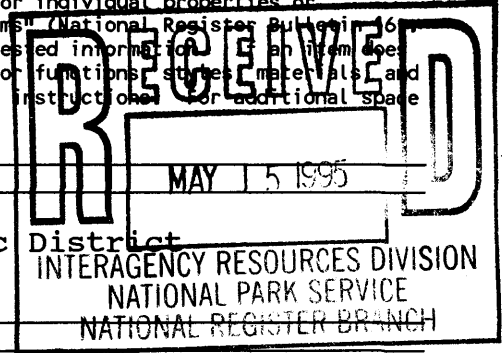


NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 68). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, stories, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.



1. Name of Property

historic name Barnesville Commercial Historic District
other names/site number n/a

2. Location

street & number Main, Thomaston, Merchant's Way (formerly Jackson St.), Railroad St., Zebulon-Forsyth St., Market-Taylor Streets, Carleeta St., including GA 36, GA 18, and U.S. 41
city, town Barnesville (N/A) vicinity of
county Lamar code GA 171
state Georgia code GA zip code 30204

(N/A) not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property

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

Number of Resources within Property:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	53	8
sites	0	0
structures	0	0
objects	0	0
total	53	8

Contributing resources previously listed in the National Register: 1
Barnesville Depot

Name of related multiple property listing: n/a

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. () See continuation sheet.

Mark R. Edwards
Signature of certifying official

5/05/95
Date

Mark R. Edwards
State Historic Preservation Officer,
Georgia Department of Natural Resources

In my opinion, the property () meets () does not meet the National Register criteria. () See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

() determined eligible for the National Register

() determined not eligible for the National Register

() removed from the National Register

() other, explain:

() see continuation sheet

Edson H. Beall 6/20/95

Entered in the
National Register

for _____
Signature, Keeper of the National Register Date

6. Function or Use

Historic Functions:

COMMERCE/specialty store
COMMERCE/warehouse
COMMERCE/professional
COMMERCE/business
COMMERCE/restaurant
COMMERCE/department store
COMMERCE/financial institution
DOMESTIC/hotel
SOCIAL/meeting hall
GOVERNMENT/city hall
GOVERNMENT/fire station
GOVERNMENT/post office

GOVERNMENT/correctional facility
RELIGION/religious facility
CULTURE/theater
CULTURE/music facility
INDUSTRY/manufacturing facility
INDUSTRY/industrial storage
DEFENSE/arms storage
TRANSPORTATION/rail-related
TRANSPORTATION/road-related
TRANSPORTATION/other
LANDSCAPE/plaza

Current Functions:

COMMERCE/specialty Store
COMMERCE/warehouse
COMMERCE/professional
COMMERCE/business
COMMERCE/restaurant
COMMERCE/department Store
COMMERCE/financial institution
SOCIAL/meeting hall

GOVERNMENT/city hall
GOVERNMENT/fire station
GOVERNMENT/post office
RELIGION/religious facility
INDUSTRY/manufacturing facility
INDUSTRY/industrial storage
TRANSPORTATION/road-related
LANDSCAPE/plaza

7. Description

Architectural Classification:

LATE VICTORIAN: Gothic
LATE VICTORIAN: Italianate
LATE VICTORIAN: Romanesque
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Classical Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Mission
MODERN MOVEMENT: Art Deco
OTHER: Commercial Vernacular Victorian
OTHER: Stripped Classical
OTHER: 20th Century Commercial

Materials:

foundation brick; concrete
walls brick; concrete
roof asphalt; tile; metal
other stone; metal; terra cotta

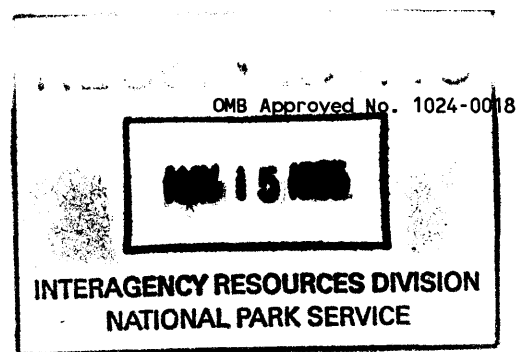
Description of present and historic physical appearance:

The Barnesville Commercial Historic District is located in a county seat town in the lower center of Lamar County in Middle Georgia. This district consists of the concentration of historic commercial,

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governmental, manufacturing, and transportation-related buildings in downtown Barnesville. These buildings date from the late 19th century to the early 20th century. This area is the commercial center of Barnesville, as well as the historic industrial center.

The district is located at the crossroads of Zebulon/Forsyth Street with Thomaston/Main/Mill Street. The city's street patterns include a modified grid pattern which is heavily influenced by the original crossroads which formed the community. U.S. 41 (once the Dixie Highway) runs through the center of the district at the intersection of Zebulon/Forsyth and Thomaston Streets. The railroad has also had a great impact on the development of Barnesville, as it runs diagonally through the district. The majority of the buildings in the district are east and southeast of the railroad with the industrial buildings located mostly adjacent to the railroad tracks. The areas surrounding the district includes some nonhistoric commercial development and several historic residential neighborhoods.

Overall the Barnesville Commercial Historic District is extremely stylistic with an eclectic mix of architectural influences found throughout. The more decorative turn-of-the-century buildings reflect the Late Victorian era with strong Italianate influences. The other less elaborate buildings are Commercial Vernacular Victorian. Other buildings in the district demonstrate the Neoclassical Revival, Romanesque Revival, and Gothic Revival influences with the simpler buildings being Stripped Classical and 20th century commercial styles. Incorporating the Mission style and the Colonial Revival style are the Barnesville Depot (1913) and the United States Post Office (1918), respectively.

