

United States Department of the Interior
National Park 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

historic Historic Resources of Clarkesville (Partial Inventory: Historic and
and/or common Architectural Properties) *MRA*
19 prop. + 2 hist. sites

2. Location

street & number City Limits of Clarkesville N/A not for publication
city, town Clarkesville N/A vicinity of 9th Ed Jenkins
state Georgia code 013 county Habersham code 137

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"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<u>N/A</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
<input checked="" type="checkbox"/> Multiple Resources	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership
street & number
city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Clerk Of Superior Court
street & number Habersham County Courthouse
city, town Clarkesville state Georgia 30523

6. Representation in Existing Surveys

Historic Structures Field Survey:
title Habersham County has this property been determined eligible? yes no
date 1977 federal state county local
depository for survey records Historic Preservation Section Georgia Department of Natural Resource
city, town Atlanta state Georgia

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Representation in Existing

Continuation sheet Surveys

Item number 6

Page 2

Grace Episcopal Church, located at the corner of Green Street and Wilson Street, was listed in the National Register of Historic Places on February 15, 1980.

7. Description

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

Describe the present and original (if known) physical appearance

GENERAL DESCRIPTION OF THE NATURAL AND MANMADE CHARACTER AND APPEARANCE OF THE CLARKESVILLE MULTIPLE RESOURCE AREA

The Historic Resources of Clarkesville Multiple Resource Area coincides with the current city limits of Clarkesville. After several boundary changes in the city's history, these limits were established to form a somewhat rectangular shape. The Soque River is the boundary to the north and the right-of-way of the now-defunct Tallulah Falls Railroad is the southern limit. The width is established with one-half mile east and west on either side of the bridge at the Soque River, following the old road to the town square, and continuing south along Washington Street/U.S. Route 441-23 to where the depot stood.

U.S. Route 441-23 is the primary traffic artery within the city, and serves as a spine along which development has taken place. Entering the city limits in the extreme southwestern corner, this route turns northward at the junction of State Highway 115, which enters from the extreme southeast, and continues to the public square. There is a junction at the square with secondary routes, State Highway 115 and State Highway 197 from the west and northeast. U.S. Route 441-23 turns east from the public square and leaves the corporate limits at the eastern boundary. Land along this major thoroughfare is divided into uniform tracts. Large expanses of open acreage are in single ownership along the edges of the city limits creating a more rural feel.

The small community of Clarkesville is located in the Piedmont section of Southern Appalachia. It is a predominately wooded landscape of gently rolling hills. Uses within the city boundaries form distinct groupings. The retail establishments dominate the town square with additional commercial developments mixed with residential uses occurring along the major and minor traffic arteries. Residential neighborhoods radiate from these major thoroughfares with a few industrial developments along these routes at the edge of the city boundaries.

The north central section of the city is laid out in a gridiron plan. This pattern, forming a distinct geometric pattern in an otherwise informal plan, is terminated on the south by a sharp curve in Washington Street and is bounded on the north by the commercial center.

The central business district of Clarkesville is located in the north central section of the corporate limits, in the northern portion of the gridiron plan. It is centered on a town square, now used for parking, which is sited on a high plateau with surrounding commercial structures built into the hillside. These buildings, predominately two-story, form a dense grouping of stone, stucco, and brick structures which encircle the square with uniform setbacks at the sidewalks. Several of these buildings date from the late-nineteenth and early-twentieth centuries and have experienced only slight alterations. Others have been altered to the extent that their age is no longer apparent. The square is dominated by a late 1940's Art Moderne-style building which encompasses an entire block and forms an unbroken facade to the west. The contemporary courthouse of golden brick, metal trim, and an overall boxy appearance is to the north, with its setback allowing the only green space at the square.

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet	Description	Item number	7	Page	2
--------------------	-------------	-------------	---	------	---

The square is bisected by U.S. Route 441-23, with parking lots on either side filling the remainder of the square. This mass of concrete and asphalt has been somewhat softened by the addition of street trees. Additional commercial developments radiate from the square. State Highway 115, extending to the west, is virtually lined to the city boundary with contemporary strip-type developments including a grocery store, car wash, restaurant, service stations, and garages. Less intensive commercial uses extend a short distance to the east and south of the square. To the south, one and two-story brick structures and an early twentieth-century gas station line this major entrance into the square.

