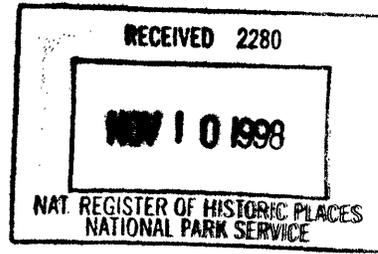


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National Park Service

**National Register of Historic Places
Multiple Property Documentation Form**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Clarksville, Tennessee

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Settlement and Development, ca. 1780 - 1948
Residential Buildings, ca. 1800 - 1948
Industrial Buildings, ca. 1800 - 1948

C. Form Prepared by

name/title Philip Thomason/Principal

organization Thomason and Associates date October, 1998

street & number P.O. Box 121225 telephone (615) 385-4960

city or town Nashville state TN zip code 37212

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 and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Herbert L. Hays 10/28/98
Signature and title of certifying official Date

DSHPO, Tennessee Historical Commission
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.

Edson H. Beall 12/10/98
Signature of the Keeper Date

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The multiple property group submittal for the residential and industrial buildings of Clarksville, Tennessee is organized with reference to three contexts: (1) Settlement and Development, ca. 1780 - 1948; (2) Late 19th and Early 20th Century Residential Buildings of Clarksville, Tennessee, ca. 1800 - 1948, and; (3) Industrial Buildings of Clarksville, Tennessee, ca. 1800 - 1948. These contexts follow a discussion of the city's historical growth and development. This nomination discusses buildings and structures and no archaeological resources are included within this multiple property group.

Settlement and Development, ca. 1780 - 1948

Clarksville (1990 pop. 75,494) serves as the county seat of Montgomery County which is located in the northern section of Middle Tennessee. Founded in 1785, Clarksville is sited on a series of hills at the confluence of the Cumberland and Red Rivers. The city is home to dozens of industries and also serves as the gateway to neighboring Fort Campbell. Montgomery County boasts fertile lands and produces wheat, corn, soybeans, livestock, and tobacco. Access to Clarksville is via Interstate 24, US Highway 41A, US Highway 79, and various state routes. The CSX Railroad (originally the Louisville and Nashville Railroad) provides rail connections to the city. Clarksville is the home of Austin Peay State University which is located just to the northeast of the downtown area.

The initial European settlement of Clarksville occurred when a flotilla of boats under the leadership of Colonel John Donelson reached the site in 1780. The destination of most of these settlers were the bluffs at what was to become Nashville. At the confluence of the Red and Cumberland Rivers, a small group led by Moses Renfroe left the others and established Renfroe's Station. Other settlers moved into the area and in January of 1784, John Montgomery and Martin Armstrong surveyed and platted a two hundred acre town on a bluff overlooking the Cumberland River. A fort was built near a spring on the bluff and the site was named Clarksville in honor of Revolutionary War hero, General George Rogers Clark. The North Carolina Legislature established Clarksville as a town in December of 1785 and appointed Commissioners to govern the community. Over the next decade, settlement of Clarksville remained sparse due to continual hostilities with the Creek and Cherokee nations.

Clarksville was laid out in a grid pattern on the east bank of the Cumberland River. Original east/west streets included Commerce, Franklin, Main, Washington (now College), and Jefferson Streets. In a north/south direction, Water Street was laid out next to the Cumberland River followed to the east by Spring Street, First, Second, and Third Streets. The original town plat was enlarged in 1797 when an additional 640 acres was subdivided south of Commerce Street by Peter Roberts. A public square was set aside between Main and Franklin Streets and water for the community was supplied by a spring near the corner of Spring and Commerce Streets.

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Clarksville was initially the county seat of Tennessee County, but in 1796 the county was divided into Montgomery and Robertson Counties. A small courthouse was built on the Public Square and replaced with a two-story brick building in 1811. The first brick commercial building was erected in 1805. Clarksville was incorporated in October of 1819 and a mayor and seven aldermen were elected. A market house was built on the public square and over the next two decades Clarksville slowly grew as the governmental and commercial center of the county. Roads were improved to connect Clarksville with Nashville and Hopkinsville, Kentucky and regular steamboat traffic on the Cumberland developed in the 1820s.

The rise of steamboat traffic in the 1820s and 1830s greatly spurred the growth of Clarksville. Steamboats provided regular commerce with New Orleans and Clarksville became a major shipping port for tobacco and tobacco products. Tobacco emerged as the primary cash crop of the region in the early 1800s. One of the earliest tobacco firms of the city was the partnership of Andrew Vance and John Dick which was founded in 1819. The partnership of Vance and Dick purchased two steamboats and began an extensive trade with New Orleans in 1819. Other businesses followed their example and by the 1830s dozens of steamboats arrived each month in Clarksville to unload goods from New Orleans and other cities in exchange for Clarksville's tobacco. Several wharf and landing companies built facilities both along the Cumberland River at Clarksville and to the north along the Red River at the neighboring community of New Providence.

Soils which nurtured the growth of this dark fired tobacco extend from Southern Kentucky into Montgomery and Robertson Counties. This tobacco was highly prized for pipes and cigars in both America and Europe. New Orleans became an important port for the shipping of tobacco overseas and much of its product came from Clarksville. With the rise of steamboat traffic, Clarksville shipped 7,000 hogsheads annually to New Orleans during the early 1820s. Area farmers began planting more acres in tobacco and by 1840 the county produced over two and one-half million pounds. To support this trade, merchants built numerous stemmeries to separate the leaf from stems, and warehouses for the storage and housing of tobacco.

Clarksville was described in 1826 as having a population of 215 "white" inhabitants and a smaller number of African-American slaves. Within the city were fifty buildings including one large tobacco warehouse. The buildings were clustered primarily around the Public Square and along the east/west streets such as Madison, Franklin, and College. By 1835, Clarksville contained three churches, several common schools and academies, two cabinetmakers, twelve stores, a bank, and three taverns. A city cemetery was established north of the downtown area which was later named Riverview Cemetery. Accounts of the period describe the city as "prosperous" and it was already noted for the amount of tobacco shipped from its warehouses.

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 Clarksville's early years were also marked by the organization of religious congregations. Denominations which organized churches from this period include Baptist, First Presbyterian, Cumberland Presbyterian, Methodist, Christian, Episcopal, and Roman Catholic. These various congregations initially met in private residences, in the 1811 courthouse, and in the Masonic Temple. In 1831, the Methodist congregation erected the city's first church, a one-story brick building with Greek Revival and Italianate detailing. The Episcopal congregation built their church in 1834 and this was followed by the construction of the First Presbyterian church in 1840, the Catholic church in 1844, and the First Christian church in 1851. Other congregations built churches in the 1850s and by 1859, there were seven church buildings in the city. Of these, only the Clarksville Methodist Church has survived. The building was used as a church until the 1880s when it was remodeled into multi-family use. The building continues to be utilized for residential purposes but it retains much of its original architectural character.

A new market house on the square was built in 1838 and a new brick courthouse was constructed in 1842. A number of brick commercial buildings were constructed in these early decades on or near the Public Square. One of these was the Poston Block which was constructed for John H. Poston in 1843. The building was constructed with three separate storefronts and it displays much of its Federal style detailing (NR, 1972).

In 1846, Clarksville was listed with a population of 2,128 residents of which one-third were African-Americans. In addition to Clarksville, the separate community of Cumberland developed on the north side of the Red River across from Clarksville. Cumberland was the location of Trice's Landing, a regular steamboat stop, and by 1848 the flourishing community was renamed New Providence. By 1860, New Providence boasted a population of 1,500 residents and exported more than 6,000 hogsheads of tobacco annually. The town possessed an academy, three churches, two hotels, and numerous commercial businesses. A bridge across the Red River connecting New Providence and Clarksville was constructed in 1849. This bridge soon collapsed and a new wooden covered bridge was erected in 1854.

During the 1840s and 1850s, Clarksville's commerce continued to increase and numerous large tobacco warehouses were built during these decades. The Grange and Elephant Warehouses were built along Water Street and they were among the largest tobacco warehouses ever built in America. Other smaller warehouses were also built and the prosperity of the tobacco trade led merchants to construct a number of brick Greek Revival and Italianate style residences. Madison, College, and Franklin Streets became known for their fine houses and large estates owned by the city's tobacco merchants.

Optimism over Clarksville's commercial trade increased during the late 1850s when the Memphis, Clarksville, and Louisville Railroad was built through the city. This railroad extended to Humboldt on

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the west where it connected with the Memphis and Ohio Railroad. From Clarksville, the railroad ran northeast to Guthrie, Kentucky where it connected with the Louisville and Nashville (L&N) Railroad. Completion of the railroad and its bridge over the Cumberland River was one of the last great events in the city before the Civil War.

Just before the Civil War, Clarksville had prospered to the extent that a local publisher printed a "booster" publication extolling the virtues of the city. The *"William's Clarksville Directory"* of 1859 states that Clarksville contains 400 dwellings in the city and around 5,000 inhabitants. Within the city were nine large tobacco stemmeries and two sizeable tobacco warehouses. Within this directory were listed twenty-eight buyers of tobacco and tobacco related products. The largest tobacco warehouses of the period included the three-story brick Elephant Warehouse built in 1855 and the Grange Warehouse completed in 1859.

The city also boasted Stewart College and the Clarksville Female Academy. Stewart College, a Presbyterian school, began as the Clarksville Academy and became a college in 1848. This institution became Southwestern College in 1875 and moved to Memphis in 1925. A new three-story Gothic Revival style building was constructed in 1850 which was one of Tennessee's finest expressions of the Gothic Revival style and featured battlements, corner towers and a crenelated parapet. Another important school of the 19th century was the Clarksville Female Academy which was incorporated in 1836 and was well known throughout the South for its academics. This academy was located on Madison Street and by 1860 it had an enrollment of over 150 students.

The celebration of the opening of the railroad in April of 1861 was tempered by secession of Tennessee from the Union and the beginning of the Civil War. Clarksville voted overwhelmingly for secession and sent hundreds of men into the Confederate ranks. Many men were mustered into the 14th Tennessee Regiment which fought in the Tennessee Brigade in the Army of Northern Virginia. Brigadier General William A. Quarles organized the 42nd Tennessee infantry at the city and elements of both the 49th and 50th Tennessee came from Clarksville and Montgomery County.

