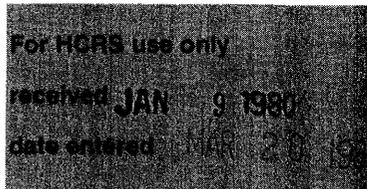


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Kennesaw Multiple Resource Area (Partial Inventory)

(Partial Inventory; Architectural and Historic Resources)

historic Historic Resources of Kennesaw, Georgia

and/or common

2. Location

street & number Incorporated Limits not for publication

city, town Kennesaw vicinity of congressional district 7th - Larry McDonald

state Georgia code 013 county Cobb code 067

3. Classification

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

4. Owner of Property

name Multiple ownership [see continuation sheets]

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder's Office

street & number Cobb County Courthouse

city, town Marietta state Georgia 30060

6. Representation in Existing Surveys

title [see continuation sheet] has this property been determined eligible? yes no

date _____ federal state _____ county local

depository for survey records

city, town _____ state _____

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INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET Representation ITEM NUMBER 6 PAGE 2

Title:

- a) Cobb County Bicentennial Project, 1974-75
- b) Historic Structures Field Survey: Cobb County, Georgia

Date:

- a) 1974-75
- b) 1978

Depository:

- a) Southern Technical College
- b) Historic Preservation Section, Georgia Department of Natural Resources

City:

- a) Marietta
- b) Atlanta

State:

- a) Georgia
- b) Georgia

PROPERTY LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES: "the General"
(currently housed in the Big Shanty Museum), June 19, 1973.

7. Description

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved date _____

Describe the present and original (if known) physical appearance

A. General physical description of the designated multiple-resource study area:

The village of Kennesaw is situated on the watershed between the Etowah and Chattahoochee rivers. Abundant supplies of fresh spring waters, extensive resources of pine and hardwood forests, and reasonably fertile soil, combined to influence the lifestyle and course of local history.

Kennesaw, or Big Shanty as it is called historically, consists today of one main commercial street fronting on the railroad, a small, in-town residential neighborhood, several residential streets leading out from the village center, and some outlying farmsteads. The railroad, originally called the Western & Atlantic, is largely responsible for the existence of the town. Historic and architectural resources, in addition to the railroad, which characterize the town's heritage include the depot, the locomotive museum, the cotton gin, the large Masonic building, Victorian cottages, and the spring which supplied fresh water to a military training camp during the Civil War and to steam locomotives until the middle of the twentieth century. A large open area south of the commercial center of town, extending westward and covering several acres, retains a degree of integrity as the site of the Civil War military-training facility called Camp McDonald. The balance of the camp site, which at its peak of operation covered several hundred acres, was developed commercially and residentially in the latter part of the nineteenth century and now constitutes the commercial district and the close-in town residences. A variety of late-nineteenth-century and turn-of-the-century frame houses and cottages also reflect architecturally the town's heritage by exhibiting the representative cultural lifestyle of the inhabitants of this small Southern railroad village. In contrast to these structures, on relatively small town lots, are the outlying frame farmhouses, situated close to town, but stretching along the historic wagon and stagecoach roads and still retaining sizable-acreage tracts.

Several subdivisions have been developed recently in the once-open spaces around the historic parts of Kennesaw. These subdivisions are characterized by the usual curvilinear street layout, small lots, and tract houses. To the southwest of Kennesaw has been constructed a modern four-lane highway (U.S. Route 41). Along either side of the highway have been built the customary gas stations, motels and fast-food restaurants.

B. General description of the resource area during periods it achieved significance:

Period 1: During much of the exploration and settlement period prior to 1840, the designated multiple-resource study area was included in the vast

[continued]

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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received JAN 9 1980

date entered MAR 20 1980

Continuation sheet

Description

Item number

7

Page 2

northwestern portion of wilderness Georgia known as the Cherokee Nation. The Peachtree Trail¹ (the most important Indian trading trail traversing the region) paralleled the route which a few years hence would be chosen for an important railroad right-of-way, passing near a large, fresh-water spring which would have a major role in the choice for the site of Big Shanty. Upon the discovery of gold, the removal of the Indians to reservations in the West followed in 1832. A land-lottery system was employed to distribute this land free to white Georgia citizens in 160-acre land, and forty-acre gold tracts.² Among the pioneer settlers receiving such a homestead was J.F. Cooper who deeded his property to John S. Gibson in 1849.³ Gibson built a farmhouse in the country along what was later to be called Cherokee Street [see Gibson-Davis House, an individual nomination].