Most of the commercial buildings are one- to two-stories in height and are built of brick with uniform setbacks and shared party walls. However, there are some three-story buildings and freestanding buildings and buildings constructed with cast concrete block, marble, and stucco in the district. Some of the more common architectural detailing includes decorative brick corbeling, elaborate cornices, large storefront windows, segmentally arched windows, key stones, pilasters, and window hoods.

One of the most decorative buildings in the district is the Jackson G. Smith/Barnesville Buggies building which was originally a buggy manufacturing company built as the corner building of a commercial block. Built in 1891, it has an extremely prominent cornice made of pressed metal. Like the J. G. Smith building, the 1905 M. W. Smith Building demonstrates the idea of the "palace of commerce." This building's elaborately decorated parapet gives the impression of opulence and commercial success. The 1884 Armory (formerly the

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Murphey Building), the 1905 cast-concrete Stafford Block building, and the 1884 Odd Fellows Hall building are other highly decorated buildings within the district.

The 1897 bank building on Main Street is constructed of marble block. There are two theaters within the district. Although now used as an appliance store, the 1923 Ritz Theater still has its Art Deco-influenced marquee. The 1929 Gem Theater on Main Street is now used as commercial space.

The freestanding buildings in the district include the Presbyterian Church, post office, depot, blacksmith shop, warehouses, freight depot and two commercial buildings. The Presbyterian Church (1897) is a Gothic Revival-style, brick building with arched openings, stained glass, and a bell tower. The original city hall/fire department (1884) is located at the corner of Forsyth and Jackson Streets. It has arched window openings, window crowns, and a clock tower. The United States Post Office is a Colonial Revival-style brick building with a pedimented portico, keystones, arched entrances, and roof-line balustrade. The church, city hall, and post office are the three community landmark buildings in the district.

The National Register listed Barnesville Depot is a brick, Mission Style building with a tile roof, overhanging eaves, curved parapet, and large elbow brackets. Adjacent to the railroad, the warehouses, freight depot, and several manufacturing facilities in the district, are examples of functional architecture. As brick buildings with no stylistic influences, these were built for utilitarian purposes.

The district includes some distinctive landscape characteristics, mainly the wide parking area with a grassed median along Main Street sidewalks, and some granite curbing.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

ARCHITECTURE
COMMERCE
INDUSTRY
POLITICS AND GOVERNMENT
TRANSPORTATION

Period of Significance:

1826-1945

Significant Dates:

n/a

Significant Person(s):

n/a

Cultural Affiliation:

n/a

Architect(s)/Builder(s):

Post Office - James A. Wetmore - United States Acting Supervising Architect

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Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:

Narrative statement of significance (areas of significance)

The Barnesville Commercial Historic District is a historic central business district in a small, Georgia railroad town, the county seat of Lamar County. It contains a variety of historic commercial buildings, warehouses, institutional buildings, depots, and a church. It is significant in architecture, commerce, industry, transportation, politics, and government.

In terms of architecture, the district is significant for its concentration of an important historic building type--the commercial row building--characteristic of late 19th- and early 20th-century commercial development in Georgia and across the nation. These buildings are brick, one- to three-story buildings, share party walls, and have a uniform setback. The attached buildings that line Main and Market Streets are good examples of commercial row buildings--both single story and multiple story.

The district is significant in architecture for its good, intact examples of community landmark buildings. Community landmark buildings include the institutional, religious, and educational buildings in a community. The three community landmark buildings are the 1897 Presbyterian Church, 1884 city hall, and the 1918 post office. As centerpieces for public gatherings, they provide a sense of place and cohesiveness for the citizens and symbolize the permanence, stability, and strength of a community. These buildings are classified by their function and reflect the development of Barnesville into a well-established, small Georgia town.

The district is also significant for its representation of important historical architectural styles including Italianate, Commercial Vernacular Victorian, Neoclassical Revival, Colonial Revival, Stripped Classical, Mission, Romanesque Revival, Gothic Revival, the 20th-century "commercial" style, and Art Deco. Constructed from the late 1800s to the late 1930s, these buildings and their architectural influences are typical of those found in small towns in the late-19th and early 20th centuries.

The Barnesville Commercial Historic District provides a good illustration of how architectural influences developed from the late 1800s to the mid-1900s. Reflecting late Victorian influence, the turn-of-the-century buildings have decorative brick corbeling, elaborate parapets, window hoods, or segmentally arched windows. With their columns, pilasters, keystones, and symmetrical facade, the

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buildings built in the early 1900s reflect the classical influences of the Neoclassical Revival, Colonial Revival, and Stripped Classical styles.

The later Stripped Classical style buildings, with their brick suggestion of pilasters and their simple cornices, have understated classical detailing underlying an otherwise unadorned building. These buildings represent a transition between classical influenced architecture with pediments and pilasters and modern architecture which is characterized by plain wall surfaces and no stylistic detailing. The even more modest 20th-century "commercial" style buildings have little or no detailing, a shoebox shape, and one- to two stories. Adjacent to the railroad tracks, the warehouses, manufacturing companies, and freight depot, with little or no stylistic influences, represent functional architecture--meaning they were built for utilitarian purposes.

Unusual for Georgia, Barnesville is distinguished by its large number of highly stylized commercial buildings. Reflecting mostly the Italianate style, these buildings remain intact and in use. Examples of this are the commercial row buildings on the west side of Main Street. The "palaces of commerce"--the Jackson G. Smith Buggyworks and the M. W. Smith Building--also demonstrate Barnesville's ornate architecture. The low number of noncontributing resources--eight out of fifty three demonstrates the intact nature of the district.