A fort overlooking the Cumberland River was constructed by the Confederate army to guard the city against Union gunboats. Named Fort Defiance, the fortification was begun in 1861 and hastily finished in early 1862. Clarksville became an armed camp and the city's iron foundries began to turn out cannons, shells, and grapeshot. Production for the Confederacy continued until February 19, 1862 when federal gunboats arrived at the city following the surrender of Fort Donelson. As Confederate troops evacuated the city, they burned the railroad bridge over the Cumberland River to deny its use to the Union army. The city was formally surrendered by prominent citizens Cave Johnson, Judge Thomas Wisdom, and Mayor C.G. Smith. Clarksville remained in the hands of occupying Federal forces until the end of the war and Fort Defiance was enlarged by the Union army and renamed Fort Bruce. The surrender of Clarksville to Union forces resulted in many prominent families moving to

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other communities in the South during the duration of the war.

Like many occupied communities during the Civil War, Clarksville was described as "desolate" and little, if any, construction activity occurred in the city during war years. Both the buildings of Stewart College and the Clarksville Female Academy were used as Union hospitals and greatly damaged. Clarksville became a railroad center for supplying Union forces in the state. The city was occupied by Union forces until the end of the Civil War but no serious fighting took place in or near Clarksville. Following the war, citizens were concerned with economic recovery and rebuilding. The Clarksville Female Academy reopened in the fall of 1866 while the heavily damaged Stewart College remained closed until 1869. In December of 1865, the first shipment of Montgomery County tobacco since 1861 was sent downriver to New Orleans, the Cumberland River Bridge was rebuilt, and rail connections were once again opened with Memphis. In the years after the war, several new industries were opened in the city including the Clarksville Cooperage Company, the Clarksville Planing Mill, and Clarksville Brass and Iron Foundry. The Greenwood Cemetery, southeast of the commercial and residential area was incorporated in 1869 and dedicated in 1873. Confederate dead were reinterred in the cemetery and a monument to the Confederacy was later erected.

In 1877, a map of Clarksville and Montgomery County was made by the D.G. Beers Company of Philadelphia. The public square and adjacent streets showed a large number of commercial buildings with dwellings extending east past Fifth Street. Another concentration of dwellings was along Madison Street and south along Greenwood Avenue. The African American area east of Ninth Street was called "Scufftown" and the area north of College Street was known as "North Clarksville".

Much of the downtown area and nearby residences were of frame construction when the fire of April, 1878 occurred. This fire began in a frame building near Franklin and First Streets and spread east until finally stopping at Third Street. This fire consumed fifteen acres of the downtown area including the 1842 courthouse, the Central Hotel, and several tobacco warehouses. Damages totaled over one-half million dollars and the city mandated that "fireproof" construction of brick or stone be required when rebuilding within the downtown area.

The disastrous fire of 1878 resulted in numerous architects and builders moving to Clarksville to help rebuild the city. Several of these architects stayed a number of years and designed many of the city's most prominent buildings. One of these was C.G. Rosenplaenter who came to Clarksville in 1878 to supervise the construction of the Montgomery County Courthouse. He later designed the four-story Tobacco Exchange Building on the Public Square, numerous residences, and both the Immaculate Conception and First Methodist Churches. Other noted architects and builders of the late 19th century included Samuel Hogsdon and G.B. Wilson.

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The decade of the 1880s witnessed substantial growth and development in Clarksville. Between 1880 and 1890, the city's population doubled from 3,880 to 8,056. By 1890, Clarksville boasted four hotels, a theater, five banks, several brick manufactures producing 80,000 bricks per day, a telephone exchange, and dozens of industries. Construction of large brick tobacco warehouses continued during this decade such as the three-story People's Warehouse completed in 1884 on the Public Square (now razed). The Public Square was also the home to the three-story Tobacco Exchange Building. This brick building was reflective of the city's prominence in the tobacco trade of the late 19th century and it was built in 1880 in the Victorian Gothic style with a large central tower (razed in 1932).

The fire damaged sections of Clarksville were largely rebuilt in the 1880s with many fine brick commercial buildings and dwellings. This construction resulted in solid rows of two- to three-story brick commercial buildings along Franklin, First, and Second Streets off the Public Square. The majority of the buildings in the district were constructed between 1878 and 1900 and reflect the Commercial Italianate style of the period. This style is characterized by arched windows, metal hood moldings, corbelled brick and metal cornices at the roofline and decorative banding of brick patterns and stone. Many of the buildings retain their original cast iron columns and pilasters at their storefronts. This area is the most significant concentration of historic commercial buildings in the city and was listed on the National Register in 1976.

The decade of the 1880s also witnessed the construction of many fine Italianate and Queen Anne style brick and frame dwellings near the downtown area and east along Madison, College, Franklin, and Commerce Streets. The area known as "Dog Hill" directly south of the commercial area became a preferred residential section of the city and many substantial brick and frame homes were built here during these years. These and nearby dwellings were built by Clarksville's leading citizens of the period such as Mayor M.C. Northington who built the house at 512 Madison Street in 1886, and Dr. Charles McCauley who constructed his residence at 401 Franklin Street, also in 1886.

As the city prospered in the late 19th century, its citizens erected many new churches. Earlier frame churches were replaced with brick buildings and new congregations also formed and constructed substantial new buildings. Five of the existing churches in the city were built between 1873 and 1889 and retain much of their original character. These five churches reflect local interpretations of the Victorian Gothic style which was popular for religious buildings in the late 19th century. They were listed on the National Register in 1982 as part of the "Nineteenth Century Churches in Clarksville Thematic Resources" National Register nomination. These churches include: the St. Peter A.M.E. Church built in 1873 at 518 Franklin Street; the First Presbyterian Church, built in 1876 at 213 Main Street; the Trinity Episcopal Church, completed in 1879 at 317 Franklin Street; the Immaculate Conception Church, constructed in 1880 by the Roman Catholic congregation at 716 Franklin Street, and; the Madison Street Methodist Church, completed in 1882 at 319 Madison Street. By 1895, there were thirteen church buildings in Clarksville.

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Notable public buildings in Clarksville from this period include the Montgomery County Courthouse, the Clarksville City Hall, and the Clarksville Federal Building. The Montgomery County Courthouse is a brick Second Empire building completed in 1879 and dominates a large block in the downtown area. This courthouse burned in 1900 but was rebuilt within the walls of the 1879 building. On the Public Square is the City Hall which was remodeled into its present Victorian Romanesque form in 1914. The entrance to the building is distinguished by its large brick arch. The prosperity of the city's tobacco industry was largely responsible for the construction of the Federal Building. This building was appropriated for the city due to the high volume of foreign mail occasioned by the city's tobacco business. The city's Federal Building was completed in 1898 and is a remarkable blend of Chateausque and Victorian Romanesque detailing. This brick building was designed with a series of gable dormers on each facade and with a central pyramidal tower. The building was used as the city's post office until the 1930s and for several decades after it housed the Clarksville Electrical Department. All three buildings are within the Clarksville Architectural District which was listed on the National Register in 1976.

Other public buildings include educational facilities completed by the city in the late 19th and early 20th century. The city's first high school, the Howell School on Franklin Street, was built in 1873 and served as the main public school for the community for several decades. By the early 1900s, the Howell School was overcrowded and a new public high school was built on Greenwood Avenue in 1907. Known as the Clarksville High School, this building burned and was rebuilt in 1917. The building was later enlarged in the 1930s and it served as the city's high school for more than sixty years (NR 1983).

Clarksville's African American students attended the Clarksville Elementary School which was built in 1879 at Franklin and 10th Streets. This two-story brick, Italianate style building served as the primary city school for African Americans until the 1920s. In 1923, the city built the adjacent Burt High School and the 1879 building became used as an elementary school. Both buildings were used for African American students until the city school system was integrated in 1970. Both school buildings were later demolished to make way for the Burt-Cobb Community Center.

Railroad consolidation after the war led to the purchase of the Memphis, Clarksville and Louisville Railroad by the L&N Railroad in 1873. A second line, the Tennessee Central Railroad, was completed from Nashville to Clarksville by 1908. This railroad built its line from Nashville through Clarksville to Hopkinsville, Kentucky. Its route through the city came through the south, ran along Spring Street, and then extended northward toward Hopkinsville. The Tennessee Central Railroad built a Freight Depot at 103 N. Spring Street and its passenger station was located in the Tobacco Exchange Building on the Public Square. These railroad connections enabled numerous industries to develop away from the riverfront and the volume of traffic carried by steamboats greatly decreased. Industries which relocated away from the river at the turn of the century included the Dunlop Milling

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Company which built a large complex on Franklin Street and the Red River Road location of the Clarksville Foundry and Machine Works.

During the early 20th century, numerous new public utilities and businesses helped transform Clarksville into the modern era. In 1907, the first automobile was seen on city streets and city-wide electrical service was introduced in 1912. The tobacco industry continued to dominate the local economy and businesses such as the American Snuff Company on Commerce Street expanded their operations. Other small industries also located in the Clarksville from 1900 to 1920 such as clothing manufacturers and lumber mills. New commercial buildings replaced older residences in the downtown area and residential areas extended to the south and east.

Architects in Clarksville in the early 20th century included J.H. Ellerson who practiced in the city from 1910 to 1929. Ellerson attended Howell School and took an correspondence course in architecture. He designed a number of residences, schools, garages and stores. Another architect of the period was G. Tandy Smith Jr. who was born in Clarksville and opened his practice in 1912. He designed the City Hall and the residences of Adolph Hach, John Smith Jr., Max Adler, Elliot Buckner, and Hunter Meriweather. He also designed the Howard Studio, the First Trust and Savings bank (1915-1916) a tobacco factory for Rudolph Hach and Company, and the Northern Bank Improvement Building.

From 1900 until 1920, Clarksville's population remained stable at just over 8,000 residents. The decade of the 1920s witnessed another population boom as the city increased by just over 1,000 citizens. The tobacco industry continued as a significant economic base for the community and Clarksville increasingly became an important commercial center. Automobile traffic through Clarksville was facilitated in the 1920s through the construction and designation of US Highways 79 and 41A, and State Route 13. A new steel truss and concrete bridge was constructed over the Red River in 1924 to carry traffic for the federal highways. This led to the establishment of numerous automobile related businesses such as gas stations, repair shops, and motels. Stewart College served Clarksville well into the 20th century and in 1929, Austin Peay State Normal College opened its classes in the original campus buildings. Over the next several decades this college would grow into an enrollment of several thousand students.

