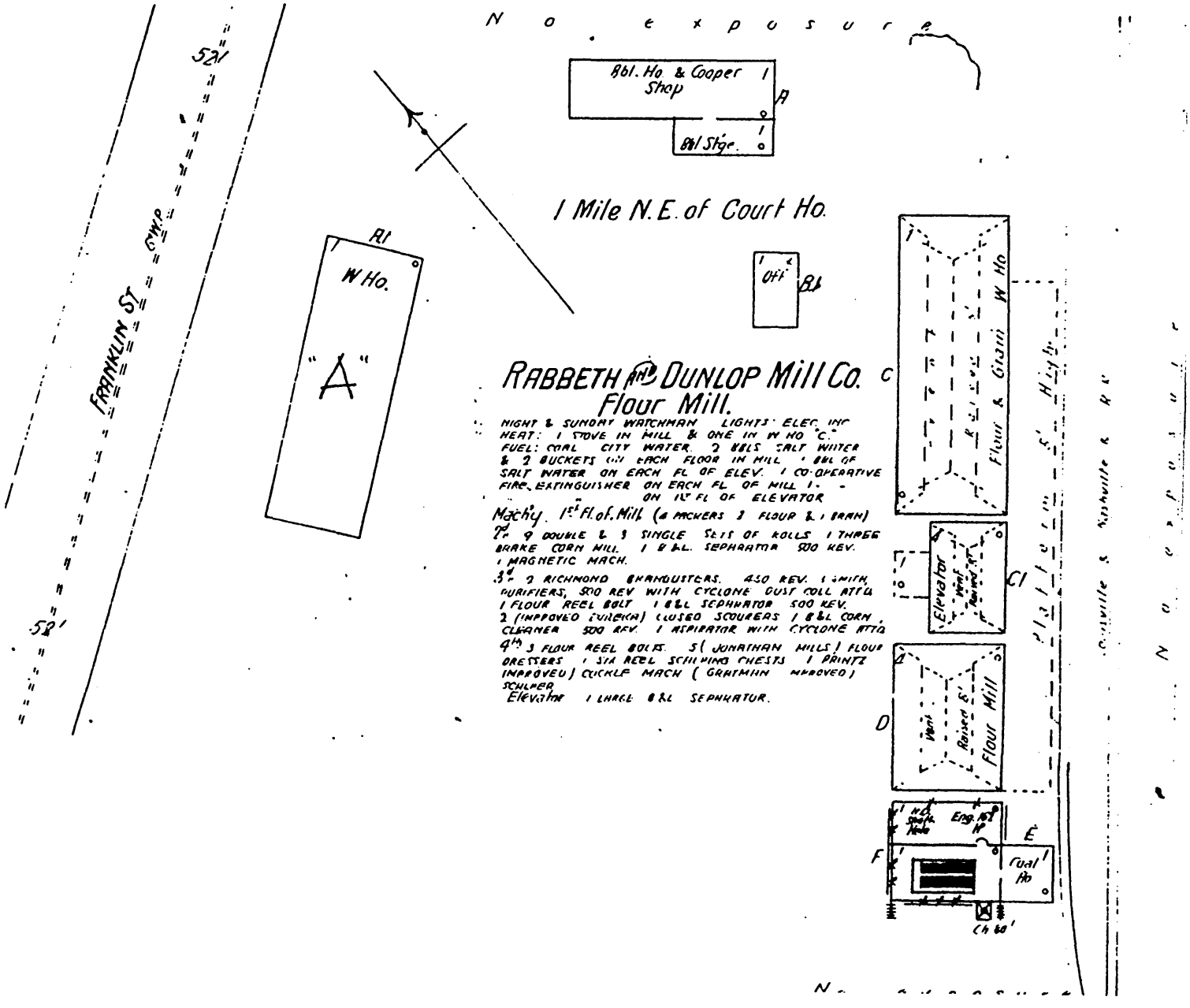


Figure 11. Sanborn Fire Insurance Map, 1898. (Not to Scale.)