The Soque River is less than a quarter mile to the north of the square, but its expanse of floodplains is buffered by topography and trees. There is little development along the route directly north of the square, with the exception of a small frame church. Parallel with this route, Bridge Street/State Highway 197, which extends north off U.S. Route 441-23, is residential in nature and features two antebellum structures. Additional residential development extends east along U.S. Route 441-23 with several neighborhoods to the south and north. Several historic buildings are interspersed in these neighborhoods - a modest brick community center, Georgian Revival inspired residences, and several plain style structures - but the overall character of these neighborhoods reflects the period following World War II.

Of special note is a late nineteenth century frame commercial structure a block off the square to the southeast, which now appears to be only an outbuilding for a plain-style residence in a neighborhood of mixed uses and ages. This modest residential-looking complex on a large wooded lot faces the rear of the commercial district and is surrounded by later buildings, including a garage, city hall, and library.

Washington Street extends south from the central business core, running almost on center through the city limits. Commercial uses dominate in proximity to the square, with mixed uses occurring to the south. The northern portion of Washington Street is the central route in the gridiron plan which ends at the intersection of Washington and Llewellyn Streets.

In this area there is a collection of historic buildings reflecting a variety of styles, ages, and uses - a Neo-Classical residence now adapted for a restaurant, Greek Revival Churches, a Georgian Revival inspired residence, Gothic styled homes, and a couple of bungalow cottages. These properties form a contiguous grouping, developed incrementally over the years, that now constitutes one of the two small historic districts in Clarkesville.

There is another district setting of a group of structures to the south, divided from this other grouping by residential development dating from the 1940's. Related by age, style, and landscape, the buildings within this district are primarily residences, with some farmhouses. The focal points of the Washington Street District are a large rambling Queen Anne-inspired residence at its northern edge, a one-story brick school,

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet	Description	Item number	7	Page	3
--------------------	-------------	-------------	---	------	---

and a plain-style two-story farmstead to the south. These are connected by homes expressing modest interpretations of the Georgian Revival style. Further south, this Georgian influence is repeated on grander scale in two individual residences.

Residential developments radiate from either side of Washington Street. Housing developments in the northern portion date from the 1940's and 1950's and are designed in an informal layout. Tract type developments from the 1960's and 1970's occur to the southeast. The large open tracts at the edges of the resource area, once historic farmland, are being altered with the continuation of subdivision development.

GENERAL DESCRIPTION OF THE CHARACTER AND APPEARANCE OF THE CLARKESVILLE MULTIPLE RESOURCE AREA DURING THE PERIODS IT ACHIEVED SIGNIFICANCE

Period 1 Prehistory. No artifacts remain to document the appearance of the Clarkesville Multiple Resource area prior to the founding of the town in 1823. Cherokee Indians are known to have been present in the area, but no settlements have been documented within the multiple resource area. As early as 1818 a community was forming at Clarkesville. Habersham County was established in 1818 with Clarkesville as its county seat, and the first courthouse was built in 1819. It was a small wooden building which later served as the first bank of Clarkesville. The Unicoi Turnpike, a wagon route into Indian lands, passed through Clarkesville in 1819. This turnpike provided early travelers with convenient stopping places along a route from the Carolina coast to the western mountains. It is apparent that Clarkesville had its beginning as a frontier post along this route. Settlement at this time would have been confined to a small area in the present day downtown section with natural landscape being the dominant feature in the remainder of the multiple resource area.

Period 2 1823-1840's. The City of Clarkesville was formally established in 1823 with a gridiron plan laid out in 42 lots, including a public square and a privately owned academy square. The city was sited on a hill bordered by the Soque River on the north. The plan formed a rectangular shape with the length following a ridge. Street names reflect presidents and folk heroes of the period: Washington, Jefferson, Madison, Monroe, Green and Franklin. The original wooden courthouse was replaced with a two-story brick building in 1832. From photographs taken in the late 1800's, this structure appears plain-styled with a hipped roof and a cross plan, and was built in the center of the public square. Other structures throughout the resource area were undoubtedly woodframe dwellings, but none have survived into the present. It is certain that the community included a Baptist and Methodist meeting house but no photographs or descriptions of these structures survive. In the countryside several miles north of Clarkesville, the coastal visitors were beginning to build their summer homes in plain and Greek Revival styling. These do survive, but are not part of the multiple resource area.

