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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

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NATIONAL REGISTER

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic and Architectural Properties in Hendersonville, North Carolina: A Partial Inventory

B. Associated Historic Contexts

Commercial Development in Hendersonville, NC, 1850-1929
Tourism Development in Hendersonville, NC in the Railroad Years, 1879-1929
Residential Development in Early Hendersonville, NC, 1879-1929

C. Geographical Data

City limits of Hendersonville, Henderson County, North Carolina

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

William S. Price, Jr. — 12-28-88

Signature of certifying official — Date

State Historic Preservation Officer

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Carol Shull — 2/24/89

Signature of the Keeper of the National Register — Date

OUTLINE OF HISTORIC CONTEXTS

INTRODUCTION

1. COMMERCIAL DEVELOPMENT 1850-1929

2. TOURISM DEVELOPMENT 1879-1929

3. EARLY RESIDENTIAL DEVELOPMENT 1879-1929

INTRODUCTION

Hendersonville, Henderson County, North Carolina, while in existence as early as 1841, did not reach its peak of development until the late 19th and early 20th centuries. Like other western North Carolina mountain communities, the railroad was slow in arriving in the area. But once it did, in 1879, the boom began. Commercial development expanded tremendously, both in the downtown main street area and the area centered around the depot. Tourists began arriving daily all summer by the trainload which spurred construction of resort hotels and boarding houses. As the community prospered, fine residential homes were built. Building and development continued into the first quarter of the 20th century, but ended abruptly in 1929 when the Great Depression began. Hendersonville today is once again a prospering community, but perhaps has still yet to exceed the amount of growth that occurred in Hendersonville's early development years.

Henderson County is situated at the southeast edge of the North Carolina Blue Ridge Mountains. The central section of the county is a relatively level plateau, one of the broadest valleys in mountainous western North Carolina. Hendersonville, the county seat, is located in this intermontane valley, near the geographic center of Henderson County, at approximately 2,200 feet above sea level.

Mountainous western North Carolina, including the area that is now Henderson County, lagged well behind the rest of the state in receiving white settlement. During the Colonial Period, the Cherokee Indians maintained a powerful presence in this area. The majority of Cherokee towns in North Carolina were located west of present-day Henderson County, along the Tuckasegee, Hiwassee, and Little Tennessee rivers, but the land they claimed extended eastward beyond the Blue Ridge. (1)

Siding with the British during the Revolutionary War, the Cherokee suffered substantial defeats and were forced to relinquish the eastern part

of their claims. The Treaty of Hopewell, signed in 1785, established the Cherokee's new eastern boundary. The line ran through what is now Henderson County, legally opening its northeastern corner to white settlement. The Hopewell Treaty, however, did not satisfy the white settlers who were already pushing beyond its limits; by the end of the century all of the territory now encompassed by Henderson County had been wrested from the Indians.

Once the mountains were broached and the Cherokee forced out, the white settlers found an equable terrain. With some of the broadest river valleys in western North Carolina, the topography of much of the county is a gentle broad plateau. However, the roads, or rather paths, in and out of the area were just barely passable, making trade and economic growth difficult.

The completion of the Buncombe Turnpike in 1827 opened up a new era for western North Carolina. A major road running north and south, from Tennessee to South Carolina, it established the area which was to become Henderson County as the southern gateway into the mountains. The opening of the turnpike brought wealthy lowland planters who established the summer colony at Flat Rock in southern Henderson County. More important to the local population, the opening of the turnpike made trade with urban centers accessible. Farmers could now get their produce and stock to major markets, and agriculture in the rich river valleys could begin to prosper. (2)

During the formative years, Henderson County did not exist as a political entity. In 1792, Buncombe County had been created, encompassing a vast expanse of territory. By the time Henderson County was partioned off from the southern end of Buncombe in 1838, the area was fairly well settled. The new county, was named in honor of Judge Leonard Henderson, a former justice of the state supreme court. The name "Hendersonville" was designated for the county seat, which was yet to be chosen.

Though well settled, no towns existed in the newly created county, and the selection of a town site immediately became a matter of controversy. Of the commissioners appointed to select the site of the county seat, one faction supported a site on Shaws Creek, near the French Broad; the other faction wanted the town situated along the turnpike. The bickering continued for two years. Finally a general election was ordered and the populace voted for the turnpike site. Consequently, Hendersonville was laid out on a tract near the Mud Creek, donated primarily by the county's largest land owner, Judge King of Flat Rock and Charleston. (3)

1. Commercial Development in Hendersonville, 1850-1929.

The town of Hendersonville, which was chartered in 1847, grew slowly. In the early years, aside from being a judicial center, the town served primarily as a stopping point for travellers along the Buncombe Turnpike. Colonel Valentine Ripley, who operated a stageline from Tennessee to South Carolina, owned Hendersonville's first hotel which was built soon after the town's creation. (4) Ripley also built several of the town's early commercial structures, including the Ripley Building at the SW corner of Main Street and First Avenue (Main St. HD #43).

During the 1850s, the Buncombe Turnpike was replaced by a plank road, which followed much of the same route. Though talk of building a railroad through this area started in the 1820s, during the 1850s the dream was still several decades away from being fulfilled. The plank road provided an interim means of facilitating transportation in and out of the county.

The outbreak of the Civil War found Henderson County strongly divided in sentiment. The War interrupted growth, and town growth did not pick up again until the 1870s with anticipation of the arrival of the railroad from Spartanburg, South Carolina.