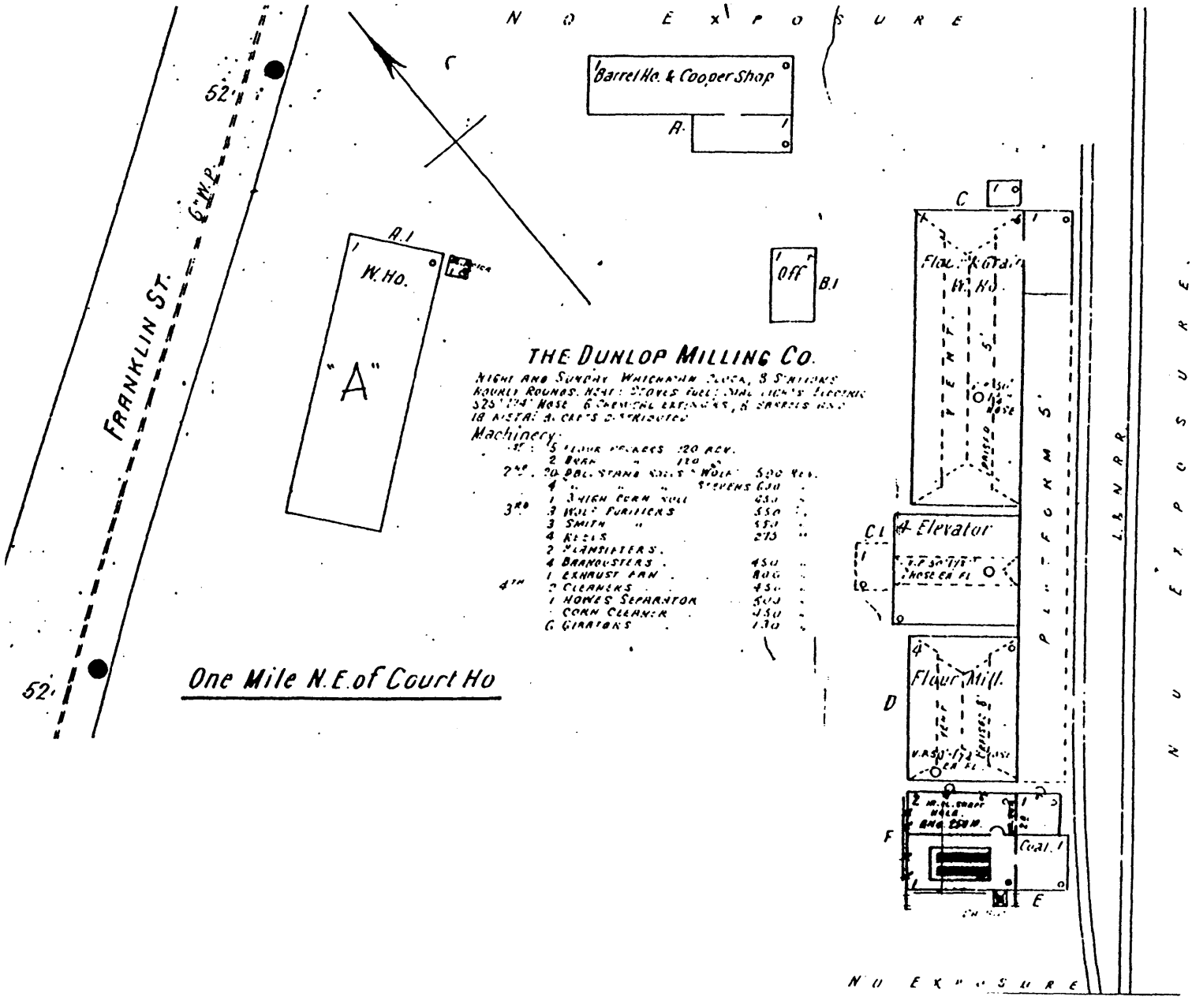


Figure 12. Sanborn Fire Insurance Map, 1903. (Not to Scale.)

Dunlop Milling Company, Clarksville, Montgomery County, Tennessee

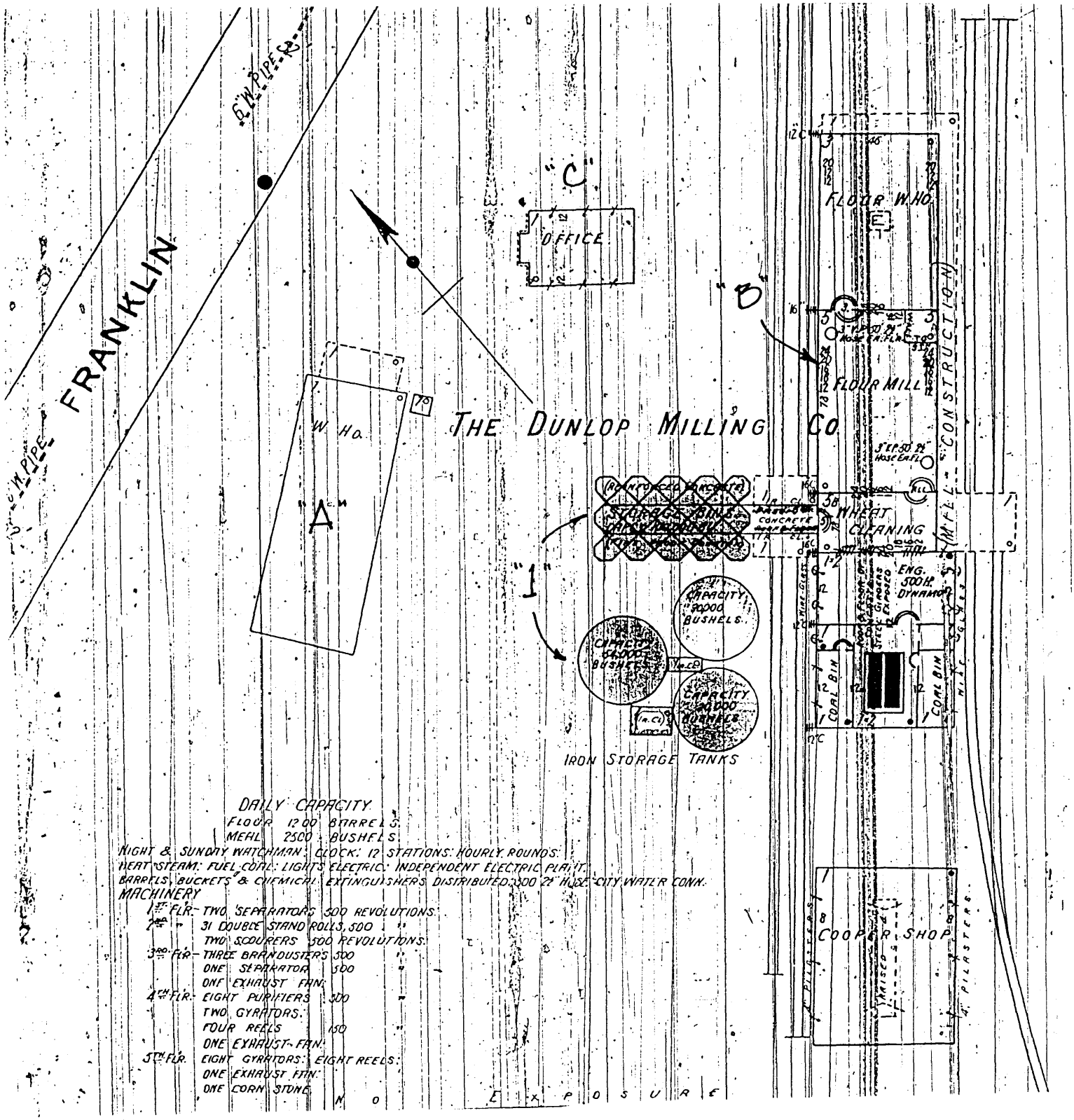


Figure 13. Sanborn Fire Insurance Map, 1908. (Not to Scale.)