Increased ownership of automobiles led to the establishment of numerous new residential subdivisions in these years. A number of these were subdivisions of 19th century estates east of the city along Madison Street. Representative of these developments was Glenwood Park which was created from the land of the James Glenn estate. The front and rear yards of this property were subdivided and numerous dwellings were constructed in the 1910s and 1920s in the Colonial Revival, Tudor Revival and Bungalow styles. The nearby Tip Top and Oak Top estates were also subdivided during these years. Numerous other Bungalow and Craftsman style homes were built in working class sections of

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the city in South and North Clarksville. These dwellings were built of frame or brick veneer and reflected the popular Bungalow forms of the period.

Like most other Tennessee communities, little construction took place in Clarksville during the Depression and World War II. During the Depression the city experienced increased unemployment but the tobacco industry remained relatively stable during these years. In 1934, Clarksville celebrated its Sesqui-centennial with a pageant, air show, and fireworks display. The pageant included a cast of some 500 citizens who acted out aspects of the city's history since its founding. The city experienced its worst flood in 1937 which engulfed the first and second floors of many of the waterfront tobacco warehouses and other adjacent industries. The flood forced the closure of the city's waterworks system and ultimately caused more than one million dollars in damage.

The creation of Camp Campbell in 1942 had a major effect on Clarksville's economy and development. Established as a training ground for Army armored divisions, thousands of troops trained on this large reservation during World War II. This site was chosen due to its rolling hills and the available work force to construct the base. Some 68,000 acres in Tennessee were acquired and the main gate was established some eight miles northwest of Clarksville. After the war, it was made a permanent installation and renamed Fort Campbell in 1950. In 1956, the 101st Airborne Division was moved to Fort Campbell from South Carolina and it continues to be the headquarters and training area for this division.

After World War II, Clarksville grew rapidly from a population of 11,831 in 1940 to 16,246 in 1950. The major direction of annexation of the city in the post-war years was east along Madison Street (US 41A). This highway became the most heavily used traffic corridor in the city. Although outside of the city limits at the time, US 41A north towards Fort Campbell also became the center for suburban development and strip shopping centers. Numerous subdivisions and commercial strip areas developed along this highway during these decades. Most dwellings built within these subdivisions were typical Ranch and Split-Level style houses popular of the period.

One of the most significant post-war construction projects in the downtown area was the completion of the Royal York Hotel which opened in June of 1947. This six-story building remains as one of the tallest in downtown Clarksville and was designed with influences of the Art Deco style. Increased automobile traffic, tourism, and the prominence of nearby Fort Campbell all played a role in the construction of this hotel. The building operated as a hotel for many years and today is used as an apartment building.

In 1950, Clarksville was still described as the world's largest dark fired tobacco market and eighteen tobacco warehouses were listed within the city along with four tobacco dealers. However, this decade witnessed a gradual decline in the city's tobacco industry due to consolidation of small companies by

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firms such as R.J. Reynolds and Brown and Williamson. Independent producers and warehouses were closed as tobacco increasingly was transported to large centralized warehouses in Louisville and other cities. In 1990, only four tobacco warehouses remained in operation in Clarksville along with two tobacco buyers and the American Snuff Company operations.

The historic fabric of Clarksville was also transformed during the 1950s and 1960s. Several blocks of older dwellings in the North Clarksville area were razed in 1950 for the construction of 200 low-rent housing units. These brick veneer buildings continue to be used for public housing. The most significant development of this period affecting historic resources was the Riverside Redevelopment Project. This project was aimed at "improving" the older sections of tobacco warehouses and dwellings which were along the east bank of the Cumberland River. This project totaled \$1.8 million and resulted in the acquisition of sixty acres of land. A second effort, the Gallows Hollow Project, affected 214 acres and cost \$3.1 million. The result of these two efforts of the 1960s was the demolition of dozens of historic buildings including many warehouses and commercial buildings dating back to before the Civil War. Numerous dwellings were also lost in the 1970s for the College Avenue Urban Renewal Project. This cost over \$5 million and conveyed several blocks of land to Austin Peay State University for development.

Today, Clarksville has a population of over 75,000 residents and the city limits have expanded to the north and east. Extensive suburban development has taken place in the Clarksville vicinity over the past several decades along with commercial shopping areas and strip malls. A large industrial park was developed adjacent to Interstate 24 and these plants are the center of the city's industry. Fort Campbell has increased its active duty personnel to over 22,000 and it is a major civilian employer in the Clarksville area. Despite these many changes, Clarksville continues to retain a significant collection of its historic architecture reflective of its early 20th century wealth and prominence.

Residential Buildings, ca. 1800 - 1948

As early as the 1790s, Clarksville residents began building log and frame dwellings along the slopes and hillsides overlooking the Cumberland River. Although susceptible to flooding, the area along Water Street near the river was a concentration of dwellings, warehouses, and commercial buildings by the 1820s. Other dwellings were built at the top of the hillsides and east from the Public Square area along Madison, Commerce, Franklin, and Main Streets. Over the next several decades, Clarksville developed into a thriving riverport with numerous merchants constructing substantial frame houses. The first brick residence was said to have been the Crusman House constructed in 1828 at 211 S. Second Street (razed in 1966).

Although the city boasted several hundred dwellings by 1860, the number of remaining ante-bellum residences are few. The fire of 1878 destroyed a number of blocks of residential buildings in the areas

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along Main and Franklin Streets. An even larger number were demolished in the 1960s and 1970s by urban renewal projects along College Street and what is now Riverside Drive. Many of the city's oldest dwellings were within a few blocks of Riverside Drive and were razed as part of this project. As a result of the 1878 fire and urban renewal, there are no concentrations of ante-bellum architecture remaining within Clarksville. Pre-Civil War dwellings which do remain are scattered in various locations around the city.

The earliest homes remaining within the Clarksville city limits are frame and brick dwellings reflecting local interpretations of the Greek Revival style. These dwellings are generally one- or two-stories in height, of rectangular construction, and with architectural detailing of the period. Common details of the Greek Revival style include rectangular windows with architrave molding, sidelights and transoms at entrances, and porches or porticos with classically influenced columns. The Arrington House, built ca. 1840, is one of only a few ante-bellum dwellings which remain in the downtown area. Located at 212 Madison Street, this two-story brick house has Greek Revival influences and reflects the type of houses built by prosperous residents of the city before the Civil War. The Holleran-Roche House at 412 S. Second Street was built ca. 1840 and was built with wood lintels and bulls-eye corner blocks. Both dwellings are listed on the National Register as part of the Dog Hill Architectural District (NR 1980). Another dwelling from this period is the James Bailey House at 131 N. 4th Street built ca. 1850. This two-story brick house was built with a recessed central section and retains original wood lintels over the windows. The front porch on this dwelling has been altered and enclosed and the house no longer possesses its architectural integrity.

For the most part, the remaining significant ante-bellum dwellings in Clarksville were built as part of large estates which were gradually annexed into the city limits. The Greek Revival style was utilized for a number of rural estates of the mid-19th century. Many of these were built for, or later owned by, merchants associated with the city's important tobacco industry. One of the finest of these is Oak Top which was built ca. 1855 facing Madison Street for Thomas W. Wisdom, a prominent county lawyer and judge (NR 1980). The dwelling has not been extensively altered and retains its original two-story Corinthian portico. The house features stone window lintels, an original door surround with sidelights and transom, and eave modillion blocks. In 1869, the house was purchased by Sterling Beaumont, a lawyer and businessman who operated one of the largest tobacco stemmeries in Clarksville during the late 19th century.

A notable example of the Greek Revival style is the Christopher H. Smith House located at Spring and McClure Streets (NR 1988). Built by 1859, this two-story brick dwelling features a one-story portico on the main facade with Corinthian columns. Flanking this projecting portico are full-height Corinthian columns and the dwelling has a large entablature at the roofline. The dwelling also displays elements of the Italianate style in its arched second floor windows in the dwelling's projecting bay. Christopher H. Smith was one of the city's leading tobacco merchants of the mid-19th

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century. Another notable Greek Revival dwelling in Clarksville is Tip Top, completed in 1859 by wealthy tobacco merchant J.P. Williams (NR 1997). This two-story brick dwelling was designed with six massive Corinthian motif columns on the main facade. It was also built with a paneled wood entrance with sidelights and transoms and large six-over-six wood sash windows. Both Tip Top and the Christopher H. Smith House are featured as excellent expressions of the Greek Revival style in James Patrick's Architecture in Tennessee (pages 177-179).

Now part of Clarksville, the town of New Providence was founded on the north side of the Red River. Along the north bank of the Red River was Trice's Landing which became a tobacco shipping port for New Providence. William C. Smith, along with his brothers, Christopher and John, operated a number of tobacco warehouses in and around Clarksville during the mid-19th century. Warehouses at Trice's Landing were operated by William C. Smith and he built a two-story brick house overlooking the river ca. 1855 (NR 1977). This dwelling was designed in the Greek Revival style and features a two-story pedimented portico with square Doric motif columns. The dwelling retains original stone lintels and sills.

The Italianate style was also a preferred residential style before and after the Civil War, and features rectangular plans with arched windows, extended bay windows, decorative entrances, bracketed eaves, and milled porch columns. Several dwellings were built in the Italianate style during the 1850s such as the Robb-Hayes House completed in 1859 at 529 York Street. This two-story brick dwelling has its original sash windows with pedimented cornices and acanthus leaf brackets. The entrance has original sidelights and transoms, and at the eaves is a bracketed cornice. The Robb-Hayes House has not been significantly altered and appears to meet National Register criteria for its architectural design.

Combining elements of the Greek Revival and Italianate styles is the Forbes-Mabry House, constructed in 1859 at 607 North Second Street (NR 1995). This two-story brick dwelling was designed in a gable front and wing plan. The house has Greek Revival influenced lintels and a wide bracketed eave. On the second floor over the entrance bay is an arched window in contrast with the rectangular windows in the other window bays.

No notable examples of other ante-bellum architectural styles such as Italian Villa or Gothic Revival exist in Clarksville. A number of dwellings in these styles are known to have been in Clarksville, however, it appears that these were destroyed by the 1878 fire. The most significant of these was the Bryce Stewart House designed by Adolphus Heiman in 1861. This two-story brick Italian Villa dwelling featured a four-story rectangular tower and paired eave brackets at the roofline. The dwelling was located off N. Second Street and following the Civil War it was never completed. Following Stewart's death in 1894, his heirs had the mansion demolished in the early 1900s and the Castle Heights subdivision was created on this property.