While planned as early as 1827, construction of the rail line over the Blue Ridge did not begin until 1873. (5) The railroad finally arrived in Hendersonville in 1879, a year before the similarly long-awaited Western Division, coming from the east, arrived in Asheville. The arrival of the first train on July Fourth was met with an enormous celebration, complete with oration, brass bands, and a barbecue. (6) It would be another seven years before Hendersonville and Asheville would become linked by rail; during the interim travelers from the south arriving by rail would continue the journey to Asheville by stagecoach.

The arrival of the railroad in 1879 sparked an era of enthusiasm and building. A promotional booklet of 1885 accurately reflects this spirit. After describing the homes of post Civil War Hendersonville as "abodes of poverty and ruin," the booklet glowingly notes that in 1885, "we find an intelligent and cultured population . . . and on a thousand hills may be seen such homes as only the intelligent and happy citizens can make or enjoy . . . the old churches and schoolhouses have been repaired and repainted, while hundreds of new ones, built in modern style are seen everywhere, testifying to the progress, intelligence, and piety of the people." While this propaganda perhaps does not fairly state the contrast in the two eras, it does capture the current attitude. More accurately it notes that there are "five hotels in Hendersonville and numerous private boarding houses; 16 stores, several blacksmiths' and other shops, good markets &c." (7)

The rapid growth of Hendersonville broadened the gap between the rural and town populations. Local roads were still poor in quality, and for many the trip to town was an arduous task. Most rural residents remained oriented to their local communities, which changed at a much slower rate. The growth of Hendersonville, and the arrival of the railroad did provide a larger market for the farmers, and many growers took advantage of the railroad to market produce. Cabbage, apples, and potatoes became the major crops shipped from Hendersonville. (8)

The area around the depot grew up along with the increase of railshipping in and out of the county. There was a great deal of building activity down on Anderson Avenue (7th Avenue) in the late 19th and early 20th centuries, although it is somewhat difficult to pinpoint which store was actually being constructed at what time. For instance, a notice appeared in 1909 (March 18) that Hiram Pace was erecting a brick building on Anderson Avenue next to the railroad tracks, "...which will be occupied by M. Flynn, the merchant when finished. J. S. Holbert has the stone contract, Fred Garren the brick, and U. M. Orr, the carpenter contract. It is to be completed by May 1st."

The early years of the 20th century brought considerable improvements to the town of Hendersonville. New businesses sprung up along Main Street, as the population doubled and tripled. A 1906 newspaper article claims that Hendersonville's population increased from 1200 to about 3000 in four years. (French Broad Hustler, April 5, 1906). A new courthouse graced Main Street in 1905 (Main Street HD #44). By 1913, the town had its first modern hospital and, the following year, a Carnegie Library.

According to the 1915 city directory, some of the businesses located along Main Street included hardware, dry cleaning, general mercantile, furniture, clothing, jewelry, and appliance stores. Medical offices were located there as well, including an optometrist. Baker's art gallery added to the variety of goods and services available in the heart of the city. Livery stables, and mill feed stores were also still found on or near Main Street, as was the Star Dray Company and garages. By 1926 (as listed in the 1926 city directory) more realty offices had opened along Main Street, a sign of the continuing building boom in the city. Support businesses to the real estate boom such as contractors, lumber, and building supplies also were located along Main Street. More auto dealers and repair garages had sprung up by this time as well. In 1926 a jail was added on to the rear of the courthouse. In 1928 the Stilwell-designed city hall was built (Main Street HD #36). Erle Stilwell's office was listed as being located in the First Bank and Trust Company building. The same variety of stores as noted from 1915 continued to exist at this time, providing goods and services to local residents, but certainly also providing needed merchandise for the summer visitors as well.

North Carolina was finally beginning to make substantial gains in improving the public school system, and in 1907, public high schools became a reality. Within four years, Hendersonville was to lead western North Carolina with a high school enrollment of one hundred and three. (9)

In the opening years of the century, gasoline powered street cars replaced the mule-drawn ones of the previous decade. After Hendersonville received electricity in 1903, these cars were converted to electric power. In 1905, William A. Smith opened the Laurel Park Railroad Company. For seven years, the "Dummy Line" took passengers from Main Street down Fifth Avenue to the dance pavillion and lakes which Smith had built at Laurel Park. (10)

The early 20th century also linked the careers of two men who, to the extent that individuals shape an area's architectural character, played major roles in Hendersonville. Neither native by birth, W. F. Edwards moved to Hendersonville in the late 1870s and Erle G. Stilwell in the early years of the 20th century and practiced there until the mid 1950s. Edwards is usually characterized as a builder; it is unclear the extent to which his role was that of a contractor, (as it was in the building of the courthouse) as opposed to architect. In the absence of local professional architects, the distinction was probably not often made. As well as acting as contractor for the new courthouse, Edwards "built" the earlier Town Hall and Opera House which stood on the east side of the 400 block of Main Street from 1893 to the 1920s. He was involved in the building of many domestic structures, including his own home on Washington Street, as well as commercial structures such as the Neo-Classical People's Bank (Main Street H.D. #48). FitzSimons characterizes Edwards as an "architect and a builder" and notes that he "built many of the summer homes for the low country planters in Flat Rock." Sadie Smathers Patton attributes the Flat Rock home "Tranquility" to the work of Edwards, whom she considered a "prominent builder of Hendersonville." (See FitzSimons, Vol. I, 144-148 and Sadie Smathers Patton, A Condensed History of Flat Rock, 144-248, also, interview with Horma Edwards Clements, Hendersonville, August 8, 1980.) If not as academically competent as Stilwell's later designs, the structures associated with Edwards have a recognition of popular styles and a playfulness of design which contrasts with the traditional architecture of Henderson County during this period.