Dunlop Milling Company, Clarksville, Montgomery County, Tennessee

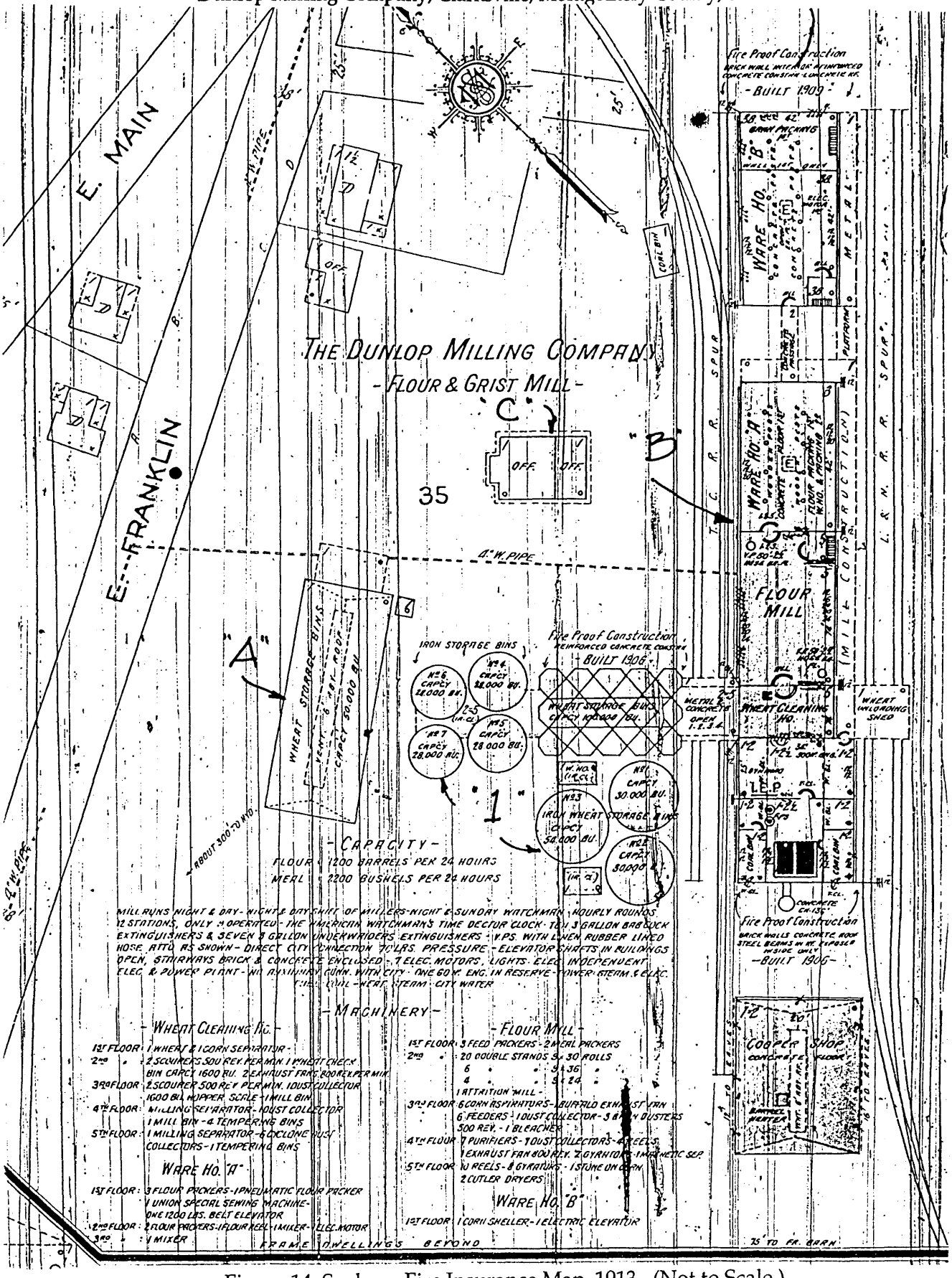


Figure 14. Sanborn Fire Insurance Map, 1913. (Not to Scale.)