In terms of commerce, the district is significant as the historic commercial center of the surrounding area. As the county seat of Lamar County, Barnesville provided a variety of retail, professional, banking, freight, and warehousing services to the area. This activity is represented by the remaining historic commercial structures in the district. The surviving, intact business district reflects various businesses that historically made up a thriving town: banks, drug stores, dry goods, offices, general stores, the passenger and freight depots, a mill, buggyworks and warehouses. The successors to these businesses keep the district operating as a commercial center today.

The district is significant in industry because of the remaining buggyworks building, representative of the town's once-thriving major industry, and of the remaining knitting mill complex, in its prime, one of the major economic factors in the community. The various buggy-making companies employed hundreds of people in its prime. Barnesville became known as the "Buggy Capital of the South" because it produced more buggies than any other location south of Cincinnati, Ohio.

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The district is significant in transportation due to Barnesville's association with the railroad, buggy industry, and the rise of the automobile. The passenger depot, freight depot, the buggy companies, and the roads are all historic elements which symbolize the importance of transportation in Barnesville's development.

The district is also significant in politics/government because it includes the historic U.S. Post Office in use since 1918, and the combination city hall/city fire department building (1884), one of the oldest buildings in the district and one of Georgia's few remaining historic 19th-century city halls. Both these buildings reflect the role of two levels of government as major factors in the life of this county-seat community. Barnesville was spotlighted in 1938 when President Franklin D. Roosevelt came to town to turn on the switch for the first Rural Electrification Administration (REA) project. The REA was Roosevelt's pet project.

National Register Criteria

The Barnesville Commercial Historic District is eligible under Criteria A and C for its good and intact examples of late 19th- and early 20th century commercial, governmental, community landmark, and industrial buildings and for its significance in the commercial, industrial, transportation, political, and governmental history of Barnesville and the state of Georgia.

Criteria Considerations (if applicable)

n/a

Period of significance (justification)

The 1826 date marks the year in which the town plan of Barnesville was laid out and the 1945 date marks the fifty-year period of historical significance.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing resources were built within the period of significance and retain their integrity. The noncontributing resources were built outside the period of significance or have lost their integrity due to alterations.

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Developmental history/historic context (if applicable)

NOTE: This history was prepared by Shanna English, "Barnesville Commercial Historic District," Historic District Information Form, January 1992. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia.

FOUNDING PERIOD 1825-1830

The area upon which Barnesville was formed was open for white settlement by the Land Lottery of 1821. The land had become available subsequent to the removal of the Creek Indians. Barnesville began as a small clearing in the wilderness by an Indian fighter named Jenks in 1825. The first white man in the area was not suited to be settled in one place. Therefore, Jenks sold out to Gideon Barnes in 1826. Barnes, a native of Southampton, Virginia, quickly went to work clearing virgin timber from the land in order to establish the area's first commercial district. He built a double log cabin on a hill where Summers cotton warehouse would later be built. This warehouse is used today as the City of Barnesville electrical department. In addition to the cabin, he built an inn and a tavern for travelers. People came to the village by wagon or horseback. Barnes decided to establish a passenger and a freight line between Macon and Barnes' Store and between Columbus and Barnes' Store. He also opened a post office on June 28, 1827 which was known as Barnes' Store. The post office name was changed to Barnesville in June of 1831. Barnes was the village's first postmaster.

Drivers and horses had to be secured to run the stage lines. Housing for the new families brought to town had to be provided. Stores providing clothing, hardware, food and livestock began operating and business was brisk.

The stage lines passed through Barnesville daily travelling on the Towns Road which connected with the Alabama Road west of the village. The stage that traveled the Alabama Road connected Augusta, Georgia with Montgomery, Alabama. The stages carried freight, mail and passengers. The stage would stop at Barnes' tavern and inn to hitch fresh horses and to allow the passengers to refresh themselves with food and drink.

With the exception of the town plan/street layout, no resources survive from this early period (1825-1830).

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IRON HORSE DEVELOPMENT 1830-1860

Barnesville was part of Pike County from its beginning until 1921. During its early stages of development it was not connected to any of the surrounding county seats until 1833. Forsyth, the county seat of Monroe County, was about 15 miles to the east. Zebulon, the Pike County seat, was about 12 miles west. Thomaston, the county seat of Upson County, was about fourteen miles to the southwest. In 1833, the Upson County Commissioners decided to fund the cutting of a road through the wilderness to Barnesville from the courthouse square in Thomaston.

With the advent of the railroad, Barnesville continued to prosper. One of Barnesville's first citizens, Benjamin Mosley Milner, helped build one of the first three railroads in Georgia. The Monroe Railroad and Banking Company was chartered Dec. 23, 1833 by the Georgia Legislature to establish a line between Macon and Forsyth. Its name was changed to the Macon and Western Railroad Company in 1845 and became the first railroad to come to Barnesville. It reached Atlanta in 1846. The Central of Georgia Railroad (also chartered in 1833) was to provide rail service between Savannah and Macon. This line connected with the Macon and Western Railroad to serve Barnesville and Thomaston. The line to Barnesville was completed 1841 connecting the village to the main line at Forsyth. The spur line between Barnesville and Thomaston was laid in 1847. The train to Thomaston was known as "the Tom Cat" or the "Dummy", and a dummy line to Zebulon, was established. In later years the branch to Thomaston was operated by the Central of Georgia Railroad. The Central, when completed in 1843, was the longest line built and owned by one corporation in Georgia. Other trains which were associated with service through Barnesville were the "Nancy Hanks I and II" providing service between Atlanta and Savannah; the "Goober" providing service to Griffin and on to Atlanta beginning in the late 1880s and the "Dixie Flyer" providing service between Atlanta and Miami, Florida.