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Following the Civil War, Clarksville grew and prospered as a center for the tobacco trade and other industries. Residential areas expanded to the south and east during these decades. One of the largest concentrations of new construction during the late 19th century was directly south of the commercial area past Madison Street. This area, known as "Dog Hill," became a preferred residential area of the city due to its hillside location and close proximity to the Water Street warehouses and downtown commercial buildings. Several blocks along S. First, S. Second, and Union Street became lined with Italianate, Queen Anne, and Folk Victorian style dwellings during the 1870s and 1880s. The majority of these dwellings are of frame construction and retain their original architectural designs. Dog Hill represents the most intact collection of late 19th century residential architecture in the city and was listed on the National Register in 1980.

The fire of April, 1878 resulted in the loss of much of Clarksville's ante-bellum commercial and residential buildings along Main and Franklin Streets. Rebuilding began soon after and numerous architects and builders came to the city to help in this effort. Among these were C.G. Rosenplaenter who supervised the construction of the Montgomery County Courthouse, the four-story Tobacco Exchange Building on the Public Square, and numerous residences. Other noted architects and builders of the late 19th century included Samuel Hogsdon and G.B. Wilson who also designed residential buildings of the period. Several brick factories were in operation in Clarksville by the 1870s and brick construction was extensive in the 1880s and 1890s.

Sanborn maps from 1886 to 1903 show the city's working class residential areas extending north to McClure and Marion Streets, south past the Dog Hill area, and on the hillsides along Water Street. Substantial brick and frame dwellings were built east of the downtown area along College, Main, Franklin, Commerce and Madison Streets and along Greenwood Avenue. These streets became the locations of the city's most significant residential architecture of the late 19th century. By 1900, these streets were lined with dwellings reflecting the popular house styles of the period such as Queen Anne, Italianate, Second Empire, and Colonial Revival.

Although originally a rural estate northwest of the Cumberland River, the Minglewood Farm is now within the city limits and represents the county's finest example of the Second Empire style (NR 1987). Built ca. 1867 by Edward Drane, this two-story brick dwelling features a central tower with a straight sided mansard roof. The dwelling was later the home of John Cunningham Jr., one of the county's most prominent politicians of the early 20th century. Another notable Second Empire style dwelling was the John Glenn House, built ca. 1857 facing Madison Street. This house retained its Second Empire design until it was remodeled into the Neo-classical style during the 1930s. The dwelling is now located within the Glenwood Avenue Historic District (NR 1996).

Both the Italianate and Queen Anne styles were widely built in Clarksville. One of the city's finest examples of the Italianate style is the Samuel Rexinger House completed in 1878 at 703 East College

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Street (NR 1977). This two-story brick dwelling was designed with identifying elements of this style including paired eave brackets, arched windows, a prominent bay window on the main facade, and a porch with connecting arched brackets. The dwelling is now part of the Austin Peay State University campus. The B.W. Macrae House at 114 Maplemere Drive off Madison Street, is another excellent example of the Italianate style. This two-story brick dwelling was completed in 1872 and has an original porch with square columns and connecting brackets. The dwelling features its original double doors and fanlight transom, windows with sheet metal hood molding, and bracketed eaves. This dwelling is located within the proposed Madison Street Historic District.

The 400 to 700 blocks of Franklin and Madison Streets contain several fine examples of the Italianate style. At 503 Madison Street is the two-story brick, Bowling Hughes House built in 1880. This dwelling displays original arched windows, prominent bay windows, and bracketed eaves. The two-story brick, M.C. Northington House at 512 Madison Street was completed in 1886 and was designed with bay windows, a bracketed cornice, and segmental arched windows with hood molding. At 401 Franklin Street is the Benjamin F. Gill House, a two-story brick Italianate dwelling constructed in 1886 with a projecting central bay, segmental arched windows, and a bracketed cornice. The John J. West House at 427 Franklin Street, built in 1879, is also a fine example of the Italianate style and is a two-story brick dwelling with a large bay window on the first floor, eave brackets, and metal hood molding over the windows. Depending upon interior detailing and integrity, these dwellings may also have sufficient architectural integrity to meet National Register criteria.

The decade of the 1880s saw Clarksville's population almost double and many residences were built in the Queen Anne style. The Queen Anne style was one of the most popular residential styles of the late 19th century and numerous examples were built in Clarksville. Common elements of this style include asymmetrical floor plans, corner towers, large wraparound porches with milled columns, and exteriors combining various materials such as brick, wood siding, wood shingles, and terra cotta. Just east of downtown, the blocks of Madison, College, Franklin, and Commerce Streets were lined with Queen Anne style dwellings by the turn of the century. Many of these have since been demolished such as the G.F. Nicolassen House at 513 College Street and the T.D. Luckett House at 750 Franklin Street.

A Queen Anne influenced dwelling listed on the National Register is the Trinity Church Rectory, completed in 1889 at 317 Franklin Street. This building originally housed the pastor of the adjacent Episcopal Church and it is a two-story brick building with stone lintels and sills. The building was later converted to office use and was listed on the National Register as part of the "Nineteenth Century Churches in Clarksville" multiple property nomination in 1982.

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Other representative examples of the Queen Anne style include the F. Norman Smith House built in 1893 at 801 Main Street. This one-story frame dwelling has original milled columns, original glass and wood double doors, stained glass windows, and a polygonal dormer at the roofline. The John Hurst House at 625 Madison Street is a two-story brick dwelling constructed ca. 1885 which features a corner tower, wood sash windows with metal hood molding, and a porch with Ionic columns. The Fassbender House, a two-story frame dwelling at 117 E. Marion Street, was built ca. 1895 and retains much of its original detailing such as milled columns, a bay window, original doors and windows, and wood shingles in the gables. Further investigation may identify these or other Queen Anne style dwellings as retaining sufficient interior and overall integrity to meet National Register criteria.

In addition to the high style architectural designs of the period, hundreds of dwellings were also built in Clarksville reflecting Folk Victorian forms. These were built in neighborhoods which evolved in the late 19th and early 20th centuries and were popular house designs built for middle- and working-class residents of the city. The largest concentration of these can be found in the blocks east of Seventh Street, in the blocks south of Adams Street, and along Marion and McClure Streets.

Folk Victorian forms are primarily one-story, balloon-frame dwellings which were originally built with brick foundations and chimneys and exteriors of weatherboard siding. The most common Folk Victorian form in Clarksville is the Gabled Ell, or T-plan. Most examples in Clarksville are one-story, two-bay structures with projecting bays, and either gable or hipped roofs. Another common form is the Pyramid Square which is rectangular in plan and has pyramidal or hipped roofs. These are generally simple structures with exterior decoration confined to the porches and eaves. Examples of what are called "Saddlebag" or "Cumberland" form dwellings are also found in these neighborhoods. A Cumberland house is commonly known as a one-story, four-bay, frame dwelling with two main entrances on the primary facade, a side-gable roof, and central interior chimney.

A number of Gabled Ell and Pyramid Square dwellings remain along Forbes and Robb Avenues, and Marion Street north of the downtown area. These dwellings have typical detailing such as milled columns on the front porches, single-light glass and wood windows, and decorative millwork. Many of these have been altered with synthetic siding materials and no concentration of these dwellings appear to meet National Register criteria.

Folk Victorian houses may also be found in the "North Clarksville" neighborhood which evolved in the early 20th century north of College Street and east of Drane Street. After 1900, various industries developed along the eastern city limits adjacent to the L&N Railroad line. Workers housing near these industries were built in these years which were generally modest frame houses in Folk Victorian forms. This neighborhood has been transformed through the razing of numerous blocks for the expansion of Austin Peay State University and for post-1945 public housing projects. Many of the

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existing dwellings have also been altered through replacement porches and added siding materials.

The popularity of the Colonial Revival and Neo-classical styles of the turn of the century resulted in a movement away from the asymmetrical Queen Anne forms which predominated in the 1880s and 1890s. The Colonial Revival style was a return to designs based upon house forms of Colonial America. These dwellings were characterized by rectangular plans and the use of classical columns and detailing. Neo-classical style dwellings employed the use of two-story, or full-height columned porticos on the primary facades. A number of dwellings in Clarksville were built with elements of both the Colonial Revival and Queen Anne styles during this transitional period. A representative example of this type of transition form is the Drane-Foust House at 319 Home Avenue (NR 1988). This two-story frame dwelling was built in a rectangular plan, ca. 1895, with a prominent polygonal bay on the south facade. The main facade displays a one-story porch with Tuscan columns, and enriched entablature with garlands and festoons, and a milled railing. At the roofline is a small gable dormer and iron cresting. The dwelling is framed by Doric pilasters at its corners and the entrance has leaded glass sidelights.

Another dwelling that exhibits elements of two styles is the Adolph Hach House at 403 Greenwood Avenue. This two-story brick dwelling was originally constructed in the Italianate style ca. 1877. The house was purchased by Adolph Hach and remodeled into the Colonial Revival style in 1917 through the design of local architect G. Tandy Smith. The remodeling included the addition of a portico on the main facade, construction of a rear two-story solarium, and replacement of interior detailing with Colonial Revival designs. The dwelling has not been extensively altered since 1917 and meets National Register criteria. The house is also significant for its association with tobaccoist Adolph Hach who was one of the leading exporters of Clarksville tobacco during the early 20th century.

Colonial Revival style dwellings were built along many of the blocks north and east of the downtown area. On Anderson Drive is a two-story brick dwelling originally built as the Nurses Home adjacent to the Clarksville Hospital. This building features an elliptical one-story portico on the main facade and windows have concrete jack arches. Other examples include dwellings along the 1100 and 1200 blocks of Madison Street within the proposed Madison Street Historic District.

The most notable example of the Neo-classical style is Emerald Hill, a two-story brick dwelling on N. Second Street which was remodeled into its present form ca. 1910 (NR 1971). The original section of Emerald Hill was constructed ca. 1835 and was the home of noted politician Gustavus A. Henry. The remodeling of the house included a two-story pedimented portico with Corinthian columns, multi-light glass and wood sash windows with jack arches and keystones, and gable dormers at the roofline. The dwelling is now used by Austin Peay State University and it retains much of its character of the early 20th century. Another fine example of this style is the dwelling at 1209 Madison Street built ca. 1910. This two-story brick dwelling has a two-story full-height portico with Ionic columns. The

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dwelling retains its original sidelights and fanlight transom at the entrance, and its original hipped roof of slate shingles. This dwelling is located within the proposed Madison Street Historic District.