The establishment of Erle Stilwell's practice in Hendersonville marked a new era in the architecture of the town. Although not innovative in a broader context, Stilwell's designs brought a new level of competance and sophistication to the local architecture. Working in a range of styles, from the Neo-Classical and Gothic revivals to Art Deco, Stilwell shaped the nature of the municipal, religious, and commercial architecture in Hendersonville for several decades of the 20th century.

Many of Stilwell's buildings were constructed during the era of growth when expectations finally outran reality. However, despite the ultimate cataclysmic end to the 1920s, a substantial amount of building was achieved. Stilwell's contribution in the public sphere included the design for Hendersonville High School (1926) and City Hall (1928) (Main Street H. D. #36). By the 1920s, the commercial district on Main Street was filled with solid blocks of commercial structures. A large proportion of what still constitutes Main Street Hendersonville was built by mid-decade. Among the commercial buildings of note designed by Stilwell during this decade were the Citizens National Bank (more recently the Bank of North Carolina), (Main Street H.D. #23) and the First Bank and Trust Company, now Northwestern Bank, (Main Street H.D. #63).

As automobiles grew in popularity, better roads became a necessity. In 1910, Main Street became the first paved road in Hendersonville. As the Good Roads Movement grew, the state and federal government took a more active interest in road building. The first new road built by state convict labor in North Carolina was through the Hickory Nut Gap in northeastern Henderson County. (11) In 1921 a state highway system was created, bringing a new era of road construction to the area, and signaling the end of many businesses related to the earlier modes of transportation. Railroad related services and livery stables were to become obsolete.

Real estate speculation, which began in the early 20th century, reached unrealistic proportions in Hendersonville during the 1920s, as it did in nearby Asheville. Hendersonville did not have to wait for the stock market crash and ensuing bank failures before dreams began to crumble. In 1926, the Fleetwood, a skyscraper hotel atop Jump Off Mountain, was to be the crowning glory of Laurel Park (a community immediately adjacent to Hendersonville). It lost its financial support before its completion and its steel skeleton stood until 1935 when it was torn down. (12) Another skyscraper, the Art Deco Chamber of Commerce Building, was doomed to live only in the 1926 plans of Erle Stilwell. If land speculation began to prove unsound, some faith in the continued growth of Hendersonville must have remained. As the final expression of this faith, the Skyland Hotel (Main Street H.D. #39) was opened on Main Street only months before the stock market fell.

The collapse of the land boom foreshadowed the subsequent stock market crash and Great Depression. Several of Hendersonville's banks failed, and even legitimate growth and development would be sharply curtailed for two decades. However, unlike much of western North Carolina which continued to suffer a low rate of growth even after mid-century, Henderson County has been more fortunate. Out-migration has not been a continuing problem as it has in

many mountain counties; the county in fact has witnessed a considerable growth of population in recent years. Industry has developed substantially, while farming and tourism continue as the county's mainstays. Henderson County leads the state in apple production and is also a leading dairy producer. (13) And, the county's century-and-a-half old reputation as a desirable place to spend the summer flourishes, coupled with a newer reputation as a popular place to retire.

2. TOURISM DEVELOPMENT 1879-1929

Henderson County, like much of western North Carolina has been a popular tourist spot since at least the mid-19th century. Even before its political creation in 1838, the county was a popular summering place, primarily for wealthy lowlanders from Charleston, Savannah, and New Orleans with enough money to build substantial homes in Flat Rock and Fletcher. The Buncombe Turnpike, completed in 1827, opened the way for an even greater influx of tourists. In 1841-42, Colonel Valentine Ripley built the Ripley House in Hendersonville, which originally served as a stagecoach stop or a place for farmers and circuit-riding attorneys to stay. (14) It was built at the corner of Main Street and Second Avenue West, and later went by names such as the Globe Hotel, the New Globe, the Imperial Hotel, Gates Hotel, and finally St. John's. It was enlarged greatly over the years, and, like so many others, burned to the ground in 1915. In 1852, Henry T. Farmer, began construction of the Farmer Hotel in Flat Rock, which he continued to operate until 1883. (15) This later became the Woodfield Inn, still in existence today.

It wasn't until 1879, however, when the railroad finally arrived in Hendersonville, that the tourist boom began. The railroad brought with it the more middle class tourist who stayed at hotels and resorts which began to flourish in Hendersonville and nearby rural areas of the county in the late 19th and early 20th centuries.

Up until World War I, there were 8 - 10 passenger trains per day pouring tourists into Hendersonville, many there on special excursion trips. Local hotels often had special carriages waiting at the depot to take visitors to their hotels. (16) Some of the merchants on Depot Street (7th Avenue) also operated "hacks," which were 4-wheel, covered vehicles with two or more seats, pulled by horses. This was a highly competitive business every summer, for many tourists had favorite drivers they would continue to patronize every year. (17) Unfortunately, many of these grand in-town hotels have since perished.