Period 2: During the 1840s and 1850s, the Western and Atlantic Railroad was constructed through the multiple-resource study area. Irish railroad-construction laborers built shelters called "shanties" nearby, hence "Big Shanty," Kennesaw's first designation. A freight station and a railroad wayside dining and lodging facility called the Lacy Hotel were soon constructed.⁴ Early in this period, a regular stagecoach route was established connecting Cassville (county seat of Bartow, then Cass County) with Marietta and Decatur (DeKalb County) via the Peachtree Trail which by the 1840s was called the Cassville Road.⁵ Other wagon roads at this time included the Roswell Factory Road and the Shiloh Church-Canton Road.⁶

Period 3: The period 1861-1865 was dominated by military events of the American Civil War. The Western and Atlantic Railroad became a vital transportation artery for the Confederacy, and Camp McDonald, a major training center for Georgia soldiers, was established west of the railroad in the approximate location of the commercial district today. Freight sheds and other warehousing facilities of a temporary nature were erected near the camp on both sides of the railroad. Camp McDonald was abandoned as a Confederate military training site in 1863, and the United States military forces destroyed the railroad, the freight sheds, and the Lacy Hotel in November, 1864.

Period 4: In the period immediately following the Civil War, the railroad was rebuilt, a combined passenger and freight depot was con-

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DATE ENTERED	MAR 20 1980

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 3

structed east of the tracks, a new cotton gin was built near the ruins of the Lacy Hotel,⁷ and another cotton gin was constructed north of Cherokee Street (Shiloh Church-Canton Road) just across the street from a blacksmith shop. Land west of the railroad (located on a portion of the wartime site of Camp McDonald) developed into the principal commercial area, which included, by the turn of the century, a two-story frame hotel, a three-story brick Masonic Hall, a brick structure nearby used as a bank, and several smaller brick and frame structures facing east toward the railroad. Most of the historic residential development in Kennesaw also took place during these years. Small Victorian cottages and larger turn-of-the-century houses were built in and around downtown and along the principal highways leading out of town. Modest Victorian farmsteads were also established further along the outlying highways and especially to the northeast of the town center.

Period 5: Between 1910 and 1930, Kennesaw reached its economic peak, which was followed by slow decline. While revenues from the Western and Atlantic Railroad throughout this period remained satisfactory overall, the village of Kennesaw failed to keep pace. Economic stagnation produced no major changes in the visual pattern of the streetscape during this period, with the exception of a few new bungalows and flapper-style cottages and, of course, the appearance of the automobile. Some structural deterioration of existing buildings began to appear in the village.

Period 6: After 1930, Kennesaw suffered marked economic decline, despite the new Dixie Highway for motor vehicles which passed directly through town along the old Cassville Road. The Dixie Highway was superseded in the 1950s by a new four-lane highway which bypassed the town on the west. This was followed by cotton-crop failures and the closing of the town bank and the last remaining cotton gin between 1948 and 1952. After this, structures in the commercial area deteriorated noticeably, and several were razed, including the railroad hotel on the west side of the tracks.⁸ Beginning in the 1960s, Kennesaw experienced some of the impact of the growth of metropolitan Atlanta, characterized locally by several large new residential subdivisions near and in town, a number of

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DATE ENTERED	MAY 20 1980

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 4

smaller commercial enterprises, especially along the four-lane highway, and a small airport southwest of the town.

C. Architectural component:

1. General description: The Kennesaw multiple-resource area is dominated architecturally by relatively modest structures, including a variety of farmhouses, railroad section houses, and small Victorian and early flapper-style cottages. There are a few brick commercial structures, along with several nice examples of the carpenter art of the turn of the century, represented by some larger houses.