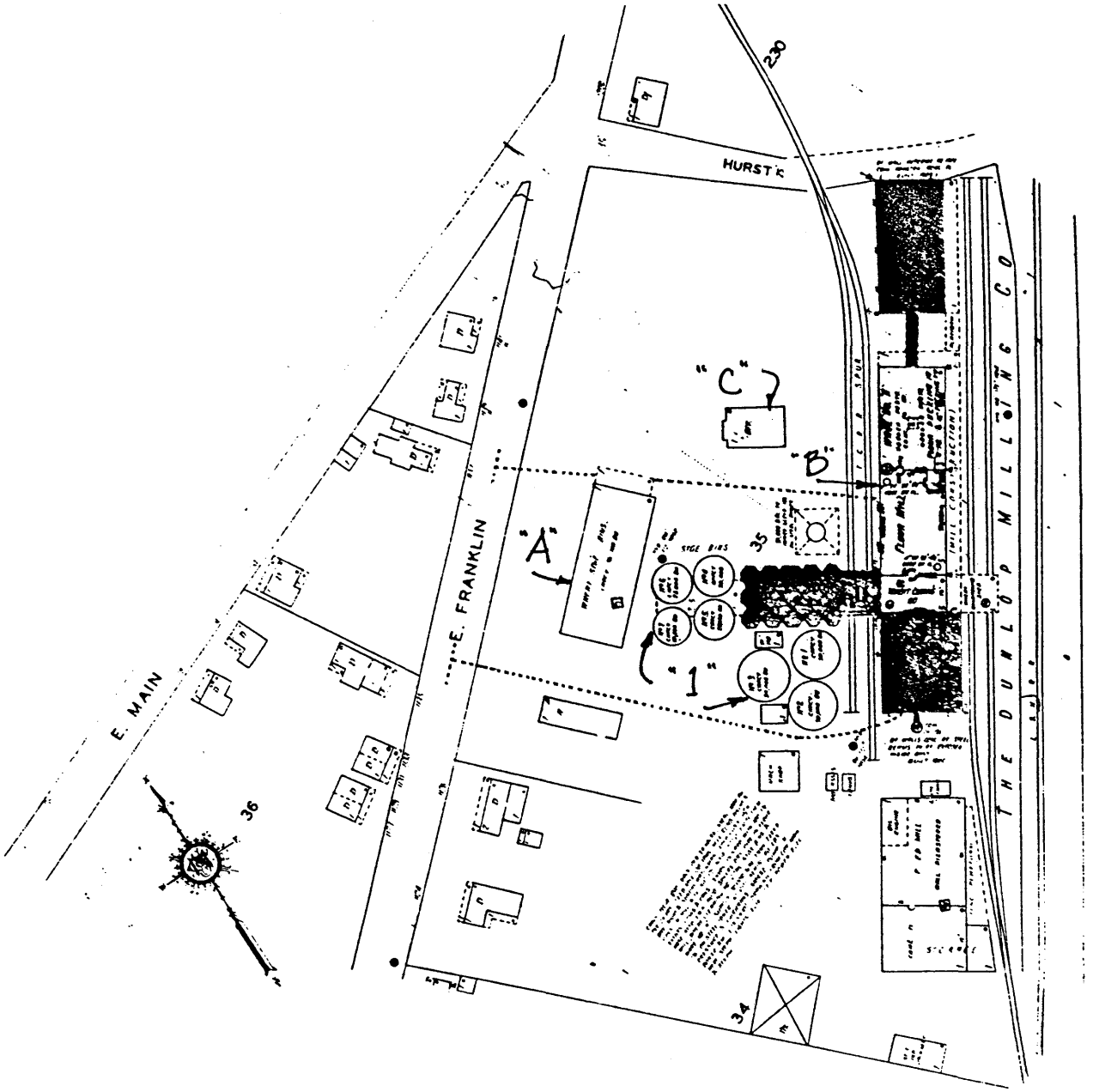


Figure 15. Sanborn Fire Insurance Map, 1927. (Not to Scale.)

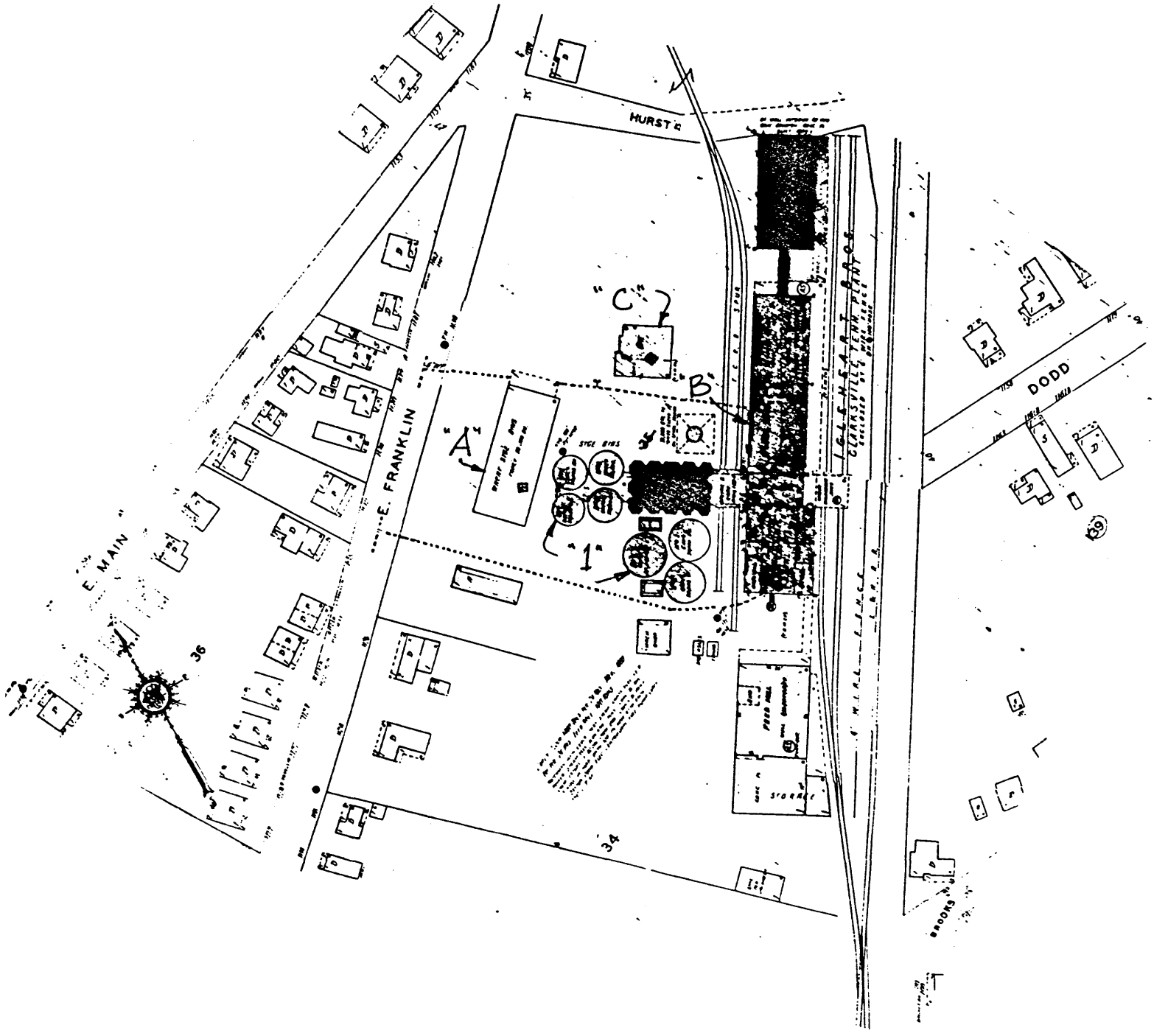


Figure 16. Sanborn Fire Insurance Map, 1948. (Not to Scale.)

