

United States Department of the Interior  
National Park Service

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# National Register of Historic Places Inventory—Nomination Form

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

## 1. Name

historic  none

and or common Adairsville Historic District

## 2. Location

street & number Central core of the town, along Main St., between U.S. 41 on East and city limits on West, King and Elm Streets on N/A not for publication North and city limits on South.

city, town Adairsville N/A vicinity of

state Georgia code 013 county Bartow code 015

## 3. Classification

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

## 4. Owner of Property

name Multiple Owners

street & number

city, town N/A vicinity of state

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Bartow County Courthouse

city, town Cartersville state Georgia

## 6. Representation in Existing Surveys

title Historic Structures Field Survey: Bartow County, Georgia has this property been determined eligible?  yes  no

date 1978  federal  state  county  local

depository for survey records Historic Preservation Section, Georgia Department of Natural Resources

city, town Atlanta state Georgia

## 7. Description

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

### Describe the present and original (if known) physical appearance

The Adairsville Historic District is located in the center of the corporate limits of the town of Adairsville with the railroad corridor and Main Street being the central north-south axis. The district contains a varied collection of mid-to late 19th-century and early 20th-century structures of both residential, religious, industrial, and commercial nature. The district is located in a flat area adjacent to Oothcalooga Creek on the west. The terrain rises on the east side of the central business district leaving the stores facing the Public Square with second stories that have rear exits on South Main Street. The land rises from there with many large homes being placed high on the rise facing South Main Street.

The main areas of the district are the central business district or downtown commercial area including stores facing the Public Square, the depot, warehouses and cotton gin areas, and the Adairsville Methodist Church (1887). Other areas are the residential area east of the commercial area along the main east-west corridors of Elm Street, Cherry Street, Summer Street, and South Main Street, and the residential area west of downtown with its non-historic educational complex and the houses along the main east-west corridors of King, College, Park, Hotel and Wilson Streets.

The district is laid out in a modified grid system, with the side streets intersecting the Main Street railroad corridor at right angles, and with most of the commercial and residential lots being perpendicular to the streets. While many of the house lots are the same size along a particular street, others vary in size and are irregular in shape. The center of town for incorporation purposes was established in 1854 to be the railroad depot and it remained the geographical center until recent times. Most commercial structures are attached to adjacent buildings forming two business blocks, one running north-south on the east side of the Public Square, and the other running east-west on the south side of the Public Square. Commercial buildings that are not attached include the depot, the various warehouses and gin complexes, and several historic gas stations. The houses and churches are all detached structures.

The district includes a variety of architectural styles including Commercial, Italianate-Victorian eclectic, Queen Anne, Neoclassical and Craftsman. Several of the brick commercial structures have pressed-metal storefronts, prefabricated cornices, and cast-iron columns. The residences, mostly wood-framed, have a variety of porches, some have ornamented gables, and many retain their tin roofs. Good examples of the Commercial style of architecture can be seen in photographs 2 and 3, with the N.C. Anderson Store (1902) in the foreground. Several of the significant warehouses can be seen in photographs 32, 33, and 37. The Italianate Style with its characteristic brackets is exemplified in the Bart Blanton House, ca.1904, seen in photograph 45 and in photograph 51 where the house also contains Eastlake details in its gable and porch. The Victorian eclectic style is represented in many local buildings including those shown in photographs 19, 20, 36, and 50. Those houses shown in 19, 36, and 50 also show Eastlake influence in their porch details. The Queen Anne style, most noted for its irregular massing, wrap-around porches and turrets, is best reflected in Adairsville in the houses shown in photographs 39 (The Jim Gaines House) and 40. The Neoclassical style, prevalent at the turn of the century, appears best represented in a house on the outskirts of town shown in photograph 21 with its Palladian window. It is truly monumental in size for this town and is sited in such a way as to be a cornerstone for the end of the city's residential area. The early 20th-century Craftsman style is not as prevalent here as in other communities, but can be found in several houses. In photograph 16, the house at the far right is a good example; as is the house in

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photograph 49. Interesting adaptations of early 20th-century styles can be found in the district's several historic gas stations (photographs 9 and 38, for example). Besides those commercial and residential building types mentioned above, the district includes other building types. An historic railroad depot (photo 4), built in part before the Civil War and enlarged later to reach its current configuration by 1891, still rests in the center of town. The historic Sans Souci Library, built in 1916 (photo 5), and four historic churches are within the district. In order of the date each religious structure was built, they are: Gray's Chapel, built before 1898 (photo 46); the Adairsville Methodist Church, 1887 (photo 6); the Adairsville Christian Church, ca. 1900-1908 (photo 28); and the Adairsville Baptist Church, 1926 (photo 42). The historic Masonic Lodge (cornerstone laid in 1922 as the Adairsville Lodge No. 168) is shown in photograph 40.