The architectural period exhibited in the Kennesaw multiple-resource area is predominantly 1870-1915, although a few structures date to the 1850s and some were built as late as the 1930s. Most structures are frame, modest in scale and proportion, and relatively undistinguished in workmanship, materials, and design quality -- in short, such a cross-section as one would expect in a rural Southern railroad village which had matured during the last quarter of the nineteenth century.

2. Physical relationships of buildings to each other and the environment: Kennesaw today features a commercial district consisting of one main street facing and parallel to the railroad, its facade lines dominated by a three-story brick Masonic Hall, a two-story brick building (formerly a bank built just after the turn of the century), and two other single-story brick buildings. A small city park containing several historical markers lies across the street from the brick commercial buildings. Bordering the park on the east is the right-of-way of the Louisville and Nashville Railroad (the original right-of-way of the historic Western and Atlantic Railroad). This small park lies on state property which was used for many years by the railroad as the site for a pumping station and water tank for steam locomotives.

The streets of the town on the west side of the railroad are arranged in what approximates a grid, featuring Main Street (principal commercial buildings), Harris Street (historically known as the Moon Station Road), Park Avenue, Lewis Street, and Summers Street. North Main Street leads

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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RECEIVED JAN 9 1980

DATE ENTERED

MAR 20 1981

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 5

out of this area toward the northwest. On the east side of the railroad, street patterns tend to follow the old wagon roads that led east and northeast out of town (the Shiloh Church or Canton Road, and the Roswell Factory Road). Structural density of historically significant houses in the multiple-resource area increases as one approaches the town's commercial district, with the more interesting structures occurring along portions of Harris (railroad section houses and Victorian cottages), Cherokee, North Main, and Summers streets (in-town farmhouses, Victorian cottages, and the more imposing structures of the town's merchant, banker, and land-baron class). Open spaces in the district include the site of the Lacy Hotel (primarily state-owned property), and the site of the post-Civil War railroad hotel on the western side of the railroad tracks (now private property and utilized as a used-car lot). In addition, a large open area fronting on Summers and Keen streets and crossing Watts Drive represents a considerable portion of what was the site of Camp McDonald during the Civil War.

The most significant change in the physical pattern of the village occurred shortly after the Civil War [see 1867 survey] when a great portion of the site of Camp McDonald (land west of the railroad) evolved from farmland owned by a few to a town site with streets arranged in a grid pattern [see town survey of 1890 period] representing multiple owners.⁹ The establishment of a railroad hotel, a livery stable, and several merchandise operations combined to shift the focal point of business activity from the east side of the railroad (where there had been a shop lot, freight station, and a hotel before the Civil War), to the west side. The west side of the railroad tracks has continued into the twentieth century as the principal focal point of commercial and business activity in the town.

D. Archaeological component: Not applicable.

E. Brief description of survey methodology: The boundary of the multiple-resource area is the city limits of Kennesaw. An immediate decision was made to eliminate recently subdivided residential areas, and with this accomplished, it was possible to more clearly define the per-

[continued]

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 6

inent historical and architectural heritage of the town. This preliminary decision regarding the target area was accomplished through the joint efforts of the professional consultant (a historian at a local college employed by the city of Kennesaw to direct the research and compilation of the nomination) and an architectural historian from the State Historic Preservation Office, aided by a staff of local volunteers. National Register criteria and guidelines were carefully followed throughout.

In conjunction with the survey effort, an inventory form was designed by the consultant to assist the volunteers in recording appropriate information. The local historical society, newly created and limited in the scope of its archival collection, cooperated fully with the study, and the volunteers assisting the consultant found that certain individuals in the community were delighted to share freely in their knowledge of local history and allow access to valuable documents (deeds, letters, old newspapers, etc) they had in their possession. In addition to examining material in private hands, the literature search extended to the exploring of public records such as land deeds, tax digests, land-lottery lists, and census reports. At all times, there was close coordination between the consultant and the architectural historian on the staff of the State Historic Preservation Office in Atlanta.

Included in the accompanying documentation for this nomination is a map showing city lots in a numbering system designed originally for tax purposes. The boundaries of the several historic districts and individual nominations are outlined on this map, thus providing a ready grasp of the limits and nature of the multiple-resource target area.