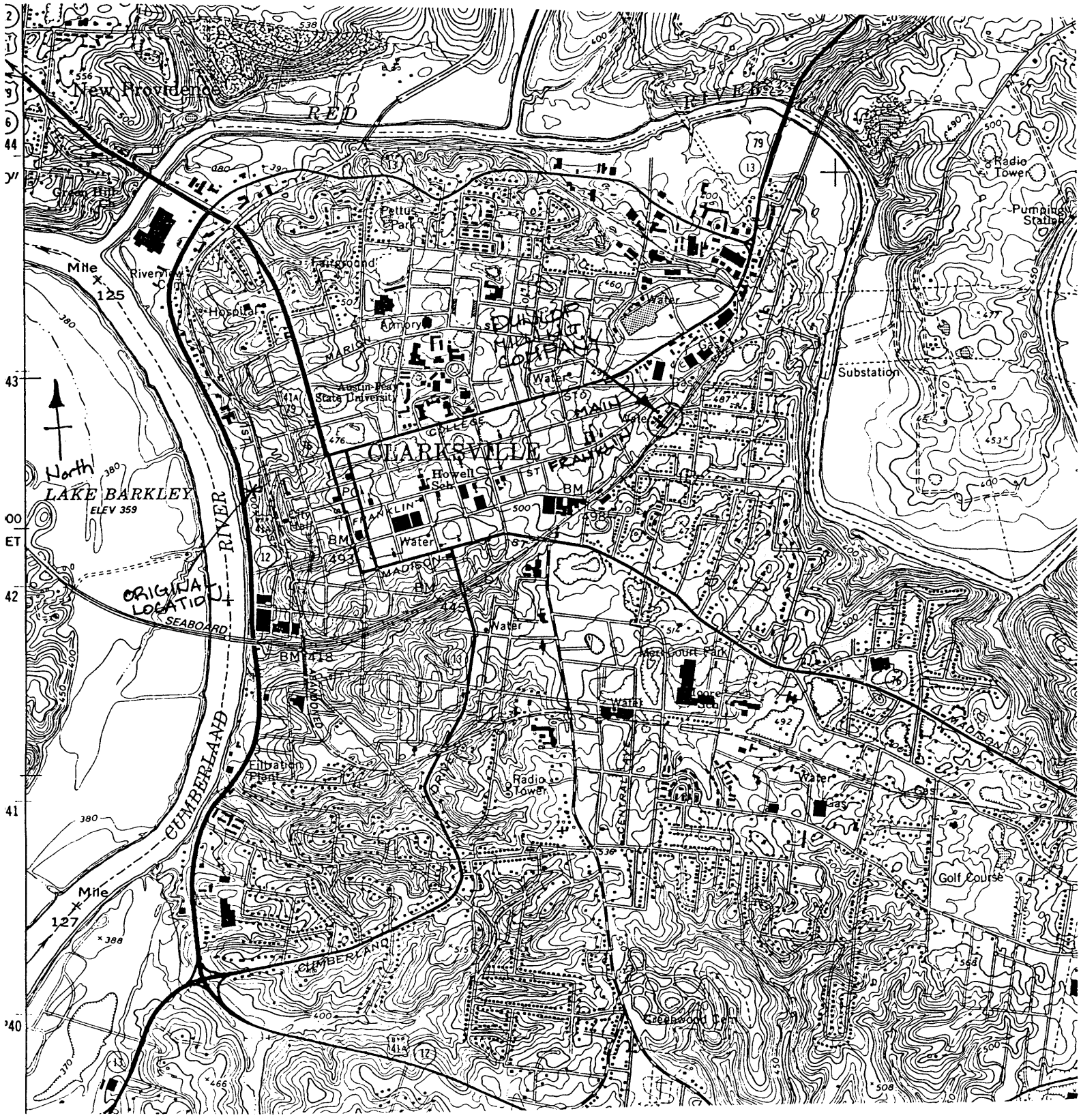


Figure 17. Map of Clarksville, Montgomery County, Tennessee. (Not to Scale.)