Period 3 1840's-1870's. In the 1840's and 1850's, Clarkesville and the surrounding vicinity began to assume a picturesque quality with homes inspired by the romanticism of A. J. Downing and others complementing those of the traditional plain style and Greek Revival style. For example, Jarvis Van Buren built two churches in Clarkesville—Presbyterian and Episcopal—in the Greek Revival style, but built his own home in the newer Gothic Revival style. In 1847, the town limits were expanded following the natural features of waterways and hills, north to the Soque River and south to what was then called Judge Law's Hill. In the late 1849's a large portion of the western side of the multiple resource area was the John B. Stanford estate. Stanford, who had

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet	Description	Item number	7	Page	4
--------------------	-------------	-------------	---	------	---

come to Clarkesville from New York, built a Greek Revival-style home overlooking a 150-acre tract. It was called Pomona Hall and had a significant collection of outbuildings; a saw mill, and extensive landscape plantings. The structure burned in the 1940's and only fragments of the landscape remain with the original kitchen and well house. Other estates of equal elaborateness were located north of town, but the Stanford residence was the only development on an estate scale within the multiple resource area. In 1857, soon after Bridge Street was built as a new route to the Soque River, three residences were constructed in the Greek Revival style. These structures were set on approximately one acre tracts, and two of them survive.

Period 4 1870's-1895. In the 1880's, the coming of the Blue Ridge-Atlantic Railroad brought growth to this once isolated area. The present day corporate limits were established when the city limits were expanded to include the depot at the southern edge of the community. The railroad now made Clarkesville accessible to the less affluent tourist, creating a demand for the frame hotels which began to appear on the square. The hotels stood beside older frame commercial buildings, which have now disappeared. South-east from the square was a millinery shop which adjoined the Mauldin residence. The shop has now been moved to the rear of the property, and is the only surviving example of frame commercial construction. The route from the square to the depot was served by several livery stables. This route, which was Washington Street in the original plan, was extended after a sharp curve to the west along an outlying country road. Houses began to be built along this route in Victorian-era styles, a few of which survive today.

Period 5 1895-1930. Many of Clarkesville's historic resources date from this period at the turn of the century. A new courthouse in Romanesque styling was built on the northwest side of the square in 1899. The earlier courthouse in the center of the square was replaced with a circular green space with lawn, flowers, shrubs, and trees, and a gazebo placed on center with paths leading from four sides in a symmetrical design. New buildings around the square were constructed of brick in typical commercial designs; three of these buildings survive. A concrete block building in classical styling designed to appear like chipped stone also survives as a present day focal point on the square and dates from this period. With this commercial growth came residential development, especially in the direction of the depot. Large Victorian-inspired residences were built on spacious tracts of land along the southern portion of Washington Street and at other locations throughout the community. With the establishment of the trolley in this period, the construction of a frame school house, and the extension of telephone lines, the primary route along Washington Street was reinforced. The earlier rural character of this route became more urban with smaller lots, modest homes in Georgian Revival styling, and designed landscapes of manicured lawns, foundation shrubs, and shade trees. Areas to the east and west of what was fast becoming a major thoroughfare remained rural in appearance, much of the landscape in the productive use of apple orchards. Late in this period, with the construction of the hydroelectric facilities and man-made lakes to the north, the tourist industry declined. Several frame hotels were closed on the square, and all but one, the Mountain View, were lost by 1930. The

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet	Description	Item number	7	Page	5
--------------------	-------------	-------------	---	------	---

trolley was replaced by the automobile around 1920, Clarkesville having had its first service station and garage, a brick structure which still survives, in 1910.

Period 6 1930-Present. Construction in the 1930's appears to have been limited to several bungalow cottages, some commercial development at the square, and contributions by W.P.A. All the bungalows were built along Washington Street. The W.P.A. buildings include a market at the square and a portion of the brick school on Washington Street. With new industries in the early 1940's, which were built at the edges of the multiple resource area, residential development appears to have drastically increased. Most of these houses were built along U.S. Route 441-23 to the south and northeast of town. The end of World War II appears to have motivated considerable new construction in the multiple resource area. The old frame hotel on the west side of the square was replaced with a two-story concrete Art Moderne-style building. Other additions and alterations to older buildings around the square verify building activities after the war. There are touches of carrara glass, here and there, and one facade was totally sheathed in concrete. In the early 1950's the character of the square was changed. The circular space of lawn, shrubs, and trees was lost to the highway. In the 1960's, the courthouse which had stood since the early 1900's was replaced with a modern structure of golden brick. Residential developments from the 1950's to the present radiate from the major routes. Housing developments recently have begun to penetrate the rural character in the outlying portions of the resource area. Commercial developments remain concentrated in proximity to the square, with smaller strip-type developments at major intersections, and along some of the primary traffic routes.