Subsurface archaeological testing has been limited to a portion of the site of the historic Lacy Hotel. The hotel was burned in November, 1864, by United States military forces and never rebuilt. Although the archaeological test was very preliminary in nature, the results provided evidence that a building which contained nineteenth-century dishware, etc., had burned on that site. The subsurface archaeological test was conducted by Kennesaw College archaeologist Dr. Elizabeth Smith. Work is expected to resume on this site as soon as permission is granted by the major property owner.

[continued]

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HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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DATE ENTERED MAR 20 1980

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 7

Name of the person compiling the multiple-resource nomination:

Dr. Philip Lee Secrist
Southern Tech College
Profession: historian

Criteria used to identify and assess the properties was based on guidelines supplied by the National Register.

[Note: See "Backnotes" following the Statement of Significance section 8.]

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 checked="" 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 checked="" type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

A. Brief discussion of the overall significance of the historic and architectural resources:

The historic and architectural resources of the Kennesaw multiple-resource area afford a compact and tangible view of a range of economic and historic forces which combined to mold and shape a small Southern community over a period of seventy-five years of its history. In the larger sense, Kennesaw represents in microcosm the nineteenth-century experience of much of the Deep South -- roads and settlements in the wilderness, improved transportation, expanding markets by the 1850s, the promise of a budding industrial potential, the spectre of "King Cotton" -- all in the antebellum period.¹⁰ The wreck of war and the resulting economic collapse was followed in turn by more than fifty years of grim economic and social problems haunted always by the shadow of real poverty.

B. and C. Broad historical development of the area, and major historical figures and events related to the significance of the multiple-resource area:

Before 1830, the Kennesaw multiple-resource study area was part of a large wilderness tract controlled by the Cherokee Indian Nation. Significance from this early period to us today is limited to a well-known trail linking the Cherokees with the Creek tribes south of the Chattahoochee River. This trail, known as the Peachtree Trail, was to become the Cassville Road after the removal of the Indians to reservations in the 1830s. Large springs lay along this route in what the white man would call Land Lot 138 in Cobb County following the state land survey of this region in 1832. Free land was awarded to white men from territory acquired by treaty (and otherwise) from the Indian, by means of a state land lottery to qualified citizens. In 1849, John S. Gibson acquired such a homestead from the original drawer in the lottery and built a farmhouse which still stands in Land Lot 99.¹¹

With the Indian entirely out of the way by the late 1830s, the development of the region could proceed unhindered. The earliest period of white settlement was dominated by the construction in the 1840s of the state-owned railroad through the region. Crews of Irish laborers, employed to construct

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 2

the railroad, built temporary dwellings called "shanties" -- hence, the village name "Big Shanty." The Western and Atlantic Railroad is largely responsible for the existence of the town, and the "shanties" were located here because of the abundant supply of fresh water from the several large springs nearby. During the late 1840s, railroad construction and the laborers moved further up the line as the railroad progressed toward Chattanooga, and the small village of farmers and railroad section hands at Big Shanty settled into a routine dominated by railroad-related activities centered around a freight station and a wayside food and lodging facility called the Lacy Hotel. Architecturally, the two-story, T-shaped, frame-and-weatherboard Lacy building dominated the surroundings of shanties and nearby small farmhouses.

The period of the Civil War was historically the most significant in the heritage of Big Shanty. Camp McDonald, which was established at Big Shanty in June, 1861, to train Georgia soldiers for Confederate military service, was one of four large training camps in the state authorized by the governor of Georgia.¹² More than 3,000 men of the famed Phillips Legion trained here during the summer of 1861, and the camp remained in operation training additional military units until 1863.