Both the Atlanta to Macon and the spur lines running through Barnesville are still being used today for freight shipping. The freight trains make several stops daily at various manufacturing plants to deliver supplies and transport finished goods to distributors. Both of these lines are located on their original beds.

As the iron horse became more popular, the stagecoach became used less and less. The train was quicker, more convenient and certainly more comfortable than the stagecoach.

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The railroad brought new sources of growth: new merchants, new residents and new ideas. The population of Barnesville had grown to approximately 400 by the end of 1849 with 45 families. The center of the community was the depot. Everyone came to town or left town from the place which was the heart of the community. People came to town to see the trains arrive or greet passengers. The business district grew up around the depot. As the village grew, a freight depot in addition to a passenger depot was built. The freight depot operations were later moved into the building that was later used by the old Georgia Knitting Mills which fronts the railroad tracks just east of the passenger depot. Today this building is used as a fertilizer warehouse by Akin Feed and Seed.

The stock yards were adjacent to the depot as were several cotton warehouses. The planing mill was erected along the tracks in order to receive goods and ship out finished products. The second post office building was located in a building facing the depot. This building, known as the Swatts Building, is still standing today.

The village of Barnesville was established by a charter granted from the Georgia Legislature in 1852. The form of government was a Mayor-Council. This form of government is still in use today. City limits were a circle with a radius of one-half mile from Stafford's Store at Main and Market Streets.

In 1859 the Barnesville Masonic Female Seminary was established by the Pinta Lodge #88. This school evolved into the current Gordon College.

During this period there were three main streets leading into and out of Barnesville: Forsyth Street, Zebulon Street, and Thomaston Street. All lead to the adjoining county seats which were within 15 miles in any direction.

SECTIONALISM 1860-1865

During the period just prior to the Civil War, Barnesville gained notoriety when its own, beloved Dr. George Montgomery McDowell represented Pike County at the secession convention in Milledgeville in January 1861. Being an ardent supporter of secession, he voted in favor of Georgia casting her lot with South Carolina, Mississippi, Alabama, and Florida in leaving the Union. Upon his return to Barnesville, he was elected the first Captain of the newly-formed militia unit, the "Barnesville Blues." This unit was active in the Civil War, the Spanish-American War, World War I, and World War II.

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The Civil War brought colorful action to the area. In 1864 a supply "up train" from Macon collided with a "down troop train" from Atlanta about four miles out from Barnesville at Lavender's Crossing. About thirty people lost their lives and many more were seriously injured when the two trains, the "Governor" and the "Dispatcher", wrecked.

The town also saw action from Wilson's Raiders and the Dixie Rangers in a skirmish on the outskirts of town on April 19, 1865. In addition, one of Sherman's flanks, 10,000 strong, camped on the edge of town on May 15, 1865 while pursuing President Jefferson Davis.

Field hospitals were set up at the depot, in the Methodist and Baptist churches, in the school houses and in tents along Zebulon and Forsyth Streets. The sick and wounded troops which were evacuated from Atlanta were sent by rail to field hospitals. These field hospitals were set up along the railroad in each little community where the train stopped. Most of the troops sent to Barnesville were casualties from the Battle of Kennesaw Mountain and the Battle of Atlanta. Those who died here are buried in marked graves in the Confederate section of Greenwood cemetery.

As many of the grown men left for "the fight" to defend their economic and social life, the village of Barnesville moved into slow economic times. Manufacturing turned toward support industries and little growth took place. By the end of the Civil War (1865), Barnesville's population was about 800 people.

REBUILDING THROUGH RECONSTRUCTION 1865-1880

Shortly after the War ended and the men returned to town, several of the former businesses and trades began to flourish again and to grow. The main mode of travel by individuals was still the horse and buggy or horse and wagon. Jackson G. Smith, a blacksmith, and George L. Summers had been working together before the War at Dumas and Sullivan. This repair shop worked with harnesses, horse shoeing, and blacksmithing. Smith and Summers bought out Dumas and Sullivan and began manufacturing buggies under the firm name of Smith and Summers Buggy Company in 1866. Smith had come to Barnesville before the War from Buffalo, New York and Summers had come from Virginia.

This period of growth brought prosperity to Barnesville as a result of the buggy industry and its related businesses. Some of these were harness manufacturing, livestock breeding and sales, feed and seed stores, livery stables and buggy body manufacturing. Nearly everyone in the community was employed in an industry which was in some way

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connected with the manufacturing and shipping of the buggies, wagons, carts, hearses, and coffins. At the height of the buggy business in 1900, nearly 9,000 buggies were produced annually in Barnesville. Some of the other smaller buggy companies were Brazier and Dumas, Trio Buggy Company, and Franklin Buggy Company. The firm of Smith and Summers split in 1878 and Smith formed his own firm. Summers went into business with Murphey. This firm was known as Summers and Murphey until the fire of 1884. After Summers rebuilt, the firm was known as Summers' Buggy Company.

The various buggy firms employed hundreds of people. Barnesville became known as "the Buggy Capital of the South" because it produced more buggies than any other location south of Cincinnati, Ohio.