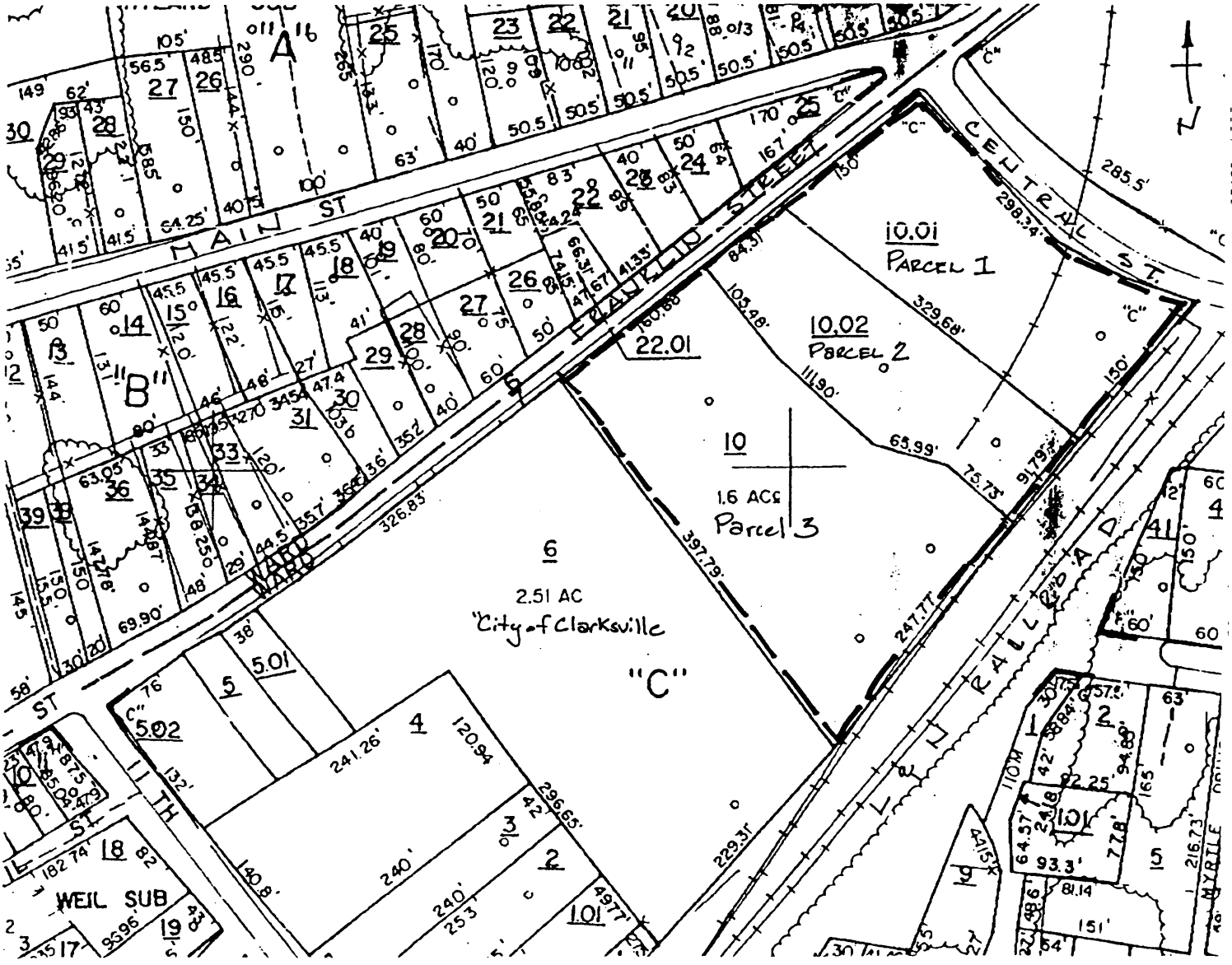


Figure 18. Montgomery County Tax Map; boundaries highlighted. (1 inch=100 feet)

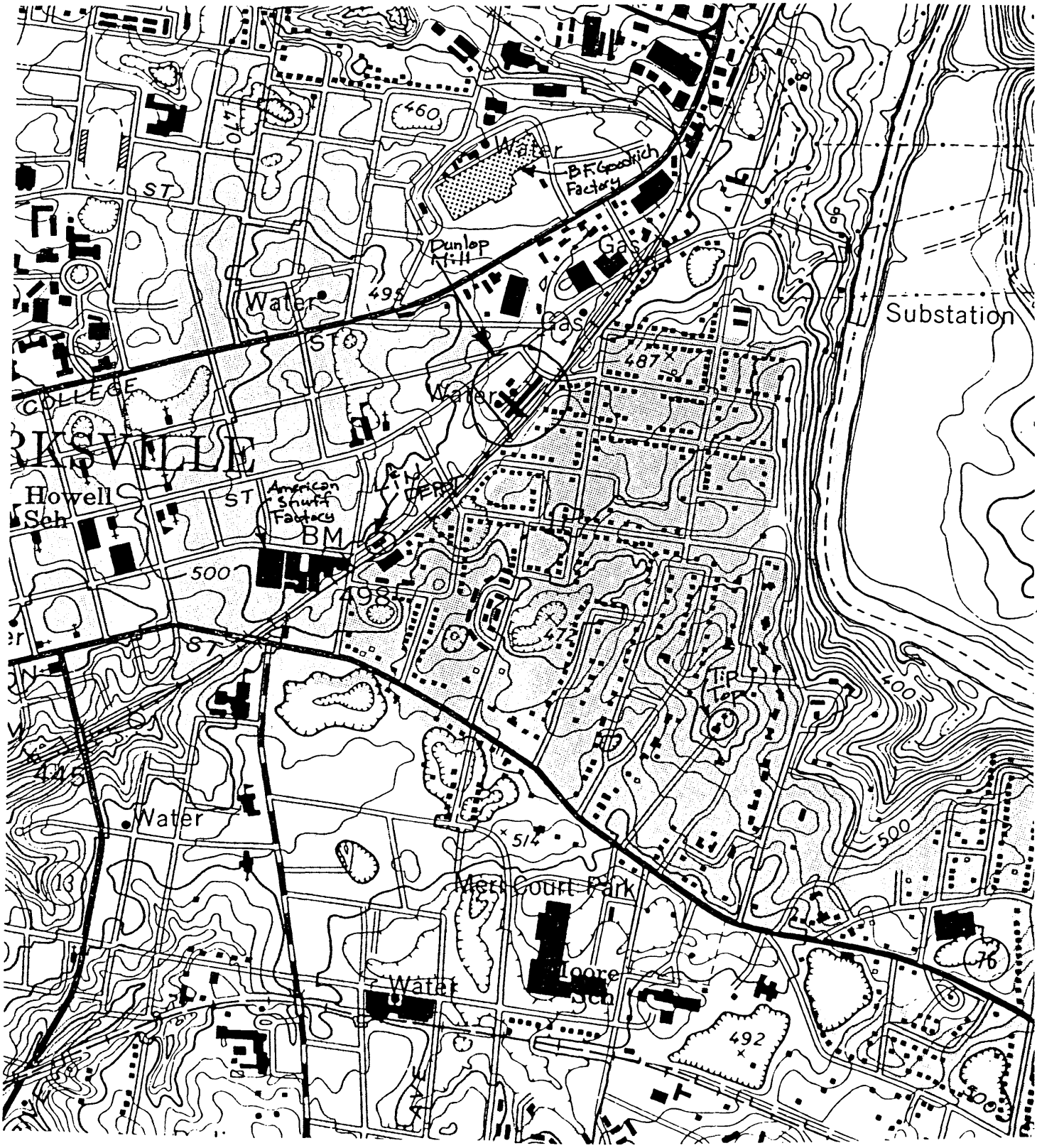


Figure 19. USGS Map, Clarksville, Tennessee (301 SE), 1957, 1984.