The Wheeler Hotel, built in 1895 at the north end of town, boasted 100 rooms, a livery stable, and dance pavillion. (18) The pavillion burned in 1927, and the remainder of the wood frame building burned in 1930. The Wayside Inn, which stood near 7th Avenue, was built in the late 1880s-1890s. It burned ca. 1900. (19) The Kentucky Home, a three-story wood frame structure at 4th and Washington Street, was also built in the late 19th century. It was known for its excellent food, sightseeing trips by horse and buggy, and its long, wide porch filled with rockers. Unlike most inns, which were open only during the summer months, the Kentucky Home was the only hotel

in town open year-round, and was the center of social, civic, and public activities in the winter months. By 1916, the four-story building had 35 rooms and 4 or 5 baths. (20) It was demolished in 1962 to make room for a parking lot.

Like the majority of building that occurred in Hendersonville's commercial districts, most of the hotels, resorts, and boarding houses were built at the turn of the 20th century. An article in the French Broad Hustler dated January 7, 1909 helps to substantiate the flush times for Hendersonville boarding houses owners of this era:

> The writer claims that the number of such houses doubled in the previous six years. "Moderate rates, freedom of contagious diseases, good service, pure and abundant water, beautiful scenic surrounds, ease of accessibility, and the spirit of the town, are a few of the many reasons for Hendersonville's undoubted and undenied position as THE resort of the mountains."

Unfortunately, many of the bustling hotels, inns, and boarding houses are no longer standing. Some of these include the Blue Ridge Inn at the corner of Main Street and Third Avenue West, the Hodgewell Hotel at Fourth Avenue West and Church Street, built in the early 1920s, and the Park Hill Inn on Sixth Avenue West. The Chewning House on North Main, built ca. 1916, the Waverly on N. Main, built ca. 1898, the Cedars at Seventh Avenue and Buncombe Street, built ca. 1914, and the Aloah Hotel (Hendersonville Inn), on Third Avenue West and Church Street, built ca. 1919 still remain to tell of Hendersonville's important role in western North Carolina tourism.

By 1920, tourism had become such a major economic boom to Hendersonville, that a group of men formed the Henoco Club, which was essentially a high powered Chamber of Commerce, formed solely to promote the city and county to folks from out of state. (21) It was organized by W. A. Smith, Sam Hodges, and Jake Wells. (Hodges and Wells were co-founders of the Hodgewell Hotel). The club went to Florida early in 1921 to personally lure tourists "up north", and helped to make the summer of 1921 one of the best tourist seasons ever.

One of the last great vestiges of the tourist boom in Hendersonville took place with the building of the Fleetwood Hotel, begun in 1925. As part of the regional real estate boom, a Commodore J. Perry of Miami, Florida began this project by buying land high up on a ridge above town and having plans drawn up for a 15-story luxury hotel. In 1926, with the exterior nearing completion, Perry's money ran out and the project was never finished. In 1935, the skeleton of the building was torn down. (22)

Resorts and summer communities continued to flourish in other parts of Henderson County in the early 20th century as well. Among the prominent

real estate developments were Kanuga Lake, Laurel Park, and Highland Lake and Club. Joseph Holt started the Highland Lake project on 500 acres in Flat Rock in 1910. (23) The development had its own clubhouse, orchestra, 18-hole golf course, and hotel. Lots were also laid out for cottages. The hotel burned in 1911, and the place became a military academy in 1923. In Edneyville, the Flack Hotel, a 4-story, 50 room structure, was built in 1915. (It burned in 1971). The Beehive Inn, also in Edneyville, built in 1907, continues to flourish as a resort, and has several individual cottages as well. (24) In 1910, the Wayside Inn was built in East Flat Rock. It could accommodate 300 guests, had electric lights, baths, and every modern convenience. The 60-room, 2 1/2 story building burned the same year it opened. (25)

The boom in tourism was by no means confined to Henderson County in the late 19th and early 20th centuries. The railroad spurred tourism developments in neighboring southwestern North Carolina counties as well. In McDowell County, the railroad arrived in the early 1870s. Many summer retreats were built in the opening years of the 20th century. (26) Among these were Little Switzerland (1909), comprised of all summer residences, a church, and a community building, and Lake Tahoma, built in the 1920s, which included a manmade lake. It became known as "The Lake City of the Mountains."

Saluda, in Polk County, was discovered by Charlestonians even before the railroad went there, and was incorporated in 1881. (27) It continued to grow, on into the 1920s, as a tourist center of the county. Many of its early hotels burned, but the Saluda Inn and Mountain Manor, still remain today.

Haywood County, like Polk, was also "discovered" by lowlanders early on as well. The White Sulphur Springs Hotel, built before the coming of the railroad in 1882 south of Waynesville, prospered until it was destroyed in 1941. (28) Many inns were built in Waynesville due to its proximity to the railroad. By 1902, there were 9 in existence, and by the mid 1930s, there were 20. Only one, the Piedmont, survives today. In Clyde, the "Yankee Hipps" Hotel was built in 1898, a 3-story structure with a two-tiered porch on four sides and a mansard roof. (29) Many boarding houses developed out of private homes in Haywood County in this time period as well, and new summer homes were also built. (30) In 1912, Lake Junaluska was built as a summer resort for the Methodist Church. (31)

Buncombe County lagged behind Henderson County by only a year or so in the arrival of the railroad. (October 3, 1880). Asheville served as the primary focus of the tourist boom, but other towns in the county participated as well. Late 19th-early 20th century Weaverville claimed 11 boarding houses, Black Mountain had 9 hotels, Skyland had 6 inns and boarding houses, Arden had 3, Swannanoa had 1, and Biltmore had 5. (32) In Asheville,

tourist-related establishments such as the Eagle Hotel, Swannanoa Hotel (1880), Grand Central (1880), Battery Park (1886), Kenilworth Inn (ca. 1890), The Manor (1900), The Langren (1912), the Grove Park Inn (1913), the new Battery Park (1924), plus innumerable boarding houses, began springing up all over town. By 1920, Asheville boasted over 250,000 visitors annually. Hendersonville's population, in 1926, quadrupled in the summer time, swelling from a winter population of 10,000 to a summer population of over 40,000. (Hendersonville City Directory, 1926).