CHOICE OF THE MULTIPLE RESOURCE AREA, HISTORIC DISTRICTS, AND INDIVIDUAL PROPERTIES

The multiple resource area has been established at the current city limits of Clarkesville. These limits encompass an area which contains a diverse collection of architectural styles and landscape settings and results from a variety of development forces, typical in the Georgia Mountains region. These limits also represent an area that is under the jurisdiction of a single local government. The relationship between these corporate limits and the multiple resource area may facilitate preservation planning in the community.

The nomination contains a number of individual properties, nominated solely on the basis of the National Register Criteria for Evaluation. This approach was necessary because the multiple resource area contained many significant properties in isolated locations or contiguous properties lacking sufficient visual unity in style, age, setting, or use to form a district. Two small historic districts were found and selected on the basis of National Register Criteria. One contains contiguous historic properties that developed incrementally over more than 100 years of Clarkesville's history; the other constitutes a small rural "streetcar suburb" in the south part of the city.

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet Description Item number 7 Page 6

METHODOLOGY

This nomination was initiated by the city manager of Clarkesville, Dick Bunce, at the suggestion of a Georgia Mountains Area Planning and Development Commission (GMAPDC) Board Member and Clarkesville citizen, Carolyn Hodges. Mrs. Hodges, who agreed to serve as coordinator for the project, and the preservation planner at GMAPDC carried out a preliminary survey of the entire multiple resource area. Properties which appeared to meet the National Register criteria were noted and a team of approximately six volunteers from the Clarkesville community carried out initial research, interviews, and deed searches. The group then narrowed its list of potential properties, based on application of the National Register criteria, and the preservation planner carried out more extensive research. The architectural historian from the State Preservation Office made a site visit and on the basis of collected data, individual properties and historic districts were defined. A draft nomination was submitted by the preservation planner from GMAPDC and put in final form by the Historic Preservation Section.

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

Specific dates 1823 **Builder/Architect** Multiple

Statement of Significance (in one paragraph)

SUMMARY STATEMENT OF SIGNIFICANCE

The historic resources of Clarkesville consist of two historic districts and nineteen individual properties, in addition to one property - Grace Episcopal Church - already listed in the National Register. These districts and properties cover approximately 70 of the 1100 acres within the city limits. The historic districts consist of nineteenth and early twentieth century houses, farmhouses, and a school along either side of South Washington Street in the south-central part of the city, and nineteenth and early twentieth century houses, farmhouses, county estates, churches, and a cemetery south-southeast of the central business district. The individual properties include nineteenth and early twentieth century houses and farmhouses, commercial buildings, a gas station, a church, and a farmers' market. Many of these individual properties and part of one of the historic districts are arranged according to a significant early nineteenth century city plan of streets and property lines. Taken together, these districts and properties, with their historical associations, constitute a nearly complete and well preserved record of the history of a rural county seat in mountainous northeast Georgia for more than a century and a half. The exploration and settlement of Indian territory, the establishment of a town to meet commercial and political needs, the building of farms and residences, the arrival of coastal visitors and the building of small resort homes and hotels, the coming of the railroad with its intensification of commercial activity and tourism, the appearance of the trolley, the telephone, and electricity and the concomitant development of a small "streetcar suburb", the arrival of the automobile, the decline in tourism and the Depression, and the post-World War II building boom are all chronicled in Clarkesville's historic resources. In terms of the National Register, the historic resources of Clarkesville are significant in the areas of exploration/settlement, community planning, architecture, landscape architecture, agriculture, commerce, religion, communications, and transportation and they meet National Register criteria A, B and C.

AREAS OF SIGNIFICANCE

Agriculture. The Clarkesville multiple resource area is significant for its collection of relatively modest nineteenth-century farmsteads at the outskirts of the settled portion of the city, several of which are located in the historic districts, where typical diversified subsistence and "truck" farming were carried out during the nineteenth century. This kind of small scale farming was typical for the hilly regions of north Georgia. The multiple resource area is also significant for its major contributions to the fledgling fruit industry in north Georgia during the late antebellum period. The fruit industry in this part of the state was first stimulated by the horticultural experiments of Jarvis Van Buren, a Clarkesville resident. Apples and peaches subsequently became staple crops of farmers in this area.