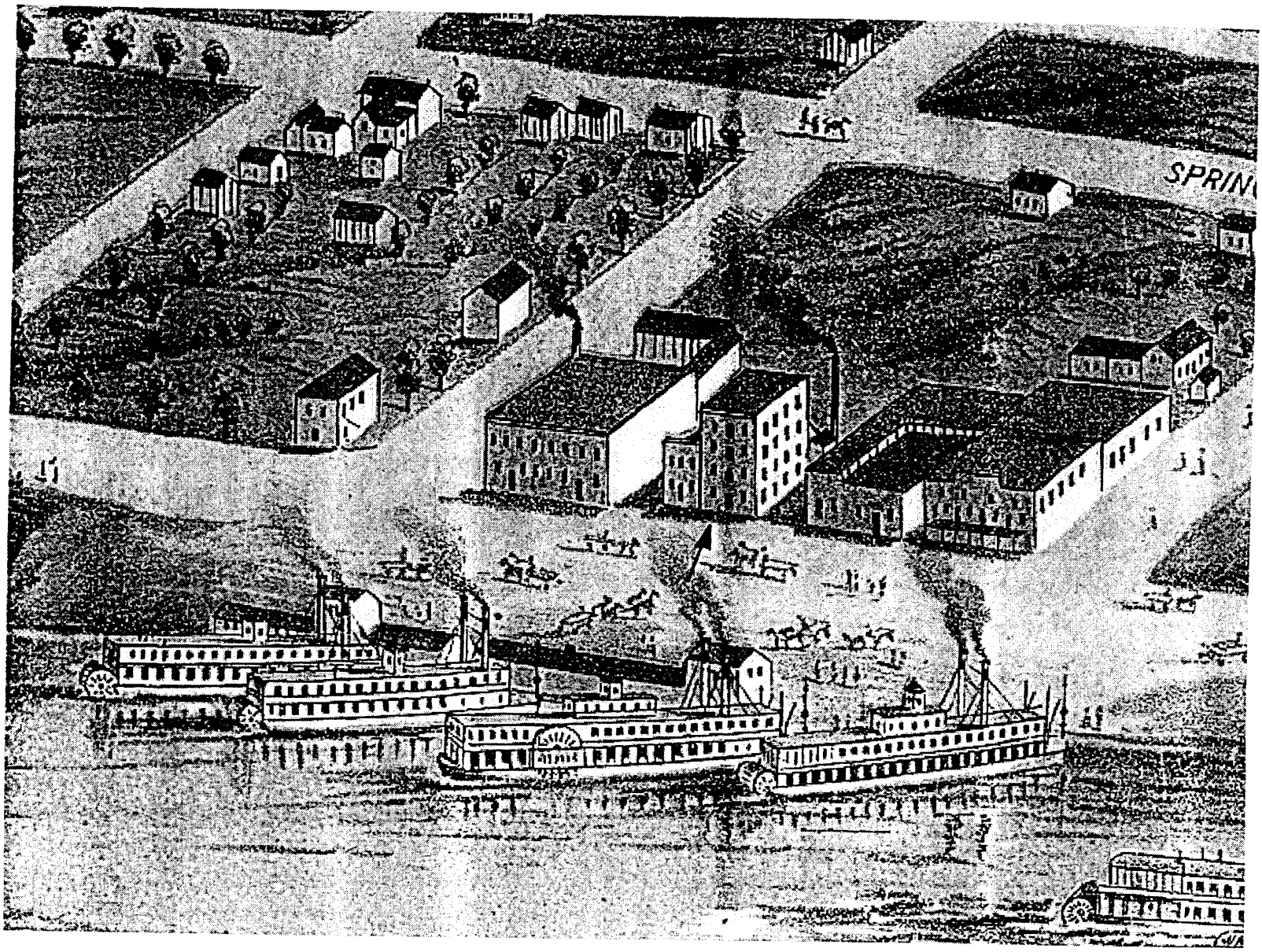
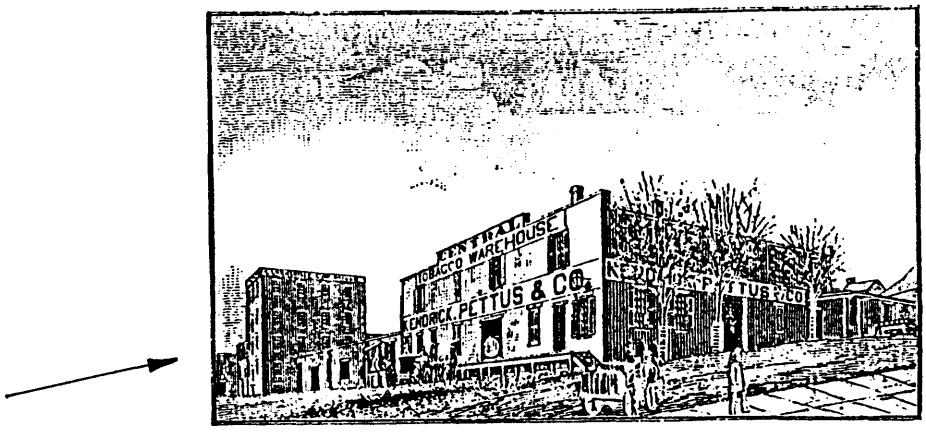


Figure 20. Drawing of the original flour mill building on the downtown waterfront wharf. (*Bird's Eye View of the City of Clarksville, Montgomery County, Tennessee* [1870], Merchant's Lithographing Company, Madison, Wisconsin.) Not to Scale. *Courtesy Library of Congress.*



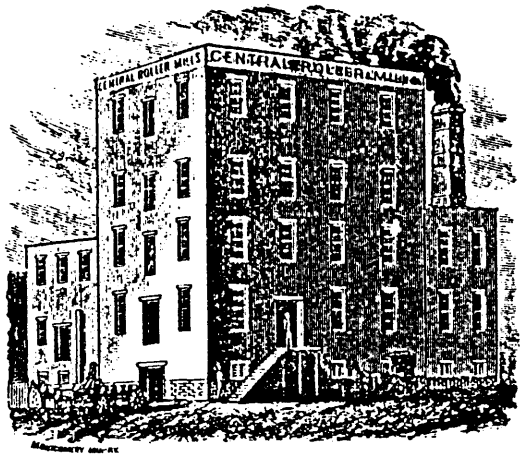


Figure 21. The ca.1854 Clarksville City Mills flour mill was updated with new equipment and renamed the "Central Roller Mills" by Kendrick, Pettus & Company in 1885. It was operated by Rabbeth & Dunlop in 1891-1893, until the new flour mill was opened in 1893 (William P. Titus, *Picturesque Clarksville, Past & Present* [1887], Clarksville, Tennessee.)