Finally, in Rutherford County, many hotels and inns were built there as well, primarily in the late 19th-early 20th centuries. The Saluda Hotel was built in 1860, the Flack Hotel in 1890 (since burned), and the Esmeralda Inn in 1891. Chimney Rock Mountain, Inc., was formed in 1922 to develop an 8,000 acre resort in the Chimney Rock-Lake Lure area consisting of hotels, a convention pavilion, and bathing beaches. Only part of this plan was completed however, due to the crash of 1929. (34)

The Depression ended the hurried scramble of the previous decades to build hotels as quickly as possible, since the flow of tourists to the Hendersonville and the western North Carolina region began to slow down. The Carolina Special, a luxury train of the Southern Railroad which began in 1912, continued to serve the mountains until 1962. (35) However, in the past 20 years or so, Hendersonville has again begun to enjoy an increase in tourism. New hotels have been built, and the remaining inns such as the Waverly, the Chewning House (now the Claddagh Inn), and the Aloah Hotel (now the Hendersonville Inn) continue to take in visitors and boarders. But even so, gone are the leisurely days before 1929, when almost every street corner near downtown boasted a magnificent inn. Many burned, and other such as the Kentucky Home and the Hodgewell Hotel, were torn down to make way for parking lots. The inns that do remain become that much more special, then, serving as reminders of Hendersonville's heyday.

3. EARLY RESIDENTIAL DEVELOPMENT 1879-1929

Prior to the coming of the railroad, domestic architecture in Henderson as well as adjoining western North Carolina counties was primarily traditional and functional. Local building materials such as wood or stone were the ones most often used. Early log and later frame structures were built according to the knowledge the early settlers possessed in their families. The railroad, however, enabled local people, in the bigger towns such as Hendersonville especially, to have access to style books from the north, and to obtain all sorts of building materials previously unavailable. (36) Even simple, vernacular I-house buildings often added Victorian era scrollwork onto their porches in keeping with the times. (37) Certainly, in more rural areas of Henderson County, traditional building still continued. But in town, the latest styles and construction techniques were employed. The influence of the tourist from other areas no doubt played a role in this expanding knowledge of architecture as well.

The railroad era changed the face of the domestic architecture of Hendersonville as well as its commercial and tourist-related buildings. While no mid-19th century residences survive in downtown, a few late 19th century survivors are found within a few blocks of the commercial districts. The King-Waldrop House on Washington Street, two blocks west of Main, dates from the 1880s. It is Victorian in its somewhat irregular massing. The Clarke-Hobbs-Davidson House (now the Masonic Temple) serves as an excellent example of the Colonial Revival style becoming popular in the area in the early 20th century.

In nearby McDowell County, the railroad spurred much of the same architectural revolution in domestic building as it did in Henderson County. In response to the industrial growth that Marion in particular was experiencing, fine homes in the Queen Anne, Eastlake, Colonial Revival, and Neoclassical Revival styles were built to house these wealthy industrialists. By the late teens and twenties, the Craftsman and Bungalow styles also gained in popularity. (38) In Waynesville, in Haywood County, two notable examples of its late 19th century residential building boom remain. They are the 1884 Boone-Withers home, and the 1895 Way House, both Queen Anne in their overall massing, but exhibiting some elements of the Colonial Revival style as well. The railroad here as well brought an influx of new material such as brick, pressed tin, cast iron, and decorative concrete block. (39) In the early 20th century, the Craftsman style also gained in popularity in the county, especially in Waynesville, Canton, and Hazelwood. (40) In Rutherford County, too, a new era of domestic architecture began developing in the late 19th and

early 20th centuries as well. Italianate, Gothic Revival, Queen Anne, Neo-Classical Revival, and Colonial Revival homes began appearing, in contrast, again, to the vernacular building traditions that had existed in the more isolated, pre-railroad days of the county. (41) Buncombe County, no less than other neighboring counties, also boomed in residential development after the railroad arrived in 1880. In-town neighborhoods such as Montford and Chestnut-Liberty attest to this building boom even today in their collections of Queen Anne, Colonial Revival, and Craftsman style dwellings. (42) Overall, the railroad in effect ended the "backwoods mountain" residential architecture reputation that western North Carolina endured up through most of the 19th century. Styles of building were coming less indigenous and much more national in form. At long last western North Carolina was beginning to catch up with current development trends. (43)

Today, in Hendersonville, many of the remaining significant residential properties in downtown have withstood the commercial growth of the area primarily through continued family ownership or successful adaptive re-use. Originally, both South Main Street, south of the courthouse, and Seventh Avenue East, by the depot, were lined with residential buildings. Commercial development and encroachment has changed this pattern considerably. The structures included in this submission are some of the few remaining reminders of in-town living in Hendersonville's late 19th and early 20th centuries.

FOOTNOTES

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2. James Gifford, "Our Pioneer Heritage," in Our Mountain Heritage, op.cit.