Landscape and community planning features include the Public Square open space between the railroad corridor and depot and the commercial area. There are no significant plantings in this area that remain. Other landscaping features include some original brick sidewalks, many trees and shrubs in the residential areas that give them a park-like setting, and the use of native rock or stone for walls and some porches.

The district's archaeological potential could be extensive, given the fact that a portion of the commercial area once contained a large antebellum railroad roundhouse and other railroad facilities that were later replaced by a flour mill which was itself replaced by a canning company. The local educational complex, now non-historic, rests on historic educational land dating back over a century with the rise and fall of many structures.

Intrusions or non-historic properties are small in number within the designated district because the boundaries have been drawn to exclude any such properties that fall at the edges. The largest non-historic portion of the district is the aforementioned educational complex site within the block bordered by King, Franklin, College Streets and Railroad Avenue. Other residential properties are non-contributing due either to their post-1941 age or severe changes.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1840s–1941 **Builder/Architect** See below

### Statement of Significance (in one paragraph)

#### Statement of Significance

The Adairsville Historic District is significant in the areas of architecture, commerce, community planning, and transportation.

The district is significant in architecture because it contains a variety of representative architectural types and styles. These include a large intact collection of commercial buildings bordering the Public Square, built from the late 1880s until the 1920s, many of which have significant metal cornices and storefronts. Residential buildings reflect the Italianate, Victorian Eclectic, Queen Anne, Neoclassical, and Craftsman styles of the 19th and early 20th centuries. Besides Commercial and residential types, there are also significant building-type representatives that are in themselves significant architectural statements since they were built or designed to reflect the purpose or use to which the building was put. These include the railroad depot (ca. 1855–ca. 1891); the Sans Souci Library (1916), built to be a clubhouse and library; the Masonic Lodge (1922), built as a lodge on top of a commercial establishment; the four churches which reflect different eras, from the simple rural church style (Gray's Chapel, before 1898); the architect-designed Adairsville Methodist Church (1887) with its fine detailing; the Adairsville Christian Church, built ca. 1900–1908, reflecting the use of brick with its fine pointed-arched windows; and the 1926 Adairsville Baptist Church with its use of different colored brick as a design feature. Also significant architecturally are the several industrial and warehouse buildings along the railroad tracks, and three early 20th-century gas stations along Main Street. The only area of a normal town's life that is not reflected in the historic building fabric is the educational aspect. This is due to the fact that the current modern school complex was built after the earlier, historic complex was demolished. Architecturally, these historic buildings and structures reflect many types of styles and materials and the known workmanship of Prussian-born John Schmitz (1843–1920), an architect-builder who lived here only from 1901 to 1917, but to whom a great number of houses and buildings are attributed.

This district is significant in commerce because of the historic buildings surrounding the Public Square which reflect, as historic commercial structures, the variety of businesses that were once active in this downtown area to serve all the commercial needs of the citizens, not only of the city, but also of the surrounding farms as well. The buildings that remain were once general stores, dry goods merchants, milliners, etc.

The district is significant in community planning because the town was established at this site as a railroad stop in 1846 and with the advent of the railroad developed along a plan established by William Watts, first in a downtown section that faced the railroad depot and Public Square, and then along major streets that paralleled the railroad tracks and on others that crossed the north-south streets at right angles. This grid pattern has remained, with a few exceptions, as the central plan for this city, allowing the central business transportation center to remain as originally planned, as the center of the community. Hotels (now gone) once faced the tracks and when the clubhouse/library was built in 1916 and the Masonic Lodge in 1922, they were only a block on either side of the Public Square.

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Adairsville thus represents in its plan and development pattern the archtypical mid-19th century planned railroad town in Georgia.