During the early 20th century, Clarksville was large enough to support a number of architects who designed the residences and commercial buildings of the city. Architects in Clarksville in the early 20th century included J.H. Ellerson who practiced in the city from 1910 to 1929. He designed a number of residences, schools, garages and stores. Another architect of the period was G. Tandy Smith Jr. who opened his practice in 1912. He designed the City Hall and the residences of Adolph Hach, John Smith Jr., Max Adler, Elliot Buckner, and Hunter Meriwether. Another noted architect was Albert F. Speight who designed a number of residences during the early 20th century.

Residential development increased significantly during the early 20th century as the city expanded to the east and south. Electric streetcars were introduced in 1896, and streetcar lines were extended down Franklin Street to Tenth Street, and down Madison Street and Greenwood Avenue. The streetcar lines and the widespread ownership of automobiles by 1920, led to increased subdivisions and building construction.

One of the most significant collections of early 20th century residential architecture is located along Glenwood Avenue north of Madison Street. Originally the site of the James Glenn estate, this property was subdivided in 1921 into Glenwood Park. Over the next decade many dwellings reflecting the Colonial Revival, Tudor Revival, Craftsman, and Bungalow styles were built on East and West Glenwood Avenues and divided by a central park. Many of the dwellings are substantial two-story brick and frame designs, built by Clarksville's leading citizens of the period. Of particular note is the two-story brick, Colonial Revival style dwelling at 110 East Glenwood Drive built ca. 1925, and the Tudor Revival style dwelling at 127 West Glenwood Drive built ca. 1935. Both of these dwellings are excellent examples of their styles. Because of the significance of Glenwood Park, this area was listed on the National Register in 1996 as the Glenwood Historic District.

The city also retains a number of residences which show the influence of the Tudor Revival style of the 1920s and 1930s. Tudor Revival residences are based upon house designs of Elizabethan England and often display high pitched roofs, prominent wall chimneys, rounded arch doorways, casement windows, and exteriors of stone, brick, stucco, and half-timbering. A representative example of this style can be found at 611 Anderson Drive which has a stone veneer, gable roof dormers, and a rounded arch door.

Other revival forms built in the city in the early 20th century include the Italian Renaissance and Spanish Revival styles. Of particular note is the Joseph Dunlop House at 517 Madison Street which is now occupied by the Red Cross. This two-story Italian Renaissance style dwelling was built in 1914

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and retains an arcaded loggia on the primary facade and original side porches. The house has wide bracketed eaves, original wood sash windows, a clay tile roof, and Palladian style windows. Depending upon the integrity of interior detailing, this dwelling may meet National Register criteria.

The predominant house styles after 1910 in the city were the Bungalow and Craftsman styles. These residences followed designs popularized by pattern books and mail order companies such as Sears and Roebuck, and the Aladdin Company, and are typical of Bungalow and Craftsman designs built across the country. Bungalows are generally defined as one- to one- and one-half story dwellings with low pitched roofs, wide eaves, and of brick or frame construction. Craftsman dwellings emphasize a diversity of massing and materials on the exterior and often have combinations of stucco, frame, stone, or brick. These dwellings also often feature extended rafters, purlins and brackets.

Hundreds of Bungalows were built in Clarksville during the early 20th century. Bungalow and Craftsman designs are the dominant house form on Georgia Avenue and Castle Heights Court north of downtown. These streets were developed by the 1910s and these dwellings display designs typical of the Bungalow style. Castle Heights Court was a planned subdivision of the period and the street contains a fine collection of dwellings built by the late 1920s. A large modern dormitory for Austin Peay State University was built along this street and due to the size and scale of this intrusion, the street does not meet National Register criteria.

Multi-family dwellings such as apartments and duplexes were also built to house the growing population of the city in the 1910s and 1920s. A representative example of a brick apartment building of the 1920s is the Courtland Apartments at 610 N. Second Street. This U-shaped, two-story brick building has Colonial Revival influences and retains original six-light glass and wood doors, and wood sash windows. Another example is the Gracey Court Apartments at 611 Madison Street. Also built in a U-shape, this two-story apartment building was designed with Colonial Revival influences. Further analysis may identify these properties as eligible for the National Register.

Residential construction was greatly reduced during the 1930s and 1940s. The most common architectural style built during these years was the Minimal Traditional style which was a simplified version of the Tudor and Colonial Revival styles. This house form was generally one-story in height and featured front facing gables and large chimneys. Numerous examples of this house form can be found in the area south of Crossland Avenue and in the subdivisions off Madison Street. No significant examples of other house styles from the period such as Art Deco, Art Moderne, or International have been identified in Clarksville.

As Clarksville's city limits expanded eastward, large estates such as Tip Top, Oak Top, and Maplemere were subdivided for building lots. Some of this construction occurred prior to World War II, but most dwellings along Maplemere Drive, Madison Terrace, and Trahern Terrace, were built in

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the late 1940s and 1950s. Most were built reflecting the Minimal Traditional and Ranch styles. These and other modern styles predominated in Clarksville into the 1950s and 1960s.

Industrial Buildings, ca. 1800 - 1948

During the 19th century, Clarksville gained fame as one of the leading tobacco producers and exporters in America. From its beginnings in the 1820s, the city's tobacco market gradually expanded until by the turn of the century, it was not only the leading tobacco market in Tennessee, but the third largest market in the country. Clarksville was also the largest exporter of tobacco in America with much of its product shipped to overseas markets. Tobacco dominated the industrial growth and development of the city and dozens of brick warehouses and manufacturing complexes were built to house tobacco related operations.

The other historic industries of the city included flour mills, iron foundries, and textile mills. These industries never approached the dominance of the tobacco market and did not gain similar regional distinction. Nashville, only 47 miles to the southeast, was the region's center for milling, ironworks, cotton mills, and lumber manufacturing. In 1900, Nashville led the state in flour milling and the production of hardwood products. It was also the leading manufacturer of iron and steel products in the region and its textile mills produced large quantities of cotton and woolen cloth. By contrast, Clarksville only developed one significant flour milling operation, the Dunlop Milling Company on Franklin Street. Clarksville's iron manufacturers were also limited with only two small foundries in operation in the 19th and early 20th centuries.

In addition to these industries, the city also contained small manufacturing concerns such as carriage and wagon makers, textile mills, lumber mills, and brick manufacturers. Carriage factories included the shops of A. Dugan and D.A. Harrison, both on S. Third Street. In 1892, the firm of Elder and Holleman operated a carriage factory on S. Second Street which remained in operation until the early 1900s. The town also boasted several saw and planing mills including the Clarksville Planing Mill, established in 1867. By the 1930s, manufacturing in Clarksville had diversified. In addition to the tobacco and milling related companies there were also numerous clothing mills. These included the Mason-Hughes Pants Factory, the Clarksville Manufacturing Company which produced dress shirts, and the Acme Shoe Company.

Of these smaller industries, only the original plant of the Acme Shoe Company remains extant. Now vacant, this plant consists of a series of brick and concrete buildings on Crossland Avenue. This company was started by Jessel and Sidney Cohn in 1929 when they purchased a brick hosiery mill and started producing children's sandals. The company began producing boots in the 1930s and the plant was later enlarged with a ca. 1950 wing. In 1959, the plant moved from its Crossland Avenue site and later the company built a new modern complex on US 41A. The buildings which remain at

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the Crossland Avenue site have been extensively altered through window enclosures and other additions. This complex does not presently appear to have sufficient architectural distinction or integrity to meet National Register criteria.

The largest concentration of pre-1945 industrial buildings and structures in the city is found in the Clarksville Industrial District which was listed on the National Register in 1976. This district is centered on Adams Street and Riverside Drive and includes both bridges and industrial buildings. The district includes the north section of the Grange Warehouse at 301 Riverside Drive which was initially built to house a planing mill in 1859. It was later enlarged and converted to a tobacco warehouse. From 1876 until World War I, it was the largest tobacco warehouse in the world. The building was enlarged into its present form between 1887 and 1895 to increase its capacity. In 1887, the building could accommodate 3,000 hogsheads of tobacco but after its enlargement its capacity increased to 10,000 hogsheads. The brick building is two-stories in height with a partial third story and only the north section of the building remains extant. The warehouse is presently used for storage and is the most significant tobacco warehouse remaining in Clarksville.

Also within the district is the City Gas Works building which was constructed ca. 1875. This one-story brick building was designed to house the gas generation equipment for the city's gas works. Facing Adams Street was the Louisville and Nashville (L&N) Railroad Freight Depot, constructed ca. 1898. This building was designed with brick arches and a hipped roof and was built adjacent to several large tobacco warehouses and near the L&N's Cumberland River bridge. Included within the district, this building has been razed in recent years.

The district also includes two properties associated with the city's railroad system. The L&N Railroad crossed the Cumberland River on a steel truss bridge which rests on limestone piers. The original bridge was erected in 1860 when the railroad was completed through the county. The metal span and decking was enlarged and rebuilt several times in the late 19th century to accommodate increased rail traffic. On the northern edge of the district is the railroad line and trestle of the Illinois Central Railroad. Originally the Tennessee Central Railroad, this series of bridges were erected in 1901.

Other industries which were in operation during the 20th century but no longer stand include the Clarksville Ice and Coal Company which was housed in a large brick building at Commerce and 10th Streets. This building was used to store block ice but was razed in recent years. Nearby was the Clarksville Electric and Power Plant which provided electricity for city and the streetcar line. All buildings associated with this complex have also been razed.

Industrial growth in Clarksville has been substantial since World War II with most industries locating on Kraft Street near the Red River or along US 41A southeast of the downtown area. In recent decades, a large industrial park has been constructed at the junction of US 79 and Interstate 24.

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Iron Industry

The iron ore of Montgomery County is largely confined to the southwestern one-third of the county and most deposits are south of the Cumberland River. Clarksville's location near iron ore deposits along the Western Highland Rim led to the construction of three known iron furnaces and foundries during the 19th century. These include: the brick foundry and machine shops of the Clarksville Foundry and Machine Works on Commerce Street; the Red River Iron Company (now the Vulcan Corp.) and; the Gracey-Woodward Furnace. The history of iron ore development and production in Montgomery County was documented by the Tennessee Historical Commission as part of their study of the Western Highland Rim iron industry. This multiple property nomination was completed in 1987 and identified both the Clarksville Foundry and Machine Works, and the Gracey-Woodward Furnace as eligible for the National Register.