3. Ora Blackman, Western North Carolina: Its Mountains and Its People to 1880 (Boone: Appalachian Consortium Press, 1977), 269-272.

4. Frank L. FitzSimons, From the Banks of the Oklawaha, Vol. I (Hendersonville: Golden Glow Publishing Company, 1976), 255-256.

5. Ina W. Van Noppen and John J. Van Noppen, Western North Carolina Since the Civil War (Boone: Appalachian Consortium Press, 1973), p. 254, 261.

6. FitzSimons, p. 191-194.

7. Strangers Handbook of Henderson County and Hendersonville, N.C. (Hendersonville: Asheville and Spartanburg Railroad, 1885).

8. Sadie Smathers Patton, The Story of Henderson County (Asheville: The Miller Printing Company, 1947), p. 260-262.

9. Van Noppen and Van Noppen, 136.

10. Patton, 242-243; FitzSimons, 210-211.

11. Van Noppen and Van Noppen, p. 329.

12. James H. Toms, The Fleetwood Story. (Hendersonville: not published, 1963).

13. Van Noppen and Van Noppen, p. 281, 284.

14. FitzSimons, Vol. I.

15. Pamphlet files, Henderson County Library. "Henderson County Hotels, Taverns, etc." (Hendersonville: Henderson County Library Collections). "Henderson County's Historic Inns and Hotels", April 11, 1977.

16. FitzSimons, Vol. I.

17. FitzSimons, Vol. I, p. 260.

18. Pamphlet files, "Henderson County's Historic Inns and Hotels."

19. Sadie S. Patton, Henderson County in the Light of Other Days. (Articles copied from WNC Tribune June 21, 1935 - January, 1936), p. 116.

20. FitzSimons, Vol. 2.

21. FitzSimons, Vol. 3, p. 217.

22. Pamphlet files, "Henderson County's Historic Inns and Hotels."

23. Ibid.

24. Ibid.

25. FitzSimons, Vol. 2, p. 215.

26. County survey essays: McDowell County, unpublished. (Asheville: Office of Archives and History, 1985).

27. County survey essays: Polk County, 1985.

28. County survey essays: McDowell County.

29. Ibid.

30. Ibid.

31. Ibid.

32. Douglas Swaim, ed. Cabins and Castles: The History and Architecture of Buncombe County, North Carolina. (Asheville: City of Asheville, Buncombe County, N.C. Department of Cultural Resources, 1981), p. 24-25.

33. Ibid, p. 40.

34. Kimberly I. Merkel, The Historic Architecture of Rutherford County. (Forest City, North Carolina: Rutherford County Arts Council, Inc., 1983), p. 86.

35. FitzSimons, Vol. 3, p. 267.

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38. County survey essays: McDowell County.

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41. Merkel, The Historic Architecture of Rutherford County.

42. Swaim, Cabins and Castles.

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OUTLINE OF PROPERTY TYPES

1. COMMERCIAL BUILDINGS
2. INNS, BOARDING HOUSES, AND HOTELS
3. RESIDENTIAL BUILDINGS

1. COMMERCIAL BUILDINGS 1850s - 1929

DESCRIPTION:

The buildings associated with this property type, located in both the Main Street and Seventh Avenue districts, are primarily one and two story structures, built of brick or stone in an early twentieth century commercial style. This style typically is simple in its form and detailing, moving away from some of the more elaborate late 19th century Victorian era commercial buildings. Structures located along Main Street, built primarily from 1900-1929, are somewhat more elaborate in their detailing than those along Seventh Avenue, but all are typically built with a storefront on the ground level and one or two stories above. Exceptions to this simple early 20th century style include the few remaining late 19th century Victorian buildings, the 1850s buildings remaining on Main Street and several examples of the increasingly popular 20th century Neo-classical and Art Deco styles.

The Dotson Store (Main Street H.D. #8), built in the 1890s, and the Citizens Bank Building (Main Street H.D. #52), built ca. 1908 are more typical of Victorian era commercial design. Facades of these two buildings contain elaborate brickwork including corbelling and crenellation at the cornice, recessed panels, and elaborate arched windows. The ca. 1850 Ripley (Main Street H.D. #43) and Major Noe buildings (Main Street H.D. #7) exemplify mid-nineteenth century commercial building, more square in configuration, and with hipped rather than flat roofs. Examples of the Neo-Classical style employed in most cases by Erle Stilwell include the State Trust and Citizens Bank (Main St. H.D. #23), the Queen Theater (Main Street H.D. #31), the People's National Bank (Main Street H.D. #48) and the Northwestern Bank (Main Street H.D. #63). The Carolina Theater, demolished while this nomination was in progress, was the only truly Art Deco influenced building on Main Street.

Commercial buildings in the Seventh Avenue district are simpler in design, with less ornamentation. They, too, display the storefront at ground level,

and appear to be built more purely for function rather than decoration. In particular, the ca. 1922 warehouses near the southeastern edge of the district were evidently built for ease of access of goods in and out of the building and are square, simple brick structures with minimal ornamentation. The 1930s former gas station in this district is an exception to the overall form of the other commercial buildings here and is nearly Gothic Revival in its use of steeply pitched gables and roofs. The 1902-04 railroad depot, displaying a vernacular interpretation of the Craftsman style, is also another exception to the plain early 20th century commercial buildings located in this property type. It is a frame building displaying many Craftsman-influenced motifs such as the large wooden brackets in the eaves, and the use of clean, simple lines in its overall design.