The district is significant in transportation because it owes its actual existence to the advent of the railroad to north Georgia in the 1830s. When the original settlement was planned in 1846 and town lots sold, the railroad was on its way. The railroad depot, built from the 1850s on to its final ca. 1891 configuration, was the center of town from the very beginning, as one would expect for a railroad community. While the buildings built during antebellum times for the railroad roundhouse are gone, the continued presence of the depot (although now used for other purposes) and the railroad tracks themselves--which are still used--still reflect the town's origins as a railroad center which served not only the town, but the surrounding farmlands where cotton and later peaches were products that had to be sent to market by rail.

National Register Criteria

These areas of significance support this district's eligibility under National Register Criteria A and C.

Under Criteria A--including the broad patterns of American history--this district, as the core of a small Southern town, reflects a great deal of the panorama of American life. The railroad depot reflects the town's origins as a railroad stop on the important, state-owned W. and A. Railroad. The commercial area reflects the variety of needs of a growing community with a strong late 19th-century building block that once housed general stores, dry goods merchants, specialty shops, etc., all needed in day-to-day life by its citizens. The district also contains four churches, a library, a Masonic Lodge, several warehouses, cotton gin complexes, the ruins of a gas station, all aspects of a community's overall needs, along with many dwellings. Under Criteria C--the building characteristics and the types of workmanship--the community's historic buildings including houses, commercial structures, civic structures such as the library and the Masonic lodge, contain important examples of local workmanship and the implementation of prevailing architectural styles, with some modifications to the local landscape. These historic buildings form an overall cornucopia of American architecture on the small-town level. John Schmitz (1843-1920), a Prussian born architect/builder, who worked here only briefly (1901-1917), left an indelible mark on the town's building stock.

Contributing/Noncontributing Resources

contributing buildings	182
noncontributing buildings	60
contributing structures	2
noncontributing structures	0
contributing sites	0
noncontributing sites	0

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### Historical Development Narrative (Local Context Statement)

The Adairsville Historic District includes a majority of the historic resources of the small northwest Georgia town of Adairsville.

In 1832, following a treaty with the Cherokees, the State of Georgia held the last of six land lotteries to distribute to its white citizens the Indian Lands. The sixth dealt with the land in North Georgia. While many Indians remained on the land in 1832, the area was technically divided and distributed. During 1837-38, the infamous "Trail of Tears" ensued, removing the rest of the Cherokees to what is now Oklahoma. Their former territory was thus totally open for re-settlement.

After the 1832 Land Lottery (called both the Cherokee Land Lottery and the Cherokee Gold Lottery because two different lists were made), the state divided the short-lived Greater Cherokee County into several smaller counties. The site of the future town of Adairsville fell into Cass County, created December 3, 1832.

The location of the town of Adairsville stems first from a pre-existing Indian settlement located about five miles north of the present town. It was called Oothcalooga Village, named for the Cherokee word meaning "bearer" for the stream of the same name that runs through the valley. The village was the residence of the Adairs, descendants of Scottish adventurers who settled among the Cherokees, intermarried with them and by the 1830s, were prominent representatives of the Cherokee nation. After the Cherokees were removed, a small settlement with a store or two arose about two miles north of the present-day town of Adairsville and south of Oothcalooga. This settlement was the first to be called "Adairsville" to compliment the Adair family.

Land Lot 168, consisting of 160 acres, is the center of the present town. It was won in 1832 by Hubbard Williams of Butts County, and granted to him on February 4, 1834. It was sold by John Doss on October 31, 1836 to William Watts of DeKalb County for \$1200. Watts moved to Cass County and became the founder of the town of Adairsville at its present location. Land Lot 168 takes in the Public Square, Cherry Street, Summer Street, South Main, part of North Main Street, and more. Watts chose as his homesite a prominent elevation later known as Bowdoin's Hill.

While the initial village, as mentioned above, derived from one man's vision, the site grew in importance because it was on the direct path of the state-owned and built Western and Atlantic Railroad. First authorized by the Georgia Legislature in 1836 to run from what is now Atlanta (in 1837 known simply as Terminus) to Chattanooga, Tennessee, the railroad began construction in 1838. Mr. Watts deeded land to the railroad in 1840, giving them the right-of-way through a small portion of his land. In 1846 he sold the State of Georgia three acres for a depot, and the first one was completed in early 1847.