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet Significance

Item number 8

Page 2

Architecture. The Clarkesville multiple resource area is significant for its broad range of architectural types, styles, and periods that represents the historic architecture associated with the development of north Georgia communities from the early nineteenth century through the early twentieth century. Clarkesville's residential architecture spans virtually the entire history of the community with good examples of plain style, Greek Revival, Gothic Revival, Queen Anne, Georgian Revival, and Craftsman/Bungalow. Most of this residential architecture is woodframed and reflects traditional carpenter-builder origins. Of special note are the fine local examples of the Gothic Revival style, relatively unusual in Georgia and confined largely to the northern part of the state, above the cotton belt with its pervasive Greek Revival-style plantations. Several of these Gothic Revival structures are attributed to the local master builder Jarvis Van Buren. Also of note are plain-style houses dating from the antebellum period to the early twentieth century, showing the persistence of this traditional house type. Clarkesville's commercial architecture, like that in most Georgia towns, dates from the late nineteenth and early twentieth centuries when prospering businessmen replaced earlier woodframed buildings with more durable brick structures. Good examples of turn-of-the-century commercial buildings, showing characteristic use of brick, stone, iron, wood, and plate glass, in traditional late Victorian designs, are found around the town square. These buildings, like the residential structures, reflect carpenter-builder origins. Of special interest are an unusual nineteenth-century woodframed commercial building, now located next to a residence just off the town square, and a large early twentieth-century commercial building north of the town square built of molded concrete block (now partially covered with brick veneer), a popular and versatile early twentieth-century building material. Significant "modern" commercial structures include an early twentieth-century gas station, showing an early phase of gas station construction before designs were standardized by the large gasoline companies, a W.P.A. farmers' market located off the town square, and an exceptional 1940's Art Moderne structure which fills one whole side of the town square. Clarkesville's institutional architecture features two antebellum Greek Revival-style churches, both exceptionally fine examples of design, materials, and craftsmanship. Both are attributed to the local master builder Jarvis Van Buren.

Commerce. The Clarkesville multiple resource area is significant for containing the historic commercial center for much of Habersham County. This commercial center is situated around the town square, in the vicinity of the county courthouse, as is the rule with Georgia's county seats. A variety of wholesale and retail goods and services were marketed here, as well as professional services. Local business offices were also located here. Several historic commercial buildings which reflect this commercial activity have survived; most date from the prosperous late nineteenth and early twentieth centuries. Some can be related to the homes of local businessmen.

(CONTINUED)

United States Department of the Interior
National Park Service
National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Significance

Item number 8

Page 3

Communications. The Clarkesville multiple resource area is significant for containing the home and business building of M.C. York who, at the turn of the century, began to install a local telephone system, the first in Clarkesville and one of the first in the area. Started as a simple link between York's house and store, it grew rapidly as other residents and businesses requested service. In 1904 it was chartered as the Standard Telephone Company, with its exchange located in the second floor of a downtown commercial building. Today the firm serves a seven-county area.

Community Planning and Exploration/Settlement. The Clarkesville multiple resource area is significant because Clarkesville is a community founded during the early nineteenth century, according to accepted locational and planning principles, in what had been until that time Indian territory. It corresponded to the usual pattern of creating new counties out of land ceded by the Indians and then establishing new county seats for political, commercial, and social purposes. The town plan itself, which organizes the arrangement of the historic properties and districts in the city, is significant as an example of a common type of settlement pattern adopted by Georgians in the early nineteenth century. In fact, the 1823 Clarkesville city plan is one of four basic types of town plans used by surveyors in laying out new county seats in early nineteenth century Georgia. This plan, known as the "Sparta" type, features a gridiron street pattern arranged around a central courthouse square on the highest point of ground, with at least two principal streets entering opposite sides of the square and other streets entering at the corners of the square. With streets entering the sides of the square, this type of plan provided dramatic vistas into and away from the courthouse square. It was often used in hilly terrain, like that in Clarkesville, where topography combined with the plan to produce a dramatically situated and highly visible courthouse square. In Clarkesville the basic plan was altered somewhat by elongating the gridiron pattern to fit along a low ridge south of the courthouse square. The Clarkesville multiple resource area is also significant for its small "streetcar suburb" that developed in characteristic fashion along the trolley line down South Washington Street during the late nineteenth and early twentieth centuries.