Most significant of all in many ways was the Andrews Raid, which began at Big Shanty on April 12, 1862. The Andrews Raid, popularized in recent years by Disney's film, "The Great Locomotive Chase," commenced near the Lacy Hotel when Union raiders led by James Andrews captured a train pulled by the locomotive "The General." What followed was a drama-packed 100-mile chase over the Western and Atlantic Railroad between the fleeing raiders and the pursuing Confederate authorities in a second locomotive, "The Texas," resulting in the capture of the raiding party -- one of the great sagas of the American Civil War.¹³

In June, 1864, General William T. Sherman maintained his military headquarters in the Lacy Hotel at Big Shanty for nearly two weeks while he directed military operations along the Kennesaw Mountain battle line.¹⁴ In November, 1864, the destruction of the Lacy Hotel and other public facilities at Big Shanty was carried out by the United States military just prior to Sherman's "March to the Sea" from Atlanta. From June to November, Big Shanty figured significantly in the military-related

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DATE ENTERED	

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET *Significance* ITEM NUMBER 8 PAGE 3

activities associated with the Atlanta Campaign, a campaign that is recognized as one of the half-dozen most important military operations in the Civil War.

The years immediately following the Civil War were ones of less dramatic events. Nevertheless, the activities which focused primarily on commerce and transportation concerns (specifically in agriculturally-related processing and marketing), and the resulting changes that this produced during the last thirty years of the nineteenth century, contributed significantly to shaping the town's essential nature as a railroad village. Big Shanty officially became "Kennesaw" when the town was incorporated in the 1870s, farms gave way to town streets and lots [see and compare the 1867 survey with the town survey of 1896], a railroad-owned two-story frame hotel was constructed just west of the railroad, and a cotton gin and warehouse facility east of the railroad flourished. The increased business of cotton-ginning and marketing in the village reflected the significant changes sweeping northwest Georgia and other parts of the South, which Kennesaw mirrored. The transition to cotton after the Civil War was due primarily to uniform economic privations which forced many of the inhabitants in the war-ravaged region into a cash-crop credit position, leaving them at the mercy of money lenders and, in the Kennesaw area, transforming what before had largely been a region of small farms producing more corn than cotton (as well as a wide range of vegetables and fruit) into a cash-crop cotton belt. By the early 1900s, Kennesaw had two hotels, a bank, and several merchandise and dry-goods retail operations and had become something of a processing and marketing center for the west-central portion of the county.

The turn of the century found Kennesaw at an economic plateau from which it would gradually retreat into a long period of decline until the 1960s. In 1900, the Western and Atlantic Railroad, leased by this time to the North Carolina and St. Louis Railroad, was flourishing and much of the site of wartime Camp McDonald was covered with residential housing and commercial structures. The large, three-story Masonic Hall was constructed shortly after 1900 and dominated the scene architecturally in the commercial district much as it continues to do today. J.G. Lewis was a co-founder in 1910 of the Kennesaw State Bank, and despite its modest initial capitalization of \$15,000, it added an important element to

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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RECEIVED JAN 9 1980
DATE ENTERED

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 4

the prestige of the community. The large spring was supplying water to steam locomotives by means of a pipeline and a stationary steam engine used to pump the water to the trackside water tanks several hundred yards away.¹⁵ In-town residences and outlying farms assumed the character and appearance that they have maintained until today.

The coming of the Dixie Highway (Old U.S. Route 41) through Kennesaw in the 1930s did little to change conditions in the town. Not until the last two decades has new development of any consequence taken place, with construction of the new U.S. Route 41 on the outskirts of town, residential subdivisions, and a small airport. This new development has occurred largely in the previously undeveloped areas of Kennesaw, leaving the historic areas of town virtually unchanged.

D. Discussion in general terms of the areas of significance:

Exploration and settlement are represented to a degree in Kennesaw by property lines and developmental boundaries that still reflect the subdivision of land during the 1832 Land Lottery, by evidences of the old Peachtree Trail that have survived in the alignment of wagon roads, the railroads, and twentieth-century highways, and by the spring which first attracted settlers to its vicinity. More evident is the Gibson-Davis House, an 1849 farmhouse on the outskirts of Kennesaw that represents the type of farmstead first developed in antebellum times.

Transportation is represented by the reminders of the old Peachtree Trail as well, but more importantly, by the presence of the railroad tracks that curve through Kennesaw. The Western and Atlantic Railroad, which first built the tracks, is significant for three reasons: First, it was the only state-owned and -operated railroad in Georgia. Second, its construction led the way to settlement and development in the northwest part of the state. Third, the railroad was directly responsible for the founding and growth of Kennesaw. The presence of the tracks in Kennesaw today is a vivid reminder of the paramount role played by railroad transportation in Kennesaw's history.