It was in 1846, only after the site of the depot had been selected, that Mr. Watts called in surveyors and had the Public Square laid out into business lots, basically in the same configuration as they are today. He then began to sell these lots. Two of the earliest purchasers were Johnathan H. Whitesides (1849) and the firm of Veach and Lawrence

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(1850). While Mr. Watts first called this new town "Adair Station" similar to many railroad communities at that time, it appears on Bonner's 1847 Map of Georgia as Williams, no doubt for the original land owner. Besides being a future railroad spot, it was, by 1847, just south of a junction of two main roads, one leading east-west to Rome, and other north-south from Cassville to New Echota, the Old Cherokee Capital. Again, as with other railroad-derived towns vs. pre-existing communities, it was not long before the small village known as "Adairsville", two miles north, gradually merged with the new station. "Adair Station" then assumed the name and was incorporated in 1854 as Adairsville. The original city limits were established as a circle with a radius of one half mile from the depot. The State Census of 1852 gives the population of the Adairsville district as 1565 persons, of which 239 were slaves. The town itself was much smaller.

From its creation in the 1840s until the onset of the Civil War in 1861, Adairsville and its surrounding area attracted wheat farmers to supply the several water-powered mills and later the steam-powered flour mill of J. M. Veach Milling Company (1868) now destroyed. The Oothcalooga Valley was known as the "Granary of the State".

As mentioned earlier, one of the first two businesses to locate on the Public Square was that of Veach and Lawrence. James Madison Veach (1823-1897) was a Virginia native who came to Adairsville around 1848 where he soon established a general mercantile store in partnership with Horatio G. Lawrence, one of the six original town commissioners in 1854. They opened their business on Gilmer Street where it prospered until the Civil War.

During the building of the state-owned W. and A. Railroad, about 1848, Governor G.W. Towns intended for Adairsville Station to be the terminus of the road and had a roundhouse and other large machine shops built on the site where the present town grew. Adairsville was exactly half-way between what is now Atlanta and Chattanooga. The first railroad depot was built at this time. The current depot is its successor.

A hotel (now gone) was built to accommodate the travelers and the railroad technicians, since after the railroad was completed to Chattanooga, in 1851, the trains stopped here overnight due to inadequate lighting on the engines. Therefore, supper and breakfast were served travelers before the old wood-burning engines fired up to continue the journey. Before the days of prohibition, accommodations included a tavern in the downstairs of the hotel. The hotel (or hotels since there were two at one time in Adairsville, both now gone) were conveniently located on Railroad Street.

The Civil War (1861-1865) found Adairsville a town of major strategic importance since it had been designated a terminus for the Western and Atlantic Railroad and thus contained large machine shops and a roundhouse owned by the railroad. Through this line came arms, munitions, and other supplies from the factories in Atlanta destined for the front lines in Virginia. A large gun and powder factory was located near Adairsville and the farms in the valley provided food for the troops.

Two major war-time events happened in Adairsville. The first was Andrews' Raid and the "Great Locomotive Chase". This occurred when a Union spy named James Andrews (ca. 1829-1862) was sent on a mission to cut the rail lines (specifically the W. and A.) that were supplying Chattanooga and the Confederate forces keeping the Union forces at bay there.

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Andrews was to steal a locomotive just north of Atlanta ("The General") and proceed up the tracks to Chattanooga, cutting the rails and destroying the Confederate lifeline. On April 12, 1862, Andrews and his men stole "The General" at Kennesaw or Big Shanty as it was called then, north of Marietta. At Adairsville they were pursued by "The Texas" and were finally stopped further north at Ringgold, Georgia. The chase later became the subject of a movie. Both trains, "The General" and "The Texas" are listed on the National Register of Historic Places as objects in other counties.

The other major event that happened in Adairsville was the arrival of the opposing armies. This occurred after the fall of Chattanooga in November 1863 when Gen. William T. Sherman had a clear path to follow the W. and A. Railroad straight to Atlanta when he began the Atlanta Campaign on May 7, 1864. Confederate General Joseph Johnston was unable to hold his position and eventually arrived at Adairsville on May 16, 1864. He felt the strategic location of the town, situated in a pass encircled by a high ridge, could be guarded by cannons. The Confederates had around 50,000 men, the Union forces, 100,000. Due to strategic miscalculations, the Confederates decided to split forces with half going to Cassville and half to Kingston, both towns in Cass (by then Bartow) County. Thus abandoned, Adairsville was entered by Union troops on May 18, 1864. At this time they destroyed part of the town. General Sherman and his troops continued to march on to Atlanta. Part of the existing depot (photo 4) was probably there in 1864.