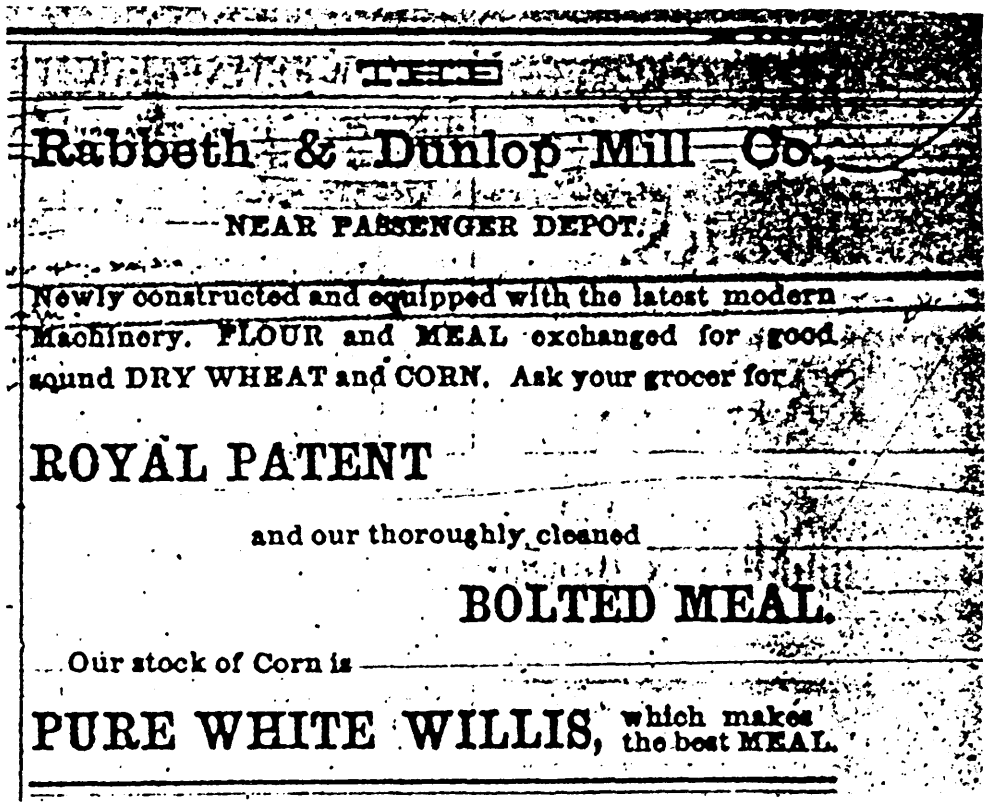


Figure 22. The Rabbeth & Dunlop Mill Company ran this advertisement in the Clarksville *Daily Tobacco Leaf-Chronicle* on April 11, 1893, for the new flour mill on Franklin Street, although it had been completed since the previous summer.

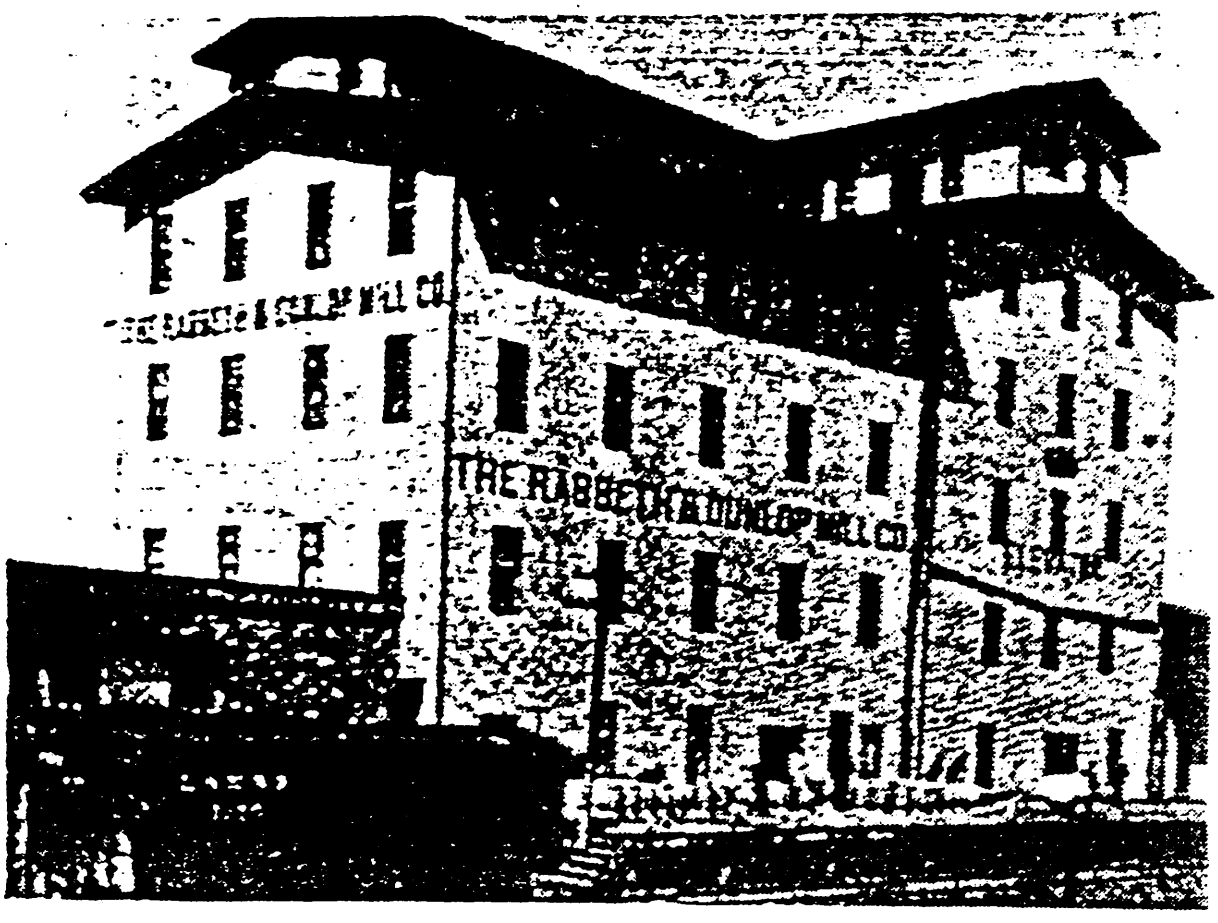


Figure 23. This ca.1900 photograph of the Rabbeth & Dunlop Mill Company shows the original 1892 flour mill (left) and the five-story grain elevator (right) that was added after 1893. These frame mill buildings burned on January 15, 1906. (*Homes & Happenings*, 1990.)