Commerce is represented in Kennesaw by the presence of the railroad tracks as well, for the railroad made local commercial activity possible.

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 5

Adjacent to the railroad tracks is the cotton-gin building (now the Big Shanty Museum), which more than any other structure, is significant in terms of Kennesaw's commercial history. Here, cotton -- the major cash crops of the region -- was received by wagon from the outlying farms and made ready for shipping by railroad. Accompanying the cotton were farmers, shippers, brokers, and other mercantilists whose business transactions transpired largely downtown. The railroad depot and the sites of the Lacy and Railroad hotels reflect the social dimension of commerce in Kennesaw, while the two-story brick bank building reflects its economic dimension. The bank building also stands as a reminder of the high regard accorded Kennesaw when it could boast, during the early-twentieth century, of the distinction of having its own local banking facilities. More generally, many of the in-town houses show how the local merchants and businessmen lived in a small northwest Georgia town.

Military history is represented in Kennesaw by the open land near the town center once associated with the Civil War-era Camp McDonald. The camp consisted of temporary structures, all since removed, centered around a spring which is now the focal point of a small city park. Camp McDonald was one of four major Civil War troop-training camps authorized by the governor of Georgia. Kennesaw is also important in military history as the staging point of Andrews Raid and as the temporary field headquarters of General Sherman.

Architecture is represented by a range of railroad section houses, Victorian cottages, and turn-of-the-century dwellings arranged on small lots in the center of town and on larger lots along the outlying highways. In addition, there are a few bungalows and flapper-style cottages and at least one antebellum farmhouse. Augmenting this body of modest residential architecture is a block of one-, two- and three-story commercial brick buildings, including a bank and a Masonic Hall dating from the early-twentieth century, a frame railroad depot with board-and-batten siding and wide, bracketed eaves, and a renovated cotton-gin building. This architecture, largely intact in terms of its physical fabric and surroundings is typical of a small northwest Georgia town and represents the kinds of buildings and structures erected during the late-nineteenth and early-twentieth centuries.

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 6

Agriculture is represented by the presence of the outlying farmhouses along the highways leading to and from Kennesaw, and by the cotton-gin building, which received the raw cotton from these farms and processed it for shipment. The small farmsteads in and around Kennesaw reflect the type of agricultural operations common in this part of the state after the Civil War. The cotton-gin building reflects the predominance of cotton as the principal cash crop during these years in Georgia's agricultural history.

Community development is represented by the historical development of Kennesaw as a railroad town. Kennesaw was first and foremost a railroad town, the railroad being directly responsible for its founding and growth. From a railroad workers' shanty town and wayside stop in antebellum days, Kennesaw grew into a commercial center for the surrounding part of Cobb County in the years following the Civil War. Development of railroad and commercial facilities was accompanied by construction of in-town housing on an appropriately modest scale. Outlying farmsteads were established along the highways leading into Kennesaw to take advantage of easy access to the railroad and downtown businesses. This developmental history is still readily apparent in the form and arrangement of Kennesaw.

E. Information categories thought to be present in the archaeological properties in the area: Not applicable. (The archaeological information contained in the Camp McDonald Historic Site should include evidence of personal articles, weapons, etc., used by soldiers who trained there between 1861-1863. The site of the Lacy Hotel, and the site of the military-railroad spring directly across, west of, the tracks from the hotel site, should yield information relating to domestic culture, as well as transportation and military history.)

F. Preservation and restoration activities within the multiple-resource study area:

The General: Nineteenth-century steam locomotive which was restored in the Louisville and Nashville Railroad shop in Louisville, Kentucky, in 1962. Now on permanent exhibit in the Big Shanty Museum in Kennesaw.

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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RECEIVED JAN 9 1980

DATE ENTERED

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 7

Frey's Cotton Gin: Now Big Shanty Museum, the museum housing The General. A major public and private restoration effort by the citizens of Kennesaw in the early 1970s which resulted in an authentic exterior restoration of the old cotton gin, coupled with an adaptively reused interior suitable to the proper exhibit and preservation of this historically priceless steam locomotive.