The Clarksville Foundry and Machine Works at 96 Commerce Street is representative of an industrial complex of the late 19th century. The complex originally consisted of a brick foundry, two machine shops, a blacksmith's shop, and several storage sheds. This complex was established in 1854 and was operated by J.P.Y. Whitfield with a number of partners. The company manufactured sheet iron and copper products including wrought and cast iron stoves. The company was also noted for its manufacture of the Black Hawk Corn Sheller which was shipped throughout the United States. By the 1890s the ownership of the business changed with W.M. and C.H. Drane operating the foundry and erecting many of the existing buildings. Drane and Company manufactured steam engines, brass and iron casings, and various types of tools. The business was later purchased by Thomas B. Foust who operated the iron works as the Clarksville Foundry and Machine Works well into the mid-20th century. The original office building remains extant from this industrial complex and was listed on the National Register in 1987 for its historical significance.

A related foundry complex is located on Red River Road. Originally known as the Red River Iron Company, this complex was purchased by Thomas B. Foust in 1912 who renamed the business the Clarksville Foundry and Machine Works. Foust operated this foundry and later purchased the Drane and Company mill on Commerce Street. By the 1920s, the Red River Road complex consisted of a machine shop, blacksmith shop, and brick and frame foundry. Now operated by the Vulcan Corporation, this complex was enlarged into its present form in 1954 and no longer retains integrity as an early 20th century industrial property.

A notable furnace site in Clarksville is the Gracey-Woodward Furnace at the corner of Frosty Morn Street and Stacker Drive. By the 1890s the Gracey-Woodward Iron Company operated a furnace at this site and the complex included a blacksmith shop, machine shop, and engine house. Construction of this furnace began ca. 1890 and it was operated by Captain F.P. Gracey and W.H. Woodward. The furnace was sited adjacent to the L&N Railroad and much of the ore for the furnace came from

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the Louisa Mines in Montgomery County. By 1901, the business operated as the Red River Furnace Company and it was also known as the Helen Furnace. It produced pig iron with an annual capacity of 45,000 gross tons. The furnace remained in operation until the 1920s when production ceased. All of the original buildings have been razed and the site is composed of limestone foundations and various slag heaps. Due to the archaeological potential of the site, it was listed on the National Register in 1987.

Tobacco Industry

The dark fired tobacco of the Clarksville region was much prized in the 19th century by both America and Europe. Tobacco was prepared for the European market by removing the main stem and packing the leaf strips as dry as possible in hogsheads (a hogshead refers to a barrel with a capacity between 63 and 140 gallons). Hogsheads were then packed tightly on ships for shipping overseas. The demand for Clarksville tobacco led to the establishment of stemmeries and warehouses. Stemmeries were essentially factories where the main stem was removed and the tobacco dried and packed in hogsheads. Large brick and frame warehouses were designed with heavy timber support systems and stone foundations to support the weight of hundreds of hogsheads. Throughout the 19th century, stemmery and warehouse buildings were constructed and enlarged throughout downtown Clarksville, and especially along Water Street and adjacent blocks near the Cumberland River.

One of the earliest tobacco firms of the city was the partnership of Andrew Vance and John Dick which was founded in 1819. The partnership of Vance and Dick purchased two steamboats and began an extensive trade with New Orleans in 1819. This company built the "Prouty Place" House on Main Street and this brick building was the first site of tobacco inspection and grading in the city. The first stemmery in Clarksville was erected in 1830 by Henry F. Beaumont at Front and Commerce Streets. Other early merchants who built stemmeries and warehouses near the river included John McKeage, Walter H. Drane, and Fielding L. Williams.

In 1845, the primary warehouses in the city were operated by Thomas McClure and the S.S. Williams Company. Well known warehouses of the 1850s included those operated by Porter and Smith, Christopher Smith, Barker and Diffendeffeffer, and the Joseph P. Williams Company. Stemmeries of this period were operated by Forbes and Prichett, Hugh Dunlop, and John K. Smith. By 1860, Clarksville boasted fifteen tobacco factories employing 420 workers and the value of these factories was estimated at one million dollars.

Although most factories and warehouses were temporarily closed during the Civil War, Clarksville's tobacco achieved even more prominence in the post-war years. The completion of the railroad through Clarksville in 1861 resulted in greater distribution for the area's tobacco products in the 1870s and 1880s. New factories and warehouses were opened as transportation included both

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steamboat and rail shipping. The prominence of the city's tobacco industry was illustrated in 1878 when the Tobacco Board of Trade was organized. This organization was composed of most of Clarksville's tobacco merchants and buyers and a three-story brick building to house these tobacco interests was constructed on the Public Square in 1880. Known as the "Tobacco Exchange," this building served as the center of the city's tobacco trade for several decades. The building was later sold to the Tennessee Central Railroad for their offices and was demolished in 1932.

By 1895, Clarksville had become the largest export center for tobacco in the United States, as well as being the country's third largest tobacco market. At the turn of the century, 40,000 hogsheads of tobacco were exported each year from Clarksville to Germany, France, Italy, Austria, and Spain. Clarksville boasted dozens of brick warehouses and stemmeries, some dating as far back as the 1840s. Most of these were of brick construction and two- to three-stories in height. Representative buildings associated with the tobacco industry in 1900 included:

- The Thomas Edwards Tobacco Warehouse at the SW corner of Jefferson and N. 1st Streets - three-story brick building.
- E.C. Morrow and Brothers Rehandling House on College Street - two-story brick building.
- Central Tobacco Warehouse, Main between Front and Spring Streets - one-story brick building.
- People's Tobacco Warehouse, Main Street facing the Public Square - three-story brick building.
- Elephant Tobacco Warehouse, at Water and Commerce Streets - three-story brick building.
- American Snuff Company Atlantic Warehouse, NW corner of Commerce and Childress Streets - three-story brick building.

During this period, the immense size of these warehouses was said to have a combined total of square footage which could cover some fifty acres.

The tobacco warehouses of the 19th century were largely of brick construction and two- to three-stories in height. Built in rectangular plans, the buildings were designed with post and beam interior construction and rectangular or arched windows. A number of the buildings such as the Elephant Warehouse at Water and Commerce Streets, were built with monitor roofs and clerestory windows for additional interior illumination.

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Tobacco remained as the primary industry in the city throughout the early 20th century. In addition to the many warehouses in the city, the American Snuff Company operated two large factories and near the river a large complex was built to house the Nicotine Production Company. In 1950, Clarksville was still described as the world's largest dark fired tobacco market and eighteen tobacco warehouses were listed within the city along with four tobacco dealers. However, during the 1950s and 1960s many warehouses closed as large corporations purchased or consolidated with smaller companies. The closing of many of these warehouses coincided with urban renewal projects along the Cumberland River. Most of the city's historic warehouse buildings were razed in these decades to make way for Riverside Drive and new businesses. By 1990, only four tobacco warehouses remained in operation along with two tobacco buyers.

In addition to the National Register-listed Grange Warehouse, other extant tobacco buildings include the Petri Cigar Company at 40 High Street, the Thomas Edwards Tobacco Warehouse, the American Snuff Factory, the W.H. Simmons Warehouse, the Rudolph-Hach and Company Warehouse, and a small tobacco warehouse at 422 S. Third Street.

The Petri Cigar Factory on High Street is a three-story brick building constructed as a tobacco warehouse and stemmery ca. 1850. The building was designed with rectangular windows and a stone foundation. Enlarged in the early 20th century, this building housed the Petri Cigar Company for several decades. The building retains much of its 19th century character and presently houses an antique mall.

One of the most intact tobacco related buildings is the Thomas Edwards Tobacco Warehouse at 104 W. Jefferson Street. This is a two- and three-story brick building constructed ca. 1890 and it displays original segmental arched windows and decorative brick coursing. It was later owned by the Dibrell Brothers Company which also built a one-story tobacco storage building to the south around 1910. Although some windows have been enclosed with wood panels, the building retains its overall form and plan and appears to meet National Register criteria. The building is presently used for storage.

Another tobacco related complex is the American Snuff Company Factory B which occupies several buildings at 820 E. Commerce Street. The original three-story brick tobacco storage building was constructed ca. 1880 and displays original windows with segmental arches and arched entrances. This company expanded their operations when they built a reinforced concrete tobacco factory from 1906 to 1909. This company manufactured the well known brand of Garrett's Snuff. The Conwood Company now owns this complex and continues to manufacture snuff and other tobacco related products. This is the largest pre-1945 tobacco complex remaining in Clarksville and additional research and analysis may identify this complex as meeting the criteria for listing on the National Register.

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The W.H. Simmons Warehouse at 239 Riverside Drive was built ca. 1920 and it three-stories in height. The building was designed with a concrete foundation, six-course common bond brick, and retains original fifteen-light steel windows. The building was later occupied by the Hail and Cotton Tobacco Company and is now used by a milling company. This building is located across W. Washington Street from the Grange Warehouse and the boundary of the National Register-listed Clarksville Industrial District. This building appears to meet National Register criteria and the existing historic district boundary could be amended to include this property.

At 533 N. Spring Street is the four-story Rudolph-Hach and Company Warehouse. The building has a stone foundation and was originally two-stories in height. It was owned by the Luckett, Wake, Tobacco Company during the late 19th century. The building was enlarged into its present form ca. 1915 and the exterior has since been covered with corrugated metal panels and the windows enclosed. Now used as a nightclub, this building does not appear to meet National Register criteria due to loss of integrity.

At 422 S. Third Street is a ca. 1880 two-story brick tobacco warehouse building. The building was constructed in a Gable Front plan and has Italianate detailing such as segmental arched windows and an original single-light glass and wood door. The building has been extensively remodeled with replacement single-light fixed windows and the addition of a garage bay on the main facade. Due to the extent of these alterations, this building no longer retains integrity and architectural significance.

Milling Industry

In addition to the tobacco and iron industries, another important industry in Clarksville was flour mills. The most important ante-bellum grain mill in the city was the Clarksville City Mills which was built in 1854 on Water Street. This mill produced flour and corn meal and was later renamed the Central Roller Mills. Other grain mills in Clarksville during the early 1900s included the Cooley Milling Company at 319 Commerce Street, and the Volunteer State Mill Company located at the corner of S. Spring and the L&N Railroad. None of the buildings at these milling complexes survive.