Hundreds of buggies, carts, wagons, hearses, and coffins were shipped from the railroad sidings to the market place. In addition to rail shipping, the buggies were sold throughout the countryside by Smith. He hitched up five buggies to one team and traveled through the countryside with one team of horses pulling his string of buggies. After he sold the last buggy, he would return to Barnesville by train to ready another "string of buggies." This type of marketing made the buggy accessible to the rural areas where the train did not run.

This period saw a surge in local recreational facilities; as many as five saloons were operating at one time. Billiard parlors were filled with tobacco chewing patrons and an opera house was built on Market Street. This building, first known as Granite Hall, was built by Stafford and Blalock. Local musicians gave public programs there along with recitals and plays. Although Barnesville had a reputation of "not being a show town," various travelling companies stopped overnight in Barnesville and put on variety shows, magic shows, and theatrical performances. The advertisements in the local paper quoted the price of admission at twenty-five cents for general admission and thirty-five cents for the "better seats." The opera house was located on the north side of Market Street, just behind the corner building facing Main Street. The second story was utilized as the performing hall. After travelling companies went out of vogue, the upstairs portion of the building was used as apartments. This portion was torn away due to structural problems in the early 1960s.

Barnesville's first newspaper was formed in 1867 by Lambdin and Pound. This brought the world to Barnesville. Businesses began to advertise specials and a sense of regionalism began to take hold.

Under the guidance of Charles E. Lambdin and Azmon A. Murphey, Gordon Institute was formed. This evolved out of the old Barnesville Masonic Female Seminary. As the enrollment grew, the reputation of

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Barnesville as an educational and cultural center also grew. Gordon became the center of all cultural and educational activity with new debating societies, literary societies, philosophical societies, and a concert band, the Silver Coronet Band. These groups were all part of the activities at Gordon. A bandstand was built in the center of the business district for the Silver Coronet Band to give Sunday afternoon concerts.

Barnesville's population had doubled since 1850 from 400 to 800 by the beginning of Reconstruction in 1865. Businesses had grown, new economic growth in local manufacturing had continued and Gordon Institute was drawing families and boarding students from all over the southeast.

These new residents arrived mostly by train. This brought revenue to the depot through fares and freight charges. Housing demands were met by new dwelling construction and boarding houses. Some of the boarding houses of the day were the Five Oaks, The Young Ladies' Home, and the J.T. Murphey boarding house. The hotels of the day were the Matthews Hotel, the Lyon House, the Blalock House, and the Magnolia Inn.

During Gordon's commencement exercises and during the height of the summer resort season, boarding houses and hotels were filled to capacity. Visitors came from Florida to spend the summers in Barnesville because of its business, educational and cultural advantages.

During Reconstruction (1865-1877), the buggy industry began to expand and flourish. Three of the smaller size buggy manufacturers were Trio Buggy Company, Brazier and Dumas Buggy Company, and Franklin Buggy Company. The two largest were Summers' Buggy Company and the J.G. Smith & Sons Buggy Company.

The office and the commissary of J.G. Smith & Sons Company still stand today on the northeast side of the main railroad line. The building which housed the Franklin Buggy Company is totally intact on the site adjacent to the main line of the railroad. This building was the last location of the Franklin Buggy Company. The first was a warehouse at the intersection of Zebulon and Greenwood Streets, which burned in the 1920s. The Trio Buggy Company was in that location after Franklin had moved to the larger building which stands today on the rail line. That building was built in 1897 for the Gem Knitting Mills. After they went out of business Franklin occupied it, then an infant casket company used it as a manufacturing site. It is presently used as a confectionery and mail order house for B. Lloyd's Candies.

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There are three walls of the original blacksmith shop of Summers Buggy Company still standing today. Many years ago it had a fire and was rebuilt by replacing only the burned portions. It is utilized today as a storage shed for a building supply company which is owned and operated by a direct descendant of the Smith and Summers families who were engaged in the manufacturing of buggies and wagons.

The Barnesville Savings Bank was organized on October 26, 1870. The bank's first and second locations are occupied by businesses in the downtown historic district. The first site, the current location of Hutchison Antiques, is at the corner of Main and Zebulon Streets. After the Barnesville Savings Bank erected a new marble front building in 1897 on East Main Street, the original building was occupied by a number of retail businesses.

The 1879 population figure for Barnesville was 2,000. The town had begun its rebirth after the War and was prospering. By 1880 Barnesville was a thriving shipping point. Many locally made products were being shipped to other areas of the state and the southern region of the United States. In addition to the buggies, wagons, carts, hearses, and coffins, many local people were involved in the fruit production business. These fruits, including peaches, melons, grapes, and pecans, were shipped from the depot by the car load.

Another local crop was cotton. The cotton was grown, harvested, ginned, and baled locally. Some of the cash crop was shipped out by train and some was used by several local cotton mills to manufacture goods to be shipped out. One of the cotton mills was the Eagle Knitting Mill, later known as the Oxford Knitting Mill and today known as the William Carter Company. This mill employed hundreds of people when it began operation in the 1880s. Today the William Carter Company is one of the two largest employers in the area. It still operates at the original site of the mill. [This mill is not in the nominated district.] Another of the cotton mills was the Barnesville Manufacturing Company. It started in the historic district in the 1800s. After a depression at the turn of the century, it moved its operations to the western edge of town. It is Barnesville's other large employer today and is known as the General Tire Company. For many years, it was known as Aldora Mills. [The current site is not within the historic district.]