SIGNIFICANCE:

This property type is significant for its association with commercial development in Hendersonville from 1850-1929. The buildings exemplify architecturally the tremendous boom experienced in particular following the coming of the railroad, but also serve as a reminder of the early entrepreneurs such as Colonel Ripley who helped the town develop even in the mid-19th century.

Hendersonville's commercial structures played a significant role in the town's commercial development of the late 19th to early 20th centuries. As the demand for goods and services increased, more structures were built to support this. When the railroad opened up new markets for local farmers, development of commercial buldings around the depot was a natural occurrence that provided services for the farmers, and served as a place where they could purchase goods. As the town prospered before the Depression, new banks and businesses opened up on Main Street to meet the demand. The depot alone exerted a profound influence on the development of both the Main Street and 7th Avenue commercial districts, as well as influencing tourism and residential development in the town.

These buildings, then, are clearly eligible under National Register Criteria A due to the contributions they make to the historic development patterns of Hendersonville, and under Criteria C for exemplifying craftsmanship in styles prevalent in the time period noted. These structures are significant in the areas of ARCHITECTURE, COMMERCE, and TRANSPORTATION because of their close association with Hendersonville's commercial, architectural, and transportation development.

REGISTRATION REQUIREMENTS:

In both the Main Street and Seventh Avenue Historic Districts, many of the commercial storefronts have been moderately altered in some way.

However, these buildings are still considered contributing to the districts unless their overall facade has been completely changed or completely obscured. Minor storefront changes such as the replacement of wood framing with aluminum or replacement of kickplates is not considered to be severe enough to consider that the buildings have lost their architectural integrity. In those cases where a pre-1929 building is considered non-contributing (Seventh Avenue H.D. #6, Main Street H.D. #9, for example) severe alterations to the building have taken place over time and these are therefore considered to have lost integrity in spite of their age being over 50 years.

Overall, both districts have retained a great deal of integrity in terms of maintenance of the rhythm of the streetscape, detailing on individual buildings, and visual cohesiveness. Outside of the designated district boundaries this cohesion falls apart as more modern buildings have been sited differently and are often spaced apart with large expanses of parking areas between them. (This is perhaps most noticeable both east and west of Main Street on Church and King Streets.) The Seventh Avenue Historic District still retains a clear identification with the depot, making it easy to understand how the commercial development here sprang up as a result of the arrival of the train.

2. INNS, BOARDING HOUSES, AND HOTELS

DESCRIPTION:

The seven buildings associated with this property type are the Chewning House on North Main, the Waverly, on North Main, the Cedars, on Seventh Avenue West, the Aloah Hotel on Third Avenue West, the Smith-Williams-Durham House on 5th Avenue West, the Station Hotel on Maple Street (Seventh Avenue Historic District) and the Skyland Hotel at Main Street and 6th Avenue. (Main Street Historic District) All date from the late nineteenth-early twentieth centuries. Building styles represented by these structures include Classical Revival, Queen Anne, and Craftsman. All but the Aloah Hotel and the Station Hotel exhibit some degree of classic style and form, with the Waverly serving as the main transition from the more elaborate Queen Anne. The Chewning House, the Aloah Hotel, and the Station Hotel exhibit some of the simplicity of the influence of the Craftsman Style, and its vernacular interpretations especially in evidence in the interior of the Aloah Hotel. The Smith-Williams-Durham House exhibits the rambling form of the Queen Anne, with Classical Revival detailing inside. The Cedars is the most imposing of the Classical Revival style, clearly utilizing Neo-Classical detailing. The Skyland Hotel is also more classical in its symmetrical form, but exhibits commercial influences as well in the inclusion of retail storefronts at its first floor level. The majority of the buildings included here are two to three stories in height. All are wood frame or brick veneer over wood except the Skyland Hotel, which is of steel frame construction with brick veneer. The Skyland is also the tallest of all the structures included here, being a full six stories in height.

SIGNIFICANCE:

This group of buildings is highly significant in that they are the only known remaining examples of this property type located in or near downtown, or, in the case of the Station Hotel, the only remaining hotel or boarding house establishment in the Seventh Avenue area. They all clearly exemplify the building boom that took place in Hendersonville after the railroad in response to the increase in tourism. In addition, the Skyland Hotel serves as a symbol of the last-minute optimism still prevalent in Hendersonville in 1929, for the building was completed only months before the crash. It served for many years as the only hotel located in the heart of the business district, after several others had burned years before.

This property type is eligible for listing in the National Register under Criteria A for the association with tourism development in Hendersonville 1879-1929, as well as under Criterion C for serving as examples of building styles and craftsmanship prevalent in the day. These structures are significant under the areas of ARCHITECTURE, ENTERTAINMENT/RECREATION. They also serve as symbols of the carefree lifestyle prevalent in the town in its boom years, for both the middle as well as the upper classes came to Hendersonville in the summers to rest, recuperate, and enjoy themselves. Socially, these structures also clearly portray the effect the train had on the social development of Hendersonville, as it made travel to the mountains easy and affordable for all classes of people, not just the wealthy lowlanders who had been coming to the area for many years past.

REGISTRATION REQUIREMENTS:

All of the buildings included in this property type have retained a high degree of architectural integrity through the years. They symbolize, through their use of quality materials and craftsmanship the prosperity that was in evidence in Hendersonville in the late 19th and early 20th centuries. Contextually, all the buildings still also retain their siting as when built, one being right by the depot, and several others being located a short distance away by streetcar or horse and buggy. Minimal, if any, alterations have taken place to the properties, so that they have remained visually intact.