Military Spring: Restored (cleaned of debris and attractively walled with field rock) as a community project during the national Bicentennial in 1976.

Historic zoning: City Council, encouraged by private citizens of Kennesaw, in 1976, placed historic zoning around the commercial center of the town.

Multiple-resource nomination: In 1979, the City of Kennesaw hired a professional consultant to prepare this multiple-resource National Register nomination for the city.

G. Explanation of the choice of the combination of districts and individual sites included in the multiple-resource nomination:

Historic districts [see accompanying map]:

Four historic-districts and two individual nominations were decided upon as the most effective design for the Kennesaw Multiple-Resource Area. The Big Shanty Village Historic District was conceived to utilize a concentration of specific resources to express the central architectural, commercial, transportation, and historical theme of the village itself -- to describe and interpret the heritage package we call Kennesaw at whatever given point in its past.

The "old wagon road districts," that is, Cherokee Street Historic District, Summers Street Historic District, and the North Main Street Historic District, were chosen to emphasize the relatively permanent nature of early road patterns in the village. More importantly, these districts exhibit architectural styling, growth patterns, and house-lot sizes along

[continued]

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 8

these transportation arteries radiating from the village which reflect economic fluctuations, changing cultural tastes, and long-range trends experienced by the community over more than a century.

Individual nominations [see accompanying map]:

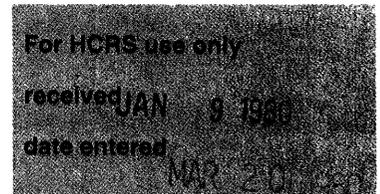
Two specific historic resources within the multiple-resource study area were chosen for the special treatment of an individual nomination. The Gibson-Davis Farmhouse north of the Cherokee Street Historic District is recognized as especially significant because it is one of the few surviving early homestead farmhouses still recognizable as such in the Cobb County area. The Camp McDonald Military Campsite was chosen as the second individual nomination because a considerable portion of the site retains a degree of its wartime field and stream integrity and openness and it is hoped that official recognition of this site by the National Register would encourage local interest in preserving the site as a permanent memorial to the military history of the Civil War and the Big Shanty community. The Camp McDonald Historic Site merits this special attention because it was one of four large military-training posts established by the state in 1861 to train Georgia soldiers for Confederate service. Several thousand soldiers trained here between 1861 and 1863.

I. How the results of the survey and inventory process have been integrated into the information used by local and state planning agencies

Should the nomination be approved for the National Register, the City Council of Kennesaw intends to incorporate the results of this multiple-resource design into a revision and expansion of its existing historic zoning. The city civic-design authority expresses a special commitment to safeguard heritage resources defined by the boundaries of the proposed multiple-resource study area.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Significance

Item number 8

Page 9

BACKNOTES FOR SECTIONS 7 AND 8

¹ Peachtree Trail. Based on Field Notes, J.W. Cowart, surveyor of the state of the 20th District, 2nd Section, Cobb County (Kennesaw). Plat of survey (enclosed) clearly shows the trace of the Peachtree Trail through Land Lot 138, which is the heart of downtown Kennesaw today. Records located in the State Surveyor General records, Georgia Department of Archives and History, Atlanta.

² Records in the Georgia Department of Archives and History (Office of the Surveyor General) claim that Georgia was the only state to distribute land free by means of a public lottery.

³ Records in the Surveyor General Office files at the Georgia Department of Archives and History indicate that John Harris disavowed his draw in the lottery of the 160 acres comprising Land Lot 99 (chose not to claim his right to the title). Land was then sold at auction at the courthouse to J.F. Cooper, who received the grant to the land on January 6, 1847. It is believed that John S. Gibson bought this land from Cooper, ca. 1849.

⁴ Kurtz Collection (File Box 31), Atlanta Historical Society.

⁵ See the Kendrick Survey Plat of 1867 in attached documents.

⁶ Land deeds in the Recorder's Office, Cobb County Courthouse, refer repeatedly to "Shiloh or Canton Road" -- often using the words interchangeably in deed boundary descriptions.