The Gee-Hanson Knitting Mill, the Hanson-Crawley Knitting Mill, and the Georgia Underwear Knitting Mill were other cotton mills that operated in Barnesville during the 1880s. Several of these merged with one another. Not only did cotton bring jobs to the farmers, the cotton gins, the cotton warehouses, the shipping department, and Southern Railway Express, but it caused the erection of "operative

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cottages" along Brown Avenue (now Atlanta Street) and Forsyth Street. The cotton mills needed housing for the machine operators and decided to build mill houses. Aldora Village, which was built soon after the turn of the century, was provided by the Hightower family for Aldora Mill workers to live in. Each mill had its own commissary. The "Company Store" was designed to meet the needs of the company employees. Not only did the cotton mills have these conveniences, so did the buggy manufacturers. [These resources are outside the district.]

Other manufacturing plants during the 1880s began to thrive. The Stafford-Huguley Hosiery Company was started. This factory was housed in the new Murphey Building on Zebulon Street after the fire of October 17, 1884. The fire was responsible for many economic and structural changes in the downtown business district. A passing train created sparks on the tracks. The sparks caught a bale of cotton on fire. The cotton was stacked along the track behind Corley Tire Company and the Summers' cotton warehouse. The fire raged out of control because the fire pumper could not hold pressure. The fire department was quick to respond to the alarm from its shed on Market Street, but the hoses had become rotten and could not hold pressure. Thirty-three businesses and several downtown residences were destroyed by the fire.

As a result of the fire, the town's configuration was changed. Originally, the town was essentially a triangle which had as its wide base the stock yards around the depot. The point of the triangle was in front of the present day Carter's Drug Store. The city fathers decided to re-design the "Square" into a rectangular pattern. The focal point of the business district would still be the depot, but access into and out of the depot area would be greater. The three main roads would still radiate from the center point. Years later, the center point would be the police booth, while today the site is occupied by the new gazebo.

Another of the locally manufactured products were Stafford & Sons shoes. At their height, the Stafford Shoe Company made and shipped 5,000 pairs of shoes out of Barnesville via rail freight. The shoes were manufactured in the rear of the building which today houses the Tara's Hallmark Shop and the Spalding Gas Company. The rear portion of the building where the shoes were actually made is on Market Street.

The site of the ribbed underwear manufacturing plant was later used as the freight depot and today is used as a fertilizer warehouse for Akins Feed and Seed. It is standing today just behind Summers' warehouse along the railroad tracks. The Summers' cotton warehouse

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stands today and is used by the city of Barnesville for its electrical department.

The site of another underwear mill stands today along the railroad tracks at the northern edge of the district, across from the depot. This is today the site of a confectionery plant. B. Lloyd's Candy does a large mail order business from this site. The candy company was many years ago the Franklin Buggy Company.

As a result of the 1884 fire, all of Main Street, most of Forsyth Street, all of Zebulon Street are post-October 1884. The only portion of the old section left was on the south side of Forsyth and Market Streets. The business district was totally rebuilt in the months just after the fire. The first building to be rebuilt was the William R. Murphey building. It was stated in the local *News-Gazette* that the building was begun on the "glowing embers of the fire." The building was completed in twenty-one days. It was the most desirable parcel of commercial property in the business district because it fronted the depot. The building housed law offices, restaurants, meat markets, grocery stores, harness repair shops, the first "reading room" (library), the "Blues" drill room, live stock stables, and the New South Savings Bank which would open in 1890. Today it is known as the Armory Building, it remains well-used today.

BOOM TO BUST - 1880-1900

The growth in the business district brought the need for some guidelines for growth. The fire had demonstrated the lack of construction control. The city council wrote the first building codes; all store rooms, storehouses and dwellings had to be made of brick. The city limits would be a circle with a radius of one-and-one half miles extending from a point in the middle of the intersection in front of Stafford's Store. Stafford's Store stands today and is known as Tara's Hallmark Store at the corner of Market and Main Streets.

The fire brought new growth in terms of buildings, labors and businesses. A brick factory worked night and day to supply the bricks for rebuilding. In spite of their efforts, hundreds of car loads of Chattahoochee brick were brought into town by rail. Many hired hands moved to town to work for contractors who had arrived by train. Building supplies firms were started up and temporary housing for the hired hands was in demand.

Another result of the fire was the erection of a fire house. This new building would house the city council upstairs, the fire house on the ground floor and a calaboose (jail) in the rear of the building on Jackson Street. This building faced the old hotel and was located

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near the center of town at the corner of Forsyth and Jackson Streets. Today this same building is used for the city council chambers on the ground floor. The fire department is now located in new facilities built in 1992 next door. The jail is now located in its third location recently completed outside the historic district. The new location was completed in December of 1992. The regional drug task force offices are located in the old city council chambers upstairs.

The city clock that kept the business district on time was moved from atop the old hotel in 1932 to the bell tower of city hall where it still operates today.

The city built a water works and a new reservoir and erected an electrical plant. A new fire engine was purchased and the town swelled with pride.

The Presbyterian Church erected a beautiful house of worship at the corner of Main and Taylor Streets in 1897.

The New South Savings Bank was chartered in 1890 and business was booming until 1901. There was a "general economic depression". The entire southern region was in economic turmoil. Not only did most local businesses collapse, the local banks closed their doors. The banks were reopened under government orders which put them under receiverships. The banks re-opened under the names of Barnesville Bank and the First National Bank in 1902. The New South Savings Bank re-opened under the firm of Citizen's Bank in 1902. The Citizen's Bank first merged with the Barnesville Bank, and later with First National Bank at the time of the "Great Depression" in 1929.

During this period the street downtown were maintained by a street crew. The sidewalks were made with diagonal boards and underlaid with charcoal for sanitary conditions. The area around the depot was made into a park to beautify the arrival area of the train.