Landscape Architecture. In the broadest terms, the Clarkesville multiple resource area is significant for its setting, at the top of a hilly ridge, which corresponds to early nineteenth-century locational theory in Georgia. Most communities throughout the state were traditionally situated on high, dry ground. Because of a combination of pronounced topography and development patterns, this situation is still clearly evident in Clarkesville. More specifically, the Clarkesville multiple resource area is significant for the informal but deliberate landscaping of its "streetcar suburb" along South Washington Street, with its casually planted trees and manicured front yards, and for the similarly informal landscaping of many individual residential properties, which testifies to the prevailing taste in American landscape architecture during the late nineteenth and early twentieth centuries.

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet Significance

Item number 8

Page 4

Politics/Government. The Clarkesville multiple resource area is significant because Clarkesville has served as the county seat of Habersham County since 1823. The founding of the town, its gridded plan, and its subsequent growth and development all testify to its status as county seat. Although the historic county courthouse has been replaced by a modern structure, the historic economic and social effects symbolized by the courthouse are still evident in the community, especially in its historic residential and commercial architecture, and in the vestiges of the historic courthouse square at the center of town.

✓ Religion. The Clarkesville multiple resource area is significant for containing the ✓ historic churches of two relatively rare denominations in Georgia. Quite typically, the Baptists and the Methodists were the majority churches in Clarkesville, and they built the first churches. Less typical was the presence of Episcopal and Presbyterian congregations in town, each of whom built fine Greek Revival-style churches in the late antebellum period. These denominations reflect the social and religious influence of coastal visitors who came to Clarkesville during the summer months to escape the heat, humidity, and disease of their plantations. Also of significance is the presence of a small black church in the multiple resource area, the only historic resource associated with Clarkesville's small black community, which like many other currently black churches was built originally for a white congregation and then donated and moved for use by a black congregation when the white congregation built a new church.

Transportation. The Clarkesville multiple resource area is significant for the way in which it illustrates how modes of transportation have historically affected community development. Clarkesville was founded along an early nineteenth-century overland transportation route, the Unicoi Turnpike, presumably because of the relatively convenient transportation it provided. This enabled Clarkesville to prosper as a passenger and freight waystation, as well as a county seat, and as a summer resort. The arrival of the railroad in 1883, with the local depot located nearly a mile south of Clarkesville's central business district, strengthened Clarkesville's economic and social situation and encouraged development of the South Washington Street corridor connecting downtown and the depot. This corridor was further strengthened by the establishment of regular livery service between downtown and the depot. With the advent of the trolley at the turn of the century, this corridor developed into a modest "streetcar suburb." The coming of the automobile in the early twentieth century brought with it new types of development, most noticeably gas stations, but also tended to decentralize development in the city, especially residential development.

HISTORICAL DEVELOPMENT OF THE CLARKESVILLE MULTIPLE RESOURCE AREA

Period 1. The encroachment of white settlers into these former Indian lands apparently began some time before the founding of Clarkesville in 1823. Habersham County had been established in 1818 by a charter from the State of Georgia from former Indian lands with Clarkesville as its county seat. The Unicoi Turnpike, constructed as a wagon route in 1819, passed through Clarkesville and connected the coastal areas with the developing territories of Kentucky and Tennessee. It is probable that the Indians continued to reside in the Clarkesville vicinity until their expulsion in th 1830's.

(CONTINUED)

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Significance

Item number 8

Page 5

Period 2 1823-1840's. In 1823, the village of Clarkesville was chartered by the State of Georgia. The corporate authority was extended over the lots within the original gridiron plan, five commissioners were elected, and a permanent site for a courthouse and jail was established. Many of the original owners of the lots within this rectilinear plan appear to have been land speculators. Several names appear a number of times and many are known to have owned additional tracts in the county. In the 1830's the first of the coastal visitors began to appear, possibly traveling to Clarkesville by way of the Unicoi Turnpike. These visitors built elaborate homes on large acre tracts outside the Clarkesville community but apparently traded in the community. Visitors from the north also began to come, Jarvis Van Buren from New York being the most prominent. Clarkesville was the county seat for an area which included parts of White County, encompassing the Nacoochee Valley, and portions of Stephens County, including the developing city of Toccoa. Diversified agriculture was widely practiced in and around the multiple resource area.