⁷ Interview with town citizens, William R. Jiles. Jiles claims that information handed down to him indicates that a cotton gin was built after the war on the spot one had existed before the Civil War near the Lacy Hotel. Official Records of the War of the Rebellion (Vol. 38) tells us that a signal station was on the roof of a cotton gin near Sherman's headquarters in Big Shanty. Also, see newspaper article stating that Sherman's headquarters at Big Shanty were in the Lacy Hotel.

⁸ Property inventory in 1889, of the Western and Atlantic Railroad lists a two-story frame hotel west of the railroad. Several acres of land west of the railroad owned by the W & A show on several recorded plats in the 1870s and 1880s.

⁹ Town survey plat (copy) is included in the attached documents.

[continued]

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

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received JAN 9 1980

date entered MAR 20 1980

Continuation sheet

Significance

Item number 8

Page 10

10 Temple, Sarah G. First Hundred Years (Atlanta, 1935), p. 384. Also U.S. Census (1860) in compilation of agriculture statistics.

11 Land Lottery Records, Land Lot 99, Georgia Department of Archives and History. Sherman's military map of Big Shanty area (see attached documents).

12 Report of Governor Joseph E. Brown to Georgia Senate, Senate Journal, November, 1861.

13 Kurtz, Wilbur, G. "The Andrews Railroad Raid," Civil War Times Illustrated, Vol. V (April, 1966), p. 8.

14 Official Records of the War of the Rebellion (Vol. 38), Pt. 4

15 Western and Atlantic Railroad property report of 1889. This report is located in the State Judicial Library near the State Capitol, Atlanta.

9. Major Bibliographical References

[See continuation sheet.]

10. Geographical Data

UTM NOT VERIFIED

Acreage of nominated property _____

ACREAGE NOT VERIFIED

Quadrangle name _____

Quadrangle scale _____

UMT References

A
 Zone Easting Northing

B
 Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

The multiple-resource area is defined by the city limits of Kennesaw, as shown on an attached map.

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

state	code	county	code

11. Form Prepared By

name/title a) Philip Lee Secrist, consultant for the City of Kennesaw
 b) Richard Cloues, architectural historian

organization a) City of Kennesaw
 b) Historic Preservation Sec., Ga. DNR date

street & number a) 835 Frank Kirk Road a) (404)427-2337
 b) 270 Washington Street, S.W. telephone b) (404)656-2840

city or town a) Kennesaw a) Georgia 30144
 b) Atlanta state b) 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature *Elizabeth A. Lyon*
 Elizabeth A. Lyon

title Acting State Historic Preservation Officer date 12/18/79

For HCRS use only
 I hereby certify that this property is included in the National Register

W. Ray Luce date 3/20/80
 Keeper of the National Register

Attest: *Carl A. Smith* date 3/19/80
 Chief of Registration

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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received JAN 9 1980

date entered MAR 20 1980

Continuation sheet Bibliographical References Item number 9

Page 2

Secondary Sources:

Temple, Sarah Gober. The First Hundred Years, 1833-1933. Atlanta, 1935.

This is the standard history for Cobb County, Georgia. It provides an excellent source for information concerning pioneer families, cemetery records, etc., and has an unusually well-documented and well-written chronological flow regarding people and events covering the period in county history noted in the title.

Wadsworth, Georgia. Camp McDonald, the School of Instruction of the 4th Brigade of Georgia Volunteers. Atlanta, 1861.

Kurtz, Wilbur G., Sr. "The Andrews Railroad Raid," Civil War Times Illustrated, Vol. V (April, 1966), p. 8. Kurtz (deceased) came to Atlanta in 1905 and married a daughter of one of the Confederate heroes in the locomotive chase. He spent the rest of his life interviewing and recording the testimony of the survivors of the raid. He assembled a major collection of documents and information on the Andrews Raid and the Atlanta Campaign before his death in 1967. The Kurtz Collection is in the Atlanta Historical Society. Kurtz was technical advisor for the movies "Gone With the Wind" and "The Great Locomotive Chase."

Secrist, Philip L. "Aftermath of Adventure: The Andrews Raid," Civil War Times Illustrated, Vol. XII (June, 1973), p. 12.