The only significant pre-1945 milling complex remaining in Clarksville is the Dunlop Milling Company located at the northeast corner of Franklin and Cedar Streets. Constructed in several phases between 1892 and 1913, this complex contains a series of frame, brick, and concrete industrial buildings. The Central Roller Mills on the Cumberland River was purchased by Joseph P. Dunlop and John T. Rabbeth in 1892. The mill was relocated to its present location to take advantage of a larger tract of land and better access to the railroad. The Dunlop Milling Company was incorporated in 1897 and following a number of successful years, this complex burned in 1906. A new complex of brick and concrete buildings was constructed over the next several years.

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The Dunlop brothers retained ownership of the mill until 1931 and at its height the mill shipped two million bags of flour each year. The mills best known product was "Beauty Flour" which was sold throughout the South. The mill complex remained in operation until 1957 and the buildings have since been used as storage space. Many of the original buildings remain extant and this complex is one of the most significant industries remaining in Clarksville. This property has been determined eligible for listing on the National Register and a separate nomination has been prepared for this property.

Along Frosty Morn Drive is the Cumberland Milling Company which is a three-story feed mill built ca. 1925. This building has an exterior of original and added corrugated metal panels and added hinged steel windows. The building has a drive-thru section for a loading dock and the complex contains post-1950 grain bins and an office building. This complex has been altered and does not appear to retain sufficient architectural integrity to meet National Register criteria.

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INTRODUCTION

Property types identified in Clarksville include residential buildings, industrial buildings, commercial buildings, transportation-related buildings, and public buildings. All of the property types included within this nomination fall into the categories of either residential buildings or industrial buildings.

NAME OF PROPERTY TYPE - RESIDENTIAL BUILDINGS

Description:

Historic residential buildings in Clarksville reflect national architectural styles and Folk Victorian forms of the 19th and early 20th centuries. The majority of the city's existing historic dwellings were constructed after 1865 and are of both brick and frame construction. A number of dwellings are listed individually on the National Register or within historic districts.

The oldest remaining dwellings within the city are Greek Revival style homes built from the 1830s to the 1860s. Those which survive are primarily two-story, brick dwellings erected by the city's most prominent merchants. Common details of these dwellings include symmetrical forms, full height classical porticos on the main facade, sidelights and transoms at entrances, and decorative window lintels. Representative examples of this style include the Arrington House at 212 Madison Street, the Holleran-Roche House at 412 S. Second Street, Oak Top at 107 Madison Terrace, and the Christopher H. Smith House located at Spring and McClure Streets. These dwellings represent some of the most significant ante-bellum architecture in the city and are listed on the National Register.

The Italianate style was also a prominent residential style at the mid-19th century. This style was built from the 1850s into the 1880s and numerous examples of this style remain in the oldest sections of the city. The majority of existing dwellings are two-stories in height and of brick and frame construction. This style featured symmetrical plans with arched windows, extended bay windows, bracketed eaves, and milled porch columns. These dwellings are most commonly located just to the north and east of the downtown area. Representative dwellings in the Italianate style include the Robb-Hayes House at 529 York Street, the Forbes-Mabry House, at 607 North Second Street, and the Samuel Rexinger House at 703 East College Street. These dwellings are listed, or are eligible for listing, on the National Register. Numerous examples of the Italianate style were also built in the Dog Hill Neighborhood just south of the downtown area. This area has been listed on the National Register as an historic district.

The great fire of 1878 resulted in the rebuilding of much of the city's older residential and commercial areas. The decade of the 1880s was also one of rapidly growing population and business development. During these years many new dwellings were built in the Italianate and Queen Anne

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styles of the period. The Queen Anne style was one of the most popular residential styles of this era and many representative examples were built in Clarksville. This style featured asymmetrical floor plans, corner towers, large porches with milled columns, and exteriors of brick, frame, and terra cotta. Examples of the Queen Anne style include the Fassbender House at 117 E. Marion Street, and the John Hurst House at 625 Madison Street.

Residential architecture of the period was also reflected in Folk Victorian forms. Folk Victorian forms are primarily one-story, frame dwellings built with various floor plans, exteriors of weatherboard siding, and milled or Tuscan porch columns. Common Folk Victorian dwellings in Clarksville are Gabled Ell, Cumberland, and Pyramid Square plans. Gabled Ell forms display projecting gabled bays on the main facade and have hipped or gable roofs. A Cumberland dwelling is a one-story, four-bay, frame dwelling with two main entrances on the primary facade, a side-gable roof, and central interior chimney. Pyramid Square plan houses are rectangular in form with hipped or pyramidal roofs. These types of dwellings typically have milled columns on the front porches, single-light glass and wood windows, and decorative millwork.

The popular Colonial Revival style of the early 20th century was widely built in Clarksville and these dwellings were characterized by rectangular plans and the use of classical columns and detailing. The related Neo-classical style employed the use of two-story, or full-height porch columns. Representative examples of these styles include the Colonial Revival design Drane-Foust House at 319 Home Avenue and the Neo-classical style dwelling known as Emerald Hill on N. Second Street. Simplified forms of these dwellings known as American Foursquares, are also found throughout the older residential areas of the city. Common details include full-width porches with classical columns, hipped roofs, hipped roof dormers, and single-light glass and wood doors. Apartment buildings and duplexes were also built with the influences of the Colonial Revival style such as the Courtland Apartments at 610 N. Second Street, and the Gracey Court Apartments at 611 Madison Street. These U-shaped, two-story brick buildings have original glass and wood doors, wood sash windows, and decorative brickwork.

Another residential style of the early 20th century is the Tudor Revival style which displays high pitched roofs, prominent wall chimneys, rounded arch doorways, casement windows, and exteriors of stone or brick veneer. A representative example of this style is the dwelling at 611 Anderson Drive which has a stone veneer, gable roof dormers, and a rounded arch door.

The most common house styles in the city during the 1910s and 1920s were the Bungalow and Craftsman styles. Bungalows are generally defined as one- to one- and one-half story dwellings with low pitched roofs, wide eaves, and of brick or frame construction. Craftsman dwellings emphasize a diversity of materials and details on the exterior and often have combinations of stucco, frame, stone, or brick. These dwellings often feature extended rafters, purlins and brackets. Hundreds of

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Bungalows were built in Clarksville during the early 20th century. Large groupings of these dwellings are located within the Glenwood Avenue Historic District, on streets south of Madison Street, and along Castle Heights Court.

The most common architectural style built during the 1930s and 1940s was the Minimal Traditional style which was a simplified version of the Tudor and Colonial Revival styles. This house form is generally one-story in height and features front facing gables and large chimneys. Numerous examples of this house form can be found throughout the residential areas which were developed along Madison Street and Greenwood Avenue. After 1945, Clarksville greatly increased its city limits to accommodate growth and development resulting from new industries and the creation of nearby Fort Campbell. Most dwellings built after World War II reflect the popular Ranch, Split-Level, and other modern house styles.

In the older residential areas there has been a significant loss of dwellings over the past several decades. Urban renewal projects of the 1960s and 1970s resulted in the demolition of hundreds of properties along College Street and near Riverside Drive. Demolition and alterations have also been extensive in the blocks east of the downtown area. Despite these losses, Clarksville retains numerous individual dwellings and neighborhoods which retain their architectural and historical significance.

Significance:

Within Clarksville are nine residences which are presently individually listed on the National Register. These properties are primarily Greek Revival, Italianate, Queen Anne, and Neo-classical style dwellings which were built between ca. 1840 and ca. 1910. In addition, there are two residential districts, Dog Hill and Glenwood Avenue, which are also listed on the National Register for their architectural and historical significance.

Residential buildings may be significant under Criterion A for their role in the historical growth and development of Clarksville. These may be dwellings where significant events took place or are representative of a specific theme or context in the city's history. Representative National Register properties listed under Criterion A include the Smith-Hoffman House and the Samuel Rexinger House. The Smith-Hoffman House is significant as the only remaining building associated with the Trice's Landing tobacco port at New Providence. The Samuel Rexinger House is significant as the only building which remains from the Southwestern Presbyterian University campus. Further research and analysis may identify additional dwellings in Clarksville which are significant under Criterion A.

Residential buildings may be significant under Criterion B for their association with individuals of particular importance in the history of the city. This may include prominent merchants, politicians,

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civic and social leaders, or other notable themes or contexts. A representative property significant under Criterion B is the National Register-listed Christopher Smith House. This dwelling is important for its association with tobacco merchant Christopher Smith who operated a number of warehouses during the mid-19th century. The Adolph Hach House is also significant under Criterion B for its association with prominent tobacco merchant Adolph Hach. Hach purchased this dwelling and remodeled it into his home in 1917. Hach's company was the city's largest exporters of dark fired tobacco in the early 20th century. Hach was an important businessman who represented the city's tobacco interests to European markets during these years. A nomination for the Adolph Hach House accompanies this cover document.

Residential buildings in Clarksville may be significant under Criterion C for their architectural design. Pre-1945 dwellings constructed in the city are brick and frame houses reflecting the region's popular styles and building forms of the period. The most common styles identified from these years include the Greek Revival, Italianate, Queen Anne, Colonial Revival, and Bungalow styles. Various Folk Victorian house forms also exist throughout the city. These historic house styles and forms make up the majority of the properties within the residential areas located directly north, east, and south of the downtown commercial area. Residential buildings may be individually architecturally significant or contribute to the architectural significance of historic districts.

A property identified as architecturally significant and which accompanies this cover document is the Adolph Hach House. The Adolph Hach House is architecturally significant as a local example of an Italianate dwelling with Colonial Revival modifications. Originally built in 1877, the dwelling's exterior and interior were remodeled in 1917 in the popular Colonial Revival style. The dwelling has not been significantly altered since 1917. Further research and analysis may identify additional dwellings in Clarksville which are architecturally significant.

Residential properties in Clarksville may also be eligible under Criteria Consideration G for significance within the past fifty years. No such residential properties have yet been identified or nominated to the National Register in the city.

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Registration Requirements:

Residential properties in Clarksville may meet registration requirements if they possess the following:

To be significant under National Register Criterion A or B, a dwelling must be associated with a significant event or individual in Clarksville history and possess integrity from its period of significance. This would include integrity of setting, location, design, workmanship, materials, feeling, and association. A dwelling must be at its original location and retain most of its historic setting. A dwelling's original design, materials, and workmanship must be intact or be intact from its period of significance. A dwelling must also possess integrity of feeling and association from the time of its significant event or occupant. The Adolph Hach House which accompanies this multiple property form meets registration requirements under Criterion B for its association with prominent tobacconist Adolph Hach.