The houses and buildings that survive in Adairsville reflect its growth, since some survive from each era of its existence, especially the antebellum one.

While the town remained small in the antebellum period, the home occupied in the 1880s by Col. John W. Gray, owner of the cotton factory, was built in that earlier period. It is located today on Gray Street.

James Loveless built a two-story structure around an original log cottage at 110 Summer Street in 1848. In 1916 it was the home of Dr. Dick Bradley, and still survives, (photo 43).

The Thedford Home is also another antebellum home having wide, heart-pine boards, and bullet holes from the Civil War. Mr. Thedford was part owner of the Rome, Georgia company that made Black Draught medicine. It is on North Main Street.

One of the houses in town with the earliest heritage is the Bowdoin-Barton House located on the hill above Main Street, at 115 South Main Street (photo 40). It is said to have been constructed around an original Indian two-room cabin, and was originally owned by William Watts, the town's founder in the 1840s. Later the house was enlarged by the Pavlosky brothers from Poland and it became the residence of Dr. Joe P. Bowdoin (1866- ). Dr. Bowdoin was instrumental in establishing the water works system in Adairsville during the time he was mayor, and also arranged for the establishment of the Bank of Adairsville.



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After the Civil War, peach orchards and cotton crops boomed. The red clay soil that covered the mountains in Bartow County produced the finest Elberta peaches in the world. All the high mountains and high hills outside the district were covered with fine peach orchards. They were planted on top of the high mountains so the late spring frost would not destroy the peach blossoms. There were also peach trees in the back yards of almost every family in the Adairsville area. There was a peach packing shed located near the railroad on Railroad Street as well as a company that made the crates to ship the peaches in. Cotton was another large crop. At one time Adairsville had 2 cotton gins. The Veach Cotton Gin and the Shaw Cotton Gin were both located on South Main Street. The Shaw Gin was the first cotton gin built in Adairsville. The brick and wood structure which still stands was built by Abe Cox in 1890 (see photos 33,37). Peaches and cotton provided the main sources of income for most families. An overview of Adairsville in the 1881-82 Gazeteer of the State of Georgia states that the population was given as about 400 and:

"It has one church in town and two near by, and a fine academy, Bartow Institute. Also express office, telegraph office and banking facilities. In manufactories it boasts of two steam gins, flouring mill and a cotton factory with 2,000 spindles, consuming about 20 bales of cotton weekly, turning out nearly 4,000 yards of goods daily, and furnishing employment to about 70 operatives. The principal exports are cotton, hay, and grain."

The different shops and establishments listed include: a confectioner, a milliner, tin ware, drugs and stationery, dry goods, machinist, three flour mills (including the one owned by J. M. Veach), three grocers, two saloons, a wagon manufacturer (Pavlovski and Brother who also built houses), eight general stores (including one wherein the post office was located), and the cotton factory of J. W. and F. P. Gray which produced blue denim. There were also two school teachers.

Many historic houses remain that were built during the period from the end of the Civil War until the mid-1880s. Some, as previously mentioned, were built upon or rebuilt or enlarged from earlier houses dating from the time of the town's formation. One example is the frame house built ca. 1870-1875 by Gilbert Gholston at 202 North Main Street. It was the location of the Bartow Classical and Scientific Institute, one of the first schools in the area, for which Mr. Gholston was one of the first trustees. During the period 1884-1920, the downtown area began to grow. A majority of the historic downtown commercial structures date from this time period. Significant local landmark dates from this period include the death of Mr. James M. Veach, Sr., founder of the local J.M. Veach and Co. Atlantic Roller Mill and one of the town's earliest businessmen from the 1840s. The building boom opened in 1881 when he built a new roller mill/flour mill building on a site just north of the depot (now vacant) and where this large factory operated until the 1940s. It was demolished in the 1950s. The Bank of Adairsville, the first bank, was established in 1899, and is still located in its original location facing the Public Square (photo 2). Telephones arrived in Adairsville in 1903 and the exchange was located upstairs over McCollum's Hardware on the Public Square (photo 5). Mr. Robert L. McCollum had been instrumental in obtaining the service. There were 32 initial subscribers. The waterworks, outside of the historic area, was established in 1906. It was instigated by two local doctors, Bowdoin and Bradley, who sought to keep down the recurring

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epidemics of typhoid fever. Electricity was late in coming to Adairsville, not arriving until 1924.