Period 3 1840's-1870's. In this period it appears that the coastal visitors began arriving in increasing numbers. Escaping the malaria ridden coast and seeking refuge in the cool mountain climate, they prompted the construction of two churches. Jarvis Van Buren was the architect and builder of both the Presbyterian and Episcopal Churches, unusual denominations in such a frontier area. It is apparent that the city was prospering. The town limits were expanded in 1847 and a new road to the Soque River was built in the 1850's. The fruit industry had its beginning in this period through the work of Jarvis Van Buren, who also operated a saw mill at Porter Mills, west of town.

Period 4 1870's-1895. There appears to have been little activity after the Civil War until the coming of the railroad in the early 1880's. The Blue Ridge-Atlantic Railroad was a stimulus to the Clarkesville community. From a description in the Augusta Chronicle and Constitution in 1883, "the railroad had made Clarkesville a considerable market for eggs and chickens. They reach there from North Carolina, Tennessee, and upper Georgia." The railroad brought competition in the livery business with several men in the community running routes between the depot and the square. Traveling by railroad, the less affluent tourists could now afford to visit Clarkesville. The city limits were expanded in 1883 to include the depot. Most developments in the late 1800's appear to have all been motivated by the presence of the railroad.

Period 5 1895-1930. The prospering days of the late 1800's appear to have continued into the early twentieth century. A new courthouse was built in 1899 with other new businesses constructed on the square. Porter Mills to the west of town was renamed Habersham Mills. It changed to a textile operation with an adjoining village for the workers built. The railroad served this industry, the apple growing interests, and an asbesto mining operation at Nacoochee. Liquor stills also provide a livelihood for many residents in the area. The Blue Ridge-Atlantic Railroad became the Tallulah Falls line in 1907 and enjoyed an increase in tourist traffic. Hotels continued to encircle the square. A trolley was built down the center of Washington Street, connecting the

(CONTINUED)

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet Significance Item number 8 Page 6

depot and the town square, reinforcing development along that route. The Standard Telephone Company was established, with the service area gradually expanding throughout the community. Electricity came to the city in 1915. After construction of the Georgia Power Lakes starting in 1913, the tourist industry began to die. The frame hotels were no longer needed and many closed. By 1930, the only hotel remaining was the Mountain View on the west side of the square. A portion of the county was also lost in the establishment of Stephens County in 1905 with Toccoa as its county seat.

Period 6 1930-Present. The 1930's appear to have been slow in Clarkesville, as elsewhere in the country. The 1940's, though, signified a change. Two new industries came into the city and the poultry industry began to thrive. The city seems to have prospered again with the end of World War II. U.S. Route 441-23 came to the city in the early 1950's, placing Clarkesville along a major highway. Residential sections appear also to have expanded in the early 1940's and 1950's. Growth from the 1960's into the present appear to have been constant. Commercial centers have been created at several locations in town and residential growth has continued.

PRESERVATION ACTIVITY WITHIN THE MULTIPLE RESOURCE AREA

Preservation activity within the multiple resource area has consisted primarily of the renovation of private homes or the adaptive use of several historic structures for commercial businesses. The city recently had a downtown plan developed with implementation at this point consisting of one commercial facade rehabilitation and improvements to downtown landscaping, such as the planting of street trees and the construction of planting beds. The city has been discussing the acquisition of the Mauldin property which adjoins the present city hall and fire station with the property owners. The plans for this property would include the renovation of the structure for public use and the use of the grounds as park space. All of the properties identified through this survey will become new planning considerations for local government. The city manager and city council hopes to direct new growth in ways that will preserve these resources.

9. Major Bibliographical References

SEE ATTACHED SHEET

10. Geographical Data

Acreeage of nominated property N/A (Multiple Resource area includes approximately 1100 acres)

Quadrangle name Clarkesville, GA

Quadrangle scale 1:24000

UMT References N/A

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 Clarkesville. Boundary is noted on the attached map.

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

state	code	county	code
N/A			

11. Form Prepared By

name/title	A) Dale Jaeger, preservation planner B) Richard Cloues, architectural historian
organization	A) Georgia Mountains APDC B) Historic Preservation Section, Dept of Natural Resources
date	June 3, 1982
street & number	A) P.O. Box 1720 B) 270 Washington St, SW
telephone	A) 404/536-3431 B) 404/656-2840
city or town	A) Gainesville B) Atlanta
state	Georgia
	A) 30501 B) 30334

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature Elizabeth A. Lyon
Elizabeth A. Lyon
title State Historic Preservation Officer date 6/24/82

For NPS use only
I hereby certify that this property is included in the National Register
<u>See Continuation sheet for listing</u> date
Keeper of the National Register
Attest: _____ date
Chief of Registration

**United States Department of the Interior
National Park Service**

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

For NPS use only
received
date entered

Continuation sheet Bibliography

Item number 9

Page 2

Bass, Addie. Habersham County History.