The Barnesville Blues re-organized during this period and became an active militia unit again. They trained for the Spanish-American War (1898) in drills at the armory which was part of Gordon Institute's campus. This campus at that time was on the original site between Thomaston Street and Greenwood Streets.

Most of the town's dwellings were erected during this time period. After the 1884 fire, residential construction was as rapid as was commercial construction. Most of the homes on Thomaston, Greenwood, Holmes, Elm and Forsyth Streets and Brown Avenue were built during this period. [All residential districts are separate historic districts.]

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Many of the business proprietors were rebuilding downtown and at the same time building residences. A great demand for building supplies was created by the fire. Also construction hands, contractors and a planing mill were in demand. The number of jobs created by the fire brought new residents to town to fill those jobs. Many of those new workers stayed on.

Local bricks were manufactured at the Parker place at the end of Elm Street, but the demand was too great. Hundreds of loads were brought in on rail from the Chattahoochee Brick Company of Atlanta.

STATUS QUO - 1900-1920

After the bank failures and "general depression" of 1901, the local economy struggled to survive. In 1902, the banks reopened and found few opportunities to invest their assets.

Many of the local businesses, including the cotton mills, closed, never to reopen. Some did re-organize and slowly began to recover. The most successful of these was the Barnesville Manufacturing Co. and the Oxford Knitting Mills. Both have changed management and ownership throughout the years, but they are the two largest employers in the entire county today.

By 1900, the population of Barnesville was 3,000. This figure remained the same throughout the 1920's.

In 1909, the city aldermen were successful in obtaining a grant from the Carnegie Foundation for the erection of a public library. This facility operated at the site until a new library was opened across the street (at Thomaston and Holmes) in 1987. The Carnegie Library Building is currently the studio/residence of a local artist - Carol Wubben. [National Register, outside this district.]

In 1918 the downtown streets were paved and a new post office was built on Forsyth Street. This building is being used today as the post office.

Barnesville's population in the years after the turn of the century was about 3,200. This was a factor in the decision of the state legislature to grant the new Sixth Congressional District A and M School to Barnesville. Several of the towns in the district lobbied the legislature for the granting of a school, but Barnesville offered a central location, a great deal of free land, and a main line of the railroad. This district served Bibb, Butts, Clayton, Crawford, Fayette, Henry, Monroe, Pike, Spalding, and Upson counties. The Sixth

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District A and M School was part of a state-wide school system introduced to teach mechanical and agricultural skills to high school students in rural areas. The main building was completed in Barnesville in 1906. The cornerstone was laid by the Pinta Lodge #88. The main building, although renovated, is used today as the administration building of Gordon College. The A and M campus became the Georgia Industrial College in 1929. In the later 1930s, when the industrial school was closed by the legislature, Gordon Institute moved from its original campus between Thomaston and Greenwood Streets to the A & M campus. This campus of nearly 400 acres was sold to the State of Georgia in 1972. At that point, Gordon became part of the University System of Georgia. Today, it boasts an enrollment of nearly 2,000 students annually. [Outside of the district.]

World War I (1917-1918) brought a sense of unity through the Barnesville Blues. Once again the unit was called into service. Hardly a family in town was untouched by the demand for troops. At this time many long established businesses closed and few new firms were started. Times were changing and so was transportation. The auto was gaining favor with the public and the horse and buggy along with the train was going out of vogue. The local economy had been largely dependent on the buggy industry and its related businesses. The two largest buggy manufacturers decided that it was no longer profitable to make buggies, wagons, and carriages. Summers Buggy Company dissolved due to the advanced age of Mr. Summers. The Smith Buggy Company decided to convert to furniture manufacturing. The new firm would be known as Smith Incorporated.

NEW DIRECTIONS - 1920-1945

After several attempts to secure a new county, the city fathers were successful in bringing the issue before the State Legislature. In August of 1920, the representatives of Barnesville went by train to Atlanta to await the vote. The monies had been paid and the vote was taken. It was defeated narrowly. The men came back to Barnesville that evening on the down train and held a town meeting. After "passing the hat," the men returned to Atlanta the next morning. Another meeting took place with the "Committee" and the issue was called to a vote again. This time the bill passed creating the new County of Lamar. The county seat was to be Barnesville. The eastern portion of Pike County and the western portion of Monroe County were to make up the new county. The historic vote was held locally on August 17, 1920. The new county would begin operating as a legal entity on January 1, 1921. The M. W. Smith building across from the depot housed the county offices and court was held in the third floor ballroom. The area was leased from the Pinta Lodge #88. Business was

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conducted here until the courthouse was completed in 1931. The courthouse was designed by Eugene C. Wachendorff of Atlanta, architect, and built by the Barnesville Planing Mill. The cornerstone was laid in 1931 by the Pinta Lodge #88. [National Register, outside of the district.]

The Pinta Masonic Lodge #88 is the oldest continuously operating organization in Barnesville. It was chartered in 1849 and has continued to be an active and positive force in promoting and supporting the community. It has had meeting space in several historic buildings within the district.

The Great Depression (1929-1941) was difficult for all communities including Barnesville. Many people were out of work and as businessmen drew near retirement age, many firms dissolved.

The New Deal Era (1933-1943) brought many government programs to help the people and the city. One of these, the WPA brought work to many local men. A golf course was laid out, bridges were built, and streets were paved in town. The brass WPA markers can still be seen in the middle of the streets that were paved under Roosevelt's WPA program.