To be significant under National Register Criterion C, a dwelling must be a notable example of a particular architectural style or combination of styles, and/or possess unusual design elements and detailing. The dwelling must also possess integrity of setting and location, design, workmanship and materials. This includes original exterior materials, original porches or porches added prior to 1945, original fenestration, and the majority of both interior and exterior decorative detailing. The Adolph Hach House which accompanies this multiple property form meets registration requirements under Criterion C for its architectural design which includes elements of both the Italianate and Colonial Revival styles.

Residential buildings may also meet registration requirements as a district if they form a cohesive collection of pre-1945 architecture. To be eligible, dwellings must be contiguous at their original locations and a majority of the dwellings within the district must retain integrity of design, workmanship, materials, feeling and association. Districts must retain visual integrity of their streetscapes and modern intrusions must be minimal. Interior design and detailing is generally not a factor in evaluating the significance and integrity of an historic district. In addition to the two National Register-listed residential historic districts, an additional district along Madison Street also appears to meet registration requirements.

NAME OF PROPERTY TYPE - INDUSTRIAL BUILDINGS

Description:

Historic industrial buildings in Clarksville reflect the city's 19th and early 20th century heritage when it was a leading producer and distributor of tobacco, iron, flour, and other products. Clarksville was the nation's leading exporter of dark fired tobacco during this era and dozens of brick tobacco

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warehouses were built near the Cumberland River and railroad lines. Other large brick and frame buildings were constructed to house flour mills, iron mills, machine shops, and other industries. Although the majority of the city's original industrial buildings are no longer extant, historic photographs indicate great similarities in their construction such as monitor roofs, segmental arched windows and entrances, and minimal decorative elements.

The majority of industrial buildings remaining in Clarksville are two- to three-story brick buildings constructed ca. 1850 to ca. 1930. Most were built in rectangular plans with stone foundations, exterior walls of common bond brick, and gable or monitor roofs. Those built in the 19th century generally exhibit segmental arched windows and decoration is generally confined to corbelled brickwork at the eaves. Interiors are largely composed of open floor space with post and lintel support systems. The buildings were designed to be utilitarian in nature and they reflect allusions to architectural styles of the period. Most of the industrial buildings were constructed in the late 19th and early 20th centuries and reflect the Italianate style in their arched windows and corbelled brick decoration.

Representative examples of industrial buildings from this era include the National Register-listed Clarksville Foundry and Machine Works and the Grange Warehouse. The Clarksville Foundry and Machine Works retains a two-story brick office with segmental arched windows. The Grange Warehouse has a monitor roof, arched windows, and decorative brickwork.

Other industrial buildings displaying similar designs and detailing from this period include the Petri Cigar Factory on High Street and Thomas Edwards Tobacco Warehouse on Jefferson Street. The Petri Cigar Company was originally a tobacco warehouse and stemmery constructed ca. 1850. The building was designed with rectangular sash windows, a stone foundation, and gable roof. The interior is composed of open floor space with a post and lintel support system. Despite early 20th century additions, much of the original character of this building is intact. The Thomas Edwards Tobacco Warehouse is a two- to three-story brick building with a gable roof, stone foundation, segmental arched windows, and corbelled brickwork. Although some of the windows have been enclosed with frame panels, the building retains much of its 19th century appearance.

Industrial complexes which were largely built in the early 20th century include the American Snuff Company Factory B, the W.H. Simmons Warehouse, and the Dunlop Milling Company. Much of the American Snuff complex dates from the early 1900s and several of its primary buildings are of reinforced concrete and brick veneer. These buildings have rectangular steel windows and minimal decorative detailing. The complex also has several 19th century brick buildings with arched windows or corbelled brickwork. The W.H. Simmons Warehouse is a three-story brick building which has a concrete foundation and original fifteen-light steel windows. The Dunlop Milling Company is composed of several buildings, the most prominent of which is a five-story brick and reinforced

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concrete mill building constructed between 1906 and 1909. This building has a stone foundation, gable roof, and segmental arched, wood sash windows. The concrete sections have original rectangular steel windows. This complex has not been extensively altered since its early 20th century construction.

Clarksville also contains the site of National Register-listed Gracey-Woodward Furnace. Historic photographs show this complex to consist of a large brick foundry building with a gable roof. This complex no longer exists and was nominated under Criterion D as an archaeological site.

Significance:

Industrial properties may be significant under Criterion A for their role in the growth and development of Clarksville. The city owes much of its 19th and early 20th century prosperity to the tobacco, milling, and iron industries. In particular the city's tobacco warehouses, stemmeries, and factories employed hundreds of workers at the turn of the century and had a major impact on the local economy. Many merchants achieved great wealth from the tobacco trade and this wealth is illustrated in the city's ornate commercial and residential architecture which they built. The National Register-listed Grange Warehouse was nominated under Criterion A for its role in the city's tobacco trade. This building was the city's largest tobacco warehouses and contributed to the importance of the tobacco industry for over one hundred years. The Petri Cigar Company is also illustrative of this heritage and annually employed dozens of workers in cigar making and other tobacco related operations during the early 20th century. Other tobacco related industries which may meet Criterion A include the Thomas Edwards Tobacco Warehouse and the American Snuff Company Factory B.

The iron industry was also important in Clarksville and the Clarksville Foundry and Machine Works was listed on the National Register under Criteria A and C. This property was listed for its significance in the iron industry of the Western Highland Rim and for its architectural design. The Dunlop Mill also appears to meet National Register Criterion A for its role in the city's milling industry. This complex was in operation during the early 20th century and employed hundreds of workers at its large complex. The mill contributed to the local economy, employed hundreds of African Americans, and its products were widely known throughout the South.

Industrial buildings may be significant under Criterion B for their association with individuals of particular importance in the industrial history of the city or who may have contributed to advances in specific industrial development. None of the National Register-listed industrial properties were nominated under Criterion B. Neither the Petri Cigar Company or Dunlop Milling Company are being nominated for their association with an individual significant in the city's industrial history.

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Industrial buildings in Clarksville may be significant under Criterion C for their architectural or engineering design. These are buildings which are notable for their style or illustrate the architectural character and/or functional relationships of a particular industry. The buildings in the National Register-listed Clarksville Industrial District and the Clarksville Foundry and Machine Works were nominated under Criterion C for their architectural designs. These buildings retain integrity of their original construction and exemplify the type of industrial buildings which were common in Clarksville at the turn of the century. The Petri Cigar Company building is a notable example of an industrial building of the mid-19th century and illustrates how industrial properties were expanded and modified in the later decades. The Dunlop Milling Company is a remarkably intact complex which retains not only its original architectural character but also its support buildings and structures which illustrate the mechanics and operations of an early 20th century flour mill. A nomination for the Dunlop Milling Company accompanies this multiple property form. Other properties such as the Thomas Edwards Tobacco Warehouse and the American Snuff Company Factory B also appear to meet National Register Criterion C.

Industrial properties in Clarksville may also be eligible under National Register Criterion D to yield, or have the potential to yield, information significant to the understanding of the city's industrial heritage. One such property, the Gracey-Woodward Furnace, was listed on the National Register under this criteria for its significance in the iron industry of the Western Highland Rim. Additional research and analysis in the city may identify other properties eligible under Criterion D.

Registration Requirements:

Industrial properties in Clarksville may meet registration requirements if they possess the following:

To be significant under National Register Criteria A or B, an industrial property must be significant for its role in the city's industrial development or with an individual significant in local or state industry. An industrial property must also possess integrity from its period of significance. This would include integrity of setting, location, design, workmanship, materials, feeling, and association. A property must be at its original location and retain most of its historic setting. Industrial properties are often expanded or modified over time but a property's design, materials, and workmanship must retain integrity from its period of significance. This period of significance may reflect alterations to original buildings as an industry enlarged or accommodated new technology. Under these registration requirements the Dunlop Milling Company and the Petri Cigar Company meet National Register Criterion A as important components in the city's milling and tobacco industry.

To be significant under National Register Criterion C, an industrial building or complex must be a notable example of a particular architectural style and/or possess unusual design elements and detailing. An industrial building or complex can also be significant if it collectively illustrates

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functional relationships integral to understanding an industrial operation. The building or complex must also possess integrity from its period of significance of setting and location, design, workmanship and materials. Industrial buildings should also retain integrity of interior design from their period of significance. If original machinery is not extant from this period, a building or complex may still retain integrity as long as the majority of other detailing is intact. Under these registration requirements the Dunlop Milling Company and the Petri Cigar Company meet National Register Criterion A as important components in the city's milling and tobacco industry.

Industrial buildings may also meet registration requirements as a district if they form a cohesive collection of pre-1945 architecture. To be eligible, buildings must be contiguous at their original locations and a majority of the buildings within the district must retain integrity of design, workmanship, materials, feeling and association. The majority of buildings or structures within an industrial district or complex must also date from the period of significance. Districts must retain visual integrity and modern intrusions must be minimal.

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GEOGRAPHICAL DATA

The geographical area of this multiple property listing is the 1998 city limits of Clarksville, Tennessee.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This nomination is the result of survey and identification efforts by the Montgomery County Historical Society (Society) and Middle Tennessee State University (MTSU). In 1997, the Society received a grant from the Tennessee Historical Commission (THC) to complete a multiple property documentation form for residential and industrial buildings within the City of Clarksville. The Society was to be assisted in the identification of properties eligible for the National Register with assistance from the staff and students of the MTSU History Department. The actual preparation of the multiple property documentation form was contracted to Thomason and Associates of Nashville, Tennessee (Contractor).

As part of this project, the Contractor reviewed all previously prepared nominations within the city limits of Clarksville and field checked listed properties to ascertain their condition. The Contractor also conducted a reconnaissance level survey within the 1948 city limits to identify other properties which may have the potential for National Register listing within the contexts of residential and industrial buildings.

Properties selected to be included with this multiple property documentation form were chosen due to their architectural or historical significance. The most significant commercial area of the city is presently listed on the National Register and the contexts chosen to be included within this nomination were for residential and industrial buildings. Properties were identified which may have the potential for National Register listing and concurrence was reached with the National Register Coordinator at the THC on their eligibility. Individual nominations were prepared by MTSU for the Adolph Hach House and Dunlop Milling Company. Additional properties were also identified within these contexts as eligible and additional nominations may be forthcoming.

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