Should any additional examples of this property type be discovered by future research, most importantly, they should retain sufficient architectural integrity to convey their use as hotels, boarding houses, or inns of the late 19th and early 20th centuries. Number of stories, materials used, and architectural styles may vary; however, minimal changes since their use as hotels, boarding houses, or inns will be allowed. Evidence of multiple guest rooms will be expected.

3. RESIDENTIAL BUILDINGS

DESCRIPTION:

The residential structures in Hendersonville that are being nominated presently under this property type are the King-Waldrop house on S. Washington Street, the Bailey House on Grove Street, near the depot, and the Clarke-Hobbs-Davidson House located on 5th Avenue West. The first two structures exemplify the Queen Anne building style. King-Waldrop was built in the 1880s, the height of this style. It exemplifies the assymetry and decorative scrollwork so prevalent in the time. The King-Waldrop house, with its bracketed central cupola, also alludes to an earlier Italianate style. The Bailey House, built in the late 1890s, also exemplifies the Queen Anne style in its rambling form and prominent corner turret. The third property included here, the Clarke-Hobbs-Davidson House, was built ca. 1907. It exemplifies the growing trend towards the more formal Colonial Revival style. The massive, imposing appearance of the building, and its symmetrical form, attests to this fact.

SIGNIFICANCE:

All of these properties are significant in that they represent some of the few remaining vestiges of late 19th-early 20th century residential development that existed in or near downtown Hendersonville. The King-Waldrop is also important for its association with the daughter of Colonel Valentine Ripley, a prominent influence in Hendersonville's early commercial development. The Bailey House is significant for its association with the residential development that occurred along Seventh Avenue after the railroad arrived. All are important as examples of residential building trends in Hendersonville's history.

This property type is eligible for listing in the National Register under Criteria A and C, for the contributions made to the residential development trends in Hendersonville 1879-1929, as well as for exemplifying current architectural styles of the time, primarily the Queen Anne, and the Colonial Revival styles. All are significant under the category of COMMUNITY DEVELOPMENT and ARCHITECTURE.

REGISTRATION REQUIREMENTS:

The structures associated with this property type were chosen because of their location close to the downtown or depot areas of town, because they were associated with early residential development, and because they all retain a high degree of architectural integrity.

Other early downtown dwellings will be eligible under this property type if they are 1-3 stories in height, if the construction materials are consistent with those already included in this property type, e.g. weatherboard, brick or brick veneer. Exceptions may be made for other original materials. They will need to maintain those architectural elements which convey the age and style: original porches, windows, materials. Any additions will need to be of location, scale, and materials that would not overwhelm the original structure. Artificial siding may still allow a dwelling to contrubute to this property type if it does not cover any original architectural elements which lend character to the dwelling such as decorative trim, window surrounds, etc. and if it is the only alteration. The house at 728 Grove Street is an example of a building not to be considered contributing to this property type because of the application of the artificial siding and the replacement of porch elements.

As mentioned elsewhere in this nomination, further research into more suburban residential development needs to be done. This nomination at present focuses on downtown residential development only.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

XX See continuation sheet

H. Major Bibliographical References

XX See continuation sheet

Primary location of additional documentation:

- XX State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- X Other Henderson County Library, Hendersonville, NC

Specify repository: Archives and History - Western Office, Asheville NC

I. Form Prepared By

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This nomination was based on a comprehensive inventory of historic architectural resources of Henderson County, North Carolina, conducted by Michael Ann Williams, from June 1980 through January 1981, for the North Carolina Division of Archives and History. Approximately 150-200 properties were surveyed in Hendersonville and are housed in the Western Office of Archives and History in Asheville. A Henderson County survey essay and inventory list accompanies this survey. Additional research was done by John Ager, Douglas Swaim, and Sybil Bowers, in preparation for this nomination. Professional judgements on eligibility of individual structures were made with the guidance of Doug Swaim, former Preservation Specialist, N. C. Division of Archives and History, Western Office.

This multiple property nomination was prepared in part by Sybil Bowers, an Asheville consultant, in 1987. She holds a master's degree in historic preservation from the University of Georgia. Prior to becoming a consultant, Ms. Bowers was director of the Asheville-Buncombe County Historic Resources Commission and for the state of Georgia as a regional preservation planner. Additional preparation of this nomination was provided by the staff of the North Carolina Division of Archives and History.

Because of budget constraints, this multiple property nomination does not include all of the properties which might be eligible for the National Register within the city limits. For the two most important contexts, Commercial Development and Tourism, this is a complete evaluation of all properties within the city limits. However, the residential property type includes only early Hendersonville houses...those built in the downtown core area before 1929. The most significant pre-1929 residences in "Early Hendersonville" are being nominated at this time. At a later date, a fourth context, "Early Suburban Residential Development" might be identified and added to this multiple property nomination. This might include one or more suburban neighborhoods and isolated individual residences located in the outer area of the city limits.

Properties Included in Multiple Property Nomination
Historic and Architectural Properties in Hendersonville, North Carolina

1. Main Street Historic District

2. Seventh Avenue Depot District

3. Individual:

Clarke-Hobbs-Davidson House - Fifth Avenue West
King-Waldrop House - Washington Street
The Aloah Hotel (The Hendersonville Inn) - Third Avenue West
The Cedars - Seventh Avenue
Chewning House (The Claddagh Inn) - North Main Street
Smith-Williams-Durham House - Fifth Avenue West
The Waverly - North Main Street

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