In August of 1938, President Franklin D. Roosevelt came to town via train to literally "throw the switch" to begin the electrification of rural America. The REA (Rural Electrification Administration) was Roosevelt's pet project and he chose Barnesville as the site to turn on the electricity. Thousands of people came to town to see and hear the President. The ceremony took place on a specially constructed, raised platform at Summers Field. The switch pulled in Barnesville sent electricity over the wires into rural homes in four counties.

World War II (1941-1945) brought the "Barnesville Blues" into action again. This local unit had begun at the time of secession (1861). In times of peace, it would de-activate and in times of war would become active-and begin to train again. The "Blues" always served with honor and distinction. The last commanding officer, Brigadier General Homer Sappington, had the honor of having the present National Guard unit in Barnesville named after him.

When the men came back from World War II, the land beyond Gordon College was laid off and offered to the veterans for \$10.00 per lot if they would agree to build a home on the lot. After completion of the home, they would be given a deed to the lot. This provided needed housing and created local construction jobs. [Outside the district.]

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CONCLUSION - 1945-1995

The downtown business district has changed little in the past fifty years. There are only a few new structures, like Akins Feed and Seed. This was erected in 1950 to replace a burned building on Market Street. The police booth was removed and the gazebo replaced it in the 1980s.

Barnesville's population is currently about 4,700. The county's population is just over 13,000 according to the 1990 federal census. Barnesville has shown a slow steady growth over the years. Both the historic downtown business district and the historic residential district are fully occupied and well kept.

Each fall, Barnesville celebrates its heritage with a week-long festival, Barnesville's Buggy Days.

9. Major Bibliographic References

English, Shanna. "Barnesville Commercial Historic District," Historic Property Information Form, January 1992. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia, with supplemental information.

Previous documentation on file (NPS): () N/A

- () preliminary determination of individual listing (36 CFR 67) has been requested
- (X) previously listed in the National Register Barnesville Depot
- () 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:

- (X) State historic preservation office
- () Other State Agency
- () Federal agency
- () Local government
- () University
- () Other, Specify Repository:

Georgia Historic Resources Survey Number (if assigned):

n/a

10. Geographical Data

Acreage of Property approximately 15 acres

UTM References

- A) Zone 16 Easting 765360 Northing 3661360
- B) Zone 16 Easting 766230 Northing 3660660
- C) Zone 16 Easting 765380 Northing 3660320

Verbal Boundary Description

The Barnesville Commercial Historic District is in the central business district of Barnesville, as indicated on the enclosed tax maps with a heavy black line, drawn to scale.

Boundary Justification

The Barnesville Commercial Historic District includes the contiguous, historic, intact commercial, industrial, institutional, and governmental buildings in the downtown commercial area.

11. Form Prepared By

name/title Leslie N. Sharp, National Register Consultant
Kenneth H. Thomas, Jr., Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
street & number 205 Butler Street, S.E., Suite 1462
city or town Atlanta **state** Georgia **zip code** 30334
telephone (404) 656-2840 **date** April 6, 1995

(HPS form version 10-29-91)

United States Department of the Interior
National Park Service

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Photographs

Name of Property: Barnesville Commercial Historic District
City or Vicinity: Barnesville
County: Lamar
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: March 1994

Description of Photograph(s):

- 1 of 22: Barnesville Depot; photographer facing south.
- 2 of 22: Armory Building (formerly the Murphey Building), south of Barnesville Depot; photographer facing southwest.
- 3 of 22: Knitting Mill once Franklin Buggy Works, northwest of railroad tracks on Atlanta Street; photographer facing northwest.
- 4 of 22: Zebulon Street, looking toward Baptist Church (outside of district); photographer facing west.
- 5 of 22: East side of Market Street; photographer facing east-northeast.
- 6 of 22: Southwest corner of Main and Market Streets, Stafford Block Building; photographer facing northwest.
- 7 of 22: Northwest corner of Main Street at South Market Street; looking West; photographer facing northwest.
- 8 of 22: West side Main Street, just south of Zebulon/Forsyth Street; photographer facing northwest.
- 9 of 22: Northwest corner of Main Street at Forsyth/Zebulon Street; photographer facing northwest.
- 10 of 22: Northwest corner of Jackson Street at Forsyth Street; photographer facing northwest.
- 11 of 22: City Hall/former Fire Station, Corner of Forsyth and Jackson Streets; photographer facing southwest.

United States Department of the Interior
National Park Service

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Photographs

- 12 of 22: Former Ritz Theater, North side of Forsyth; photographer facing northwest.
- 13 of 22: United States Post Office, North side of Forsyth at East Street; photographer facing northwest.
- 14 of 22: Presbyterian Church, Southeast corner of Taylor Street and Main/Thomaston Street; photographer facing east.
- 15 of 22: Southeast corner of Market and Main Streets, just north of Taylor; photographer facing northeast.
- 16 of 22: Main Street at Forsyth; photographer facing southeast.
- 17 of 22: M.W. Smith Building on the East side Main Street, one block north of Forsyth Street; photographer facing northeast.
- 18 of 22: M.W. Smith Building; photographer facing southeast.
- 19 of 22: Northeast corner of old railroad freight depot; photographer facing east.
- 20 of 22: Cotton warehouses on Jackson Street, behind freight depot; photographer facing northeast.
- 21 of 22: South Jackson Street, south of city hall; photographer facing northeast.
- 22 of 22: Old Blacksmith Shop, east side of South Jackson Street; photographer facing east.

BARNESVILLE HISTORIC DISTRICT
LAMAR COUNTY, GEORGIA
TAX MAP
NATIONAL REGISTER BOUDARY:
SCALE: _____ = 100'
NORTH: ↑