Another overview of the town, from Young's Professional Directory of 1909-1910, shows the town's growth to a population of 1200, three times that of 1882 and numerous new institutions, including several that were not there 25 years earlier: a newspaper, The Adairsville Banner; A.W. Dodd's hotel; the Bank of Adairsville; two insurance agents; five physicians, including Dr. Joe Bowdoin and Dr. J.W. Bradley; a jeweler; two dentists; one law firm; one firm dealing in furniture and undertaking; a restaurant; a barber; and two plumbers. Several firms reflect the industrial growth of the town. Besides the continued existence of the J.M. Veach Flour Mill, there was also J.R. Woldrip's gin and saw mill, the Georgia Fruit Packing Company, the Georgia Brick Company Manufacturers, one firm listed as fruit growers and two gin-warehouse establishments. There were the to-be-expected drug stores (2), general store (9), grocer, produce store, livery stable (2), meats, millinery (2), lumber, implements, blacksmiths (2), (including the Pavlovsky brothers), retail hardware, two contractors at this time, John Schmitz, to whom many local houses can be attributed, and L.D.B. Aycok. The only local educational institution listed was the Cherokee Baptist College, actually a high school founded in 1901 (demolished 1975).

In 1901 John Schmitz (1843-1920) arrived and began building residences on Park Street and surrounding streets. These were built in the Victorian Eclectic style and feature towers or turrets. Homes on Main Street were built by the Pavlovsky Brothers, John, August, and Joe, who came to Adairsville after fighting in the Franco-Prussian War of 1870-1871. They were the only Catholic family in Adairsville for many years.

Around 1890 saw the emergence of the black community in Adairsville known as "St. Elmo", named for a Chattanooga suburb of the same name. It was named by Mark Gray, an Adairsville native who worked with the W. and A. Railroad. The area is 1/4 mile east of downtown outside of the nominated area. It includes small framehouses with narrow dirt streets between them. By the 1930s the area had its own school to the 7th grade, a three-room frame structure. Most of the black residents of this era either worked as domestics or on the railroad. Changes made to this area over time have made it ineligible for inclusion in the district.

The period 1920 until the beginning of World War II (1941) marks the end of the historic period of Adairsville. Adairsville was affected, as were other cotton-based economies, by the advent of the boll weevil into Georgia. The insect first appeared in 1914, by 1919 had infested all the state's cotton lands. By 1923, the number of bales produced state-wide had dropped from over 2 million in 1918 to just a half-million. As Adairsville was effected by these losses, the citizens turned to making handtufted bedspreads. The unbleached sheeting and tufting was sold by downtown merchant H.C. McCutchen in his general store facing the Public Square. Haulers, local people with cars, took stamped - patterned sheeting and thread out to the rural areas to be tufted by hand. The town folk also did this work for hire. Northern people would come through going to Florida on the Dixie Highway and leave orders to be picked up on their way back, and orders were shipped by rail also. Adairsville soon became widely known for its "spread lines". Citizens living on U.S. 41 who worked out of their homes hung wire lines and spread out their peacock design bedspreads and bathrobes to sell.

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By the time the Great Depression hit, during the 1930s, following so closely the losses due to the boll weevil, Adairsville was already adapting to hard time. The town reflects today no building projects stemming from the many building programs (WPA, PWA, etc.) of the New Deal which beginning in 1933 started many civic projects around the nation, and especially in Georgia. However, Adairsville was located on the so-called "Dixie Highway" which brought Northern and Midwestern tourists on their way to Florida through the community. One of the earliest paved through highways in the state, dating from the 1920s, the Dixie Highway brought a degree of economic activity to this otherwise depressed region in the late 1920s and 1930s. Adairsville's three historic service stations, all built during the late 1920s and the 1930s, stand as tangible reminders of this era in the community's history.

Today, Adairsville is a thriving community with an active interest in preserving its historic heritage thru the efforts of the Sans Souci Club. New commercial development has taken place along the relocated U.S. 41 east of town and to a lesser extent along the Oothcalooga Creek floodplain west of town. Little large-scale new development has taken place within the historic core of Adairsville since 1941, save for the new educational complex in the northwest quadrant of town.