Chapin, George A. Health Resorts of the South. Boston, 1892.

Church, Mary L. The Hills of Habersham. Clarkesville, Georgia: M.L. Church, 1962.

Coleman, Kenneth. A History of Georgia. Athens: The University of Georgia Press: 1977.

History of the First Presbyterian Church of Clarkesville, Georgia. (Booklet presented August 21, 1977).

Kollock, John. These Gentle Hills. Lakemont, Georgia: Cople House Books, 1976.

Thompson, William Y. Robert Toombs of Georgia. Baton Rouge: Louisiana State University Press, 1966.

Tri-County Advertiser. Clarkesville, Georgia, July 5, 1979 (Centennial Edition).

Trogon, Kathryn C. The History of Stephens County, Georgia. Toccoa Woman's Club, Inc. 1973.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Item number Page

Multiple Resource Area dnr-11
Thematic Group

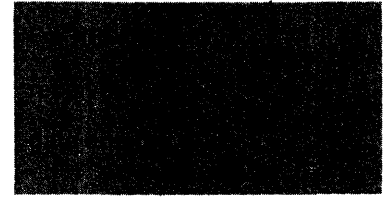
Name Clarkesville Multiple Resource Area
State Georgia

Nomination/Type of Review

Date/Signature

- | | | | |
|-----|--|-------------------------------------|---|
| 1. | South Washington Street
Historic District | <u>Substantive Review</u> | Keeper <u>W.H. Bralham 8.18.82</u>
Attest <u>Linda McClelland 8/6/82</u> |
| 2. | Washington-Jefferson Street
Historic District | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |
| 3. | Porter-York House | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |
| 4. | Griggs-Erwin House | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |
| 5. | Furr-Lambert House | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |
| 6. | Asbury Henry House | <u>Substantive Review</u> | Keeper <u>W.H. Bralham 8.18.82</u>
Attest <u>Linda McClelland 8/6/82</u> |
| 7. | Martin Building | | Keeper <u>Ret.</u>
Attest _____ |
| 8. | Church Furniture Store | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |
| 9. | Clarkesville Garage | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |
| 10. | Church, Cornelius, House | Entered in the
National Register | Keeper <u>Delous Byers 8/18/82</u>
Attest _____ |

United States Department of the Interior
National Park Service
**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Item number Page

Multiple Resource Area
Thematic Group

Name Clarkesville Multiple Resource Area
State Georgia

Nomination/Type of Review			Date/Signature	
86	11. Jackson Pharmacy	<u>Substantive Review</u>	Keeper	<u>W.H. Brannan 8.18.82</u>
			Attest	<u>Dukie 8/10/82</u>
87	12. Baron-York Building	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	
88	13. Jackson Building	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	
89	14. Lewis, J. A., House	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	
90	15. Market Building -50	<u>Substantive Review</u>	Keeper	<u>W.H. Brannan 8.18.82</u>
			Attest	<u>Linda McClelland 8/6/82</u>
91	16. Mauldin House	<u>Substantive Review</u>	Keeper	<u>W.H. Brannan 8.18.82</u>
			Attest	<u>Dukie 8/10/82</u>
92	17. Daes Chapel Methodist Church	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	
93	18. Hill, A. P., House	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	
94	19. McMillan, Robert, House	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	
95	20. McMillan-Garrison House	Entered in the National Register	Keeper	<u>Delores Byers 8/18/82</u>
			Attest	

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number

Page

Multiple Resource Area
Thematic Group

Name Clarkesville Multiple Resource Area
State Georgia

Nomination/Type of Review

Date/Signature

21. Reeves Building
-50



Keeper W. Brinkman 8-18-82

Attest Ann Brink 8/10/92

22.

Keeper _____

Attest _____

23.

Keeper _____

Attest _____

24.

Keeper _____

Attest _____

25.

Keeper _____

Attest _____

26.

Keeper _____

Attest _____

27.

Keeper _____

Attest _____

28.

Keeper _____

Attest _____

29.

Keeper _____

Attest _____

30.

Keeper _____

Attest _____