Architects and Builders:

- Pavlovsky Brothers. These were the Polish-born brothers, Joe, John, and August, who came to Adairsville in the 1870s and were the only Catholic family in town for some time. The 1881-1882 gazetteer lists them as wagon manufacturers and in 1909, Young's directory lists them as blacksmiths. Several Victorian dwellings are attributed to them including their own house at 103 South Main Street (ca. 1890) and the enlarging of the Bowdoin-Barton House at 115 South Main Street.
- Schmitz, John (1843-1920)  
He was born in Cologne, Prussia (now Germany), and left at age 11. He lived in Wisconsin, served in the Civil War, and moved to Georgia in 1897. Several buildings in nearby Kingston are attributed to him by his son. He moved to Adairsville in 1901 and left in 1917. During this time he built almost everything that was built in the town. This included churches, houses and schools. He moved to Milwaukee in May 1917 and died there December 25, 1920.  
Source: Letter of Fred W. Schmitz, son, to Mrs. J.B. Moore, Summer, 1984.  
Information on buildings appears to be based on a ledger book or news items retained by the family.
- Swain, Edwin  
The Adairsville Baptist Church (1926) is attributed to him before he moved to New York City (?) to pursue a career in architecture.
- Waldrop, Tom and Son  
The Adairsville Methodist Church (1887) is attributed to this firm, presumably based on church records.

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreeage of nominated property approx. 170 acres

Quadrangle name Adairsville, GA

Quadrangle scale 1:24,000

UTM References

A	<u>1</u> <u>6</u>	<u>6</u> <u>8</u> <u>18</u> <u>8</u> <u>7</u> <u>0</u>	<u>3</u> <u>8</u> <u>0</u> <u>5</u> <u>1</u> <u>3</u> <u>0</u>
	Zone	Easting	Northing

B	<u>1</u> <u>6</u>	<u>6</u> <u>9</u> <u>0</u> <u>9</u> <u>6</u> <u>0</u>	<u>3</u> <u>8</u> <u>0</u> <u>5</u> <u>2</u> <u>1</u> <u>0</u>
	Zone	Easting	Northing

C	<u>1</u> <u>6</u>	<u>6</u> <u>9</u> <u>0</u> <u>0</u> <u>5</u> <u>0</u>	<u>3</u> <u>8</u> <u>0</u> <u>3</u> <u>5</u> <u>8</u> <u>0</u>
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D	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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**Verbal boundary description and justification** The nominated property includes a concentration of identified historic resources within the town of Adairsville. The boundary was drawn to exclude properties which were modern, non-historic, or intrusive in nature. The boundary is marked on the enclosed planning map.

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

state	N/A	code	county	code
state		code	county	code

# 11. Form Prepared By

name/title Kenneth H. Thomas, Jr., Historian  
Historic Preservation Section  
organization Georgia Dept. of Natural Resources date September 18, 1987  
street & number 205 Butler Street S.E., Suite 1462 telephone (404) 656-2840  
city or town Atlanta state Georgia 30334

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Elizabeth A. Lyon  
Elizabeth A. Lyon  
title Deputy State Historic Preservation Officer date 9/18/87

**For NPS use only**  
I hereby certify that this property is included in the National Register  
Amy Schaefer date 12/4/87  
Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_  
Chief of Registration

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

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The Sans Souci Club and Richard Goodley. "Historic Resources of Adairsville" (actually five separate nomination forms with photos, etc.). Historic Property Information Forms, ca. August, 1985. On file at the Historic Preservation Section, Department of Natural Resources, Atlanta, Georgia. This material was supplemented by an historic survey and additional research done during the summer of 1986 by the Sans Souci Club.

Turner, Mrs. Sylvia M., Atlanta, Georgia. Interviews by telephone by Kenneth H. Thomas, Jr., June-July, 1987. Mrs. Turner was also the author of several news articles upon which the 1986 supplemental material was based.



BOUNDARY MAP  
 ADAIRSVILLE HISTORIC DISTRICT  
 Adairsville, Bartow County, Georgia  
 Scale: 0'-----400'  
 Source: Coosa Valley APDC, as their  
 "Land Use Map: Adairsville, GA"  
 Date: ca. 1985

Key: The nominated property is marked by a heavy black line. Photographs are marked with a numbered circle. Contributing and non-contributing are marked accordingly:

- o = contributing (including circles marked as half or 3/4 filled in)
- x = non-contributing

↑ NORTH

