

United States Department of the Interior
National Park Service

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National Register of Historic Places Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Historic Resources of Hickory (partial inventory: architectural resources only)
and/or common

2. Location

street & number The incorporation limits of Hickory not for publication

city, town Hickory vicinity of

state North Carolina code 037 county Catawba code 035

3. Classification

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

4. Owner of Property

name Multiple ownership (see individual property forms)

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Catawba County Courthouse

street & number

city, town Newton state North Carolina

6. Representation in Existing Surveys

title Architectural Inventory of Catawba County has this property been determined eligible? yes no

date 1979-80 federal state county local

depository for survey records N.C. Division of Archives and History

city, town Raleigh state North Carolina

United States Department of the Interior
National Park Service

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

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Continuation sheet Historic Resources of Hickory Item number 6 Page 1

Properties in Hickory already listed in the National Register:

J. Summie Propst House
Maple Grove

Properties included in this Multiple Resource Nomination:

First Presbyterian Church
Houck's Chapel
(former) Elliott-Carnegie Library
Piedmont Wagon Company
Clement Geitner House
John A. Lentz House
Joseph Alfred Moretz House
Claremont High School District
Oakwood District
Kenworth District
Second Street Place Southwest District

7. Description

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

Describe the present and original (if known) physical appearance

Hickory is located in the northwestern part of Catawba County, approximately two and one-half miles from the Burke County line to the west and the Catawba River to the north. It is the county's largest community in both total area, approximately thirteen and one-half square miles, and population, 20, 757 (1980 census). Situated on a series of rolling hills and valleys, the elevation varies from about 1100 feet at the fringes of the city limits to around 1160 feet on the plateaus such as found in the central business district and at the site of Claremont High School, and 1185 feet in the Kenworth District. Originally defined by a one thousand yard and later a one mile radius from the depot of the Western North Carolina Railroad (WNCRR) the city limits have since been vastly expanded through numerous annexations. The resultant configuration of the boundaries is highly irregular in all directions. As in most communities the physical center of the city is the central business district. Historically, a major east-west road preceded and later adjoined the right of way of the WNCRR (now the Southern Railway) in front of this commercial district. At present a system of one way streets carries traffic around the business district, a stratagem which has, in some ways, isolated the older area. The principal north-south route, which bypasses the downtown area to the east, is N.C. 127, also known as Second Street, N. E. This road leads to the commercial area in the northern part of the city known as Viewmont or Windy City and the residential areas around it. To the South, this artery intersects U.S. 64-70, one of the main by-pass routes around Hickory. This in turn feeds both U.S. 321, leading north to Lenoir, and the east-west Interstate 40.

Setbacks vary throughout Hickory depending on the building type and, in residential areas, the period of time when they developed. In the business district the commercial buildings are adjacent to sidewalks. Throughout the various residential neighborhoods setbacks are generally uniform within a particular block or blocks, but they vary otherwise. In portions of the older residential areas and in certain newer developments lots are larger and setbacks are generally deeper. Building density is greatest in the central business district. This tends to diminish at greater distances from it, although there are pockets of greater density where small communities have been annexed. The vast majority of the city's building stock is residential in nature comprising close to eighty-five percent of the total number of structures, with industrial, commercial, institutional and a mixed group of buildings forming the remainder.

The grid pattern of streets had been fairly well-established in the older core of the city by 1870 after two large adjoining tracts of land were surveyed and platted. The plat of what is now the downtown and its residential areas located primarily north of the railroad and made between 1865 and 1870, had included a large public square between the railroad tracks and the principal commercial block. The result was an impressive and long row of structures set back from the railroad. This street plan was extended into adjoining parcels of land, including lands south of the railroad tracks, where required at least into the 1920s. Thereafter, the right of ways were more often curvilinear as can be seen in the Kenworth subdivision, a trend which was the result of changing tastes in neighborhood design, as well as unplanned urban growth. Adjoining the central street plan to the east was a second plat made in 1868 for W.W. Lenoir. Set at a forty-five degree angle to its neighbor this grid plan had been surveyed with main streets which were ninety-nine feet wide. Initially, the streets and avenues were named for prominent citizens who lived along them. In 1908, a key numbering system was inaugurated, but it was changed to the present quadrant system in the 1950s when the various annexations necessitated a comprehensive reidentification of the streets.

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 1

When the character of the "Town of Hickory" was ratified in 1873 the corporate limits were defined as being 1,000 yards from the depot of the WNCRR. By the time the limits were extended to a one mile radius in 1879, initial residential and commercial construction had been concentrated along both sides of the railroad tracks and one block behind. Towards the end of the century manufacturing plants located at the western fringe of the city in close proximity to the railroad. By the early 1900s fashionable residential developments had expanded to the northwest and northeast, and the black neighborhood grew in the southwest. Further expansion of all types beginning in the 1920s spread growth in all directions including new residential developments with cul-de-sacs and winding roads. Many of these new subdivisions were built on old farms, sometimes completely surrounding the older farmsteads. Commencing with the first annexations of West Hickory and Highland in 1931, a number of residential and commercial areas have been added to the city's building stock. As reflected in the nomination, the bulk of Hickory's historic resources are residential in character, although a number of significant institutional, commercial and religious structures are also represented.

The earliest known building to be located in Hickory was a log tavern built late in the eighteenth century beside a major east-west road through northern Catawba County. Hickory's development did not begin, however, until about 1860 when the WNCRR reached the tavern site. Prior to the Civil War three general mercantile stores had been erected, but no further construction took place until about 1870. At that time Hickory was developing into a major trading center serving the surrounding area and mountain farmers on the north side of the Catawba River. By the end of the century numerous brick stores had been added to the downtown, and a number of manufactories had located along the WNCRR and the recently completed Chester and Lenoir railroad. This manufacturing base expanded rapidly in the twentieth century with the construction of numerous brick mill buildings, since altered greatly. Accompanying the early growth and later expansion of the economic base was the development of residential areas. Many relatively unaltered examples of the Queen Anne style, early and later Colonial Revival forms, bungalows, and period houses comprise the largest part of the Claremont High School and Oakwood Districts whereas the Kenworth District is principally bungalows. Unfortunately, many significant homes and commercial buildings have been lost to urban renewal and development pressures or they have been substantially altered. Nevertheless, the growth and development of the city is still evident in a number of individual sites and more especially in the four districts.

The log tavern which served travelers as early as the late 1700s vanished in the 1870s, and in fact only one extant building has been dated prior to the 1870s. Although not included in the nomination because of significant alterations, the one and one-half story Hawn Family House (Third Street Drive, S.E.) has two single shoulder, paved, stone end chimneys and was apparently the center of a large farm in the southeastern portion of the city. Perhaps the oldest extant building, besides the Hawn house, is the Italianate style Adolphus L. Shuford House, (542 Second Street, N.E.), also known as Maple Grove (NR) and located in the Claremont High School District. The three bay, single pile frame house with its two tier front porch, dormers and bracketed eaves was an addition to a small older structure. Located at the very edge of the city limits it was also part of a working farm. Another dwelling in the district which is said to date from the 1870s is the Doll-Abernethy House (404 Third Avenue, N.E.), although its present Colonial Revival form is the

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 2

result of subsequent alterations. These two structures represent a period when the small town of Hickory was almost exclusively a trading center. Subsequent expansion of the economic base and redevelopment pressures erased from the landscape other earlier and most probably frame buildings.

Beginning in the 1880s further diversification of the local economy began with the establishment of three manufactories at the western edge of the city. Only one building survives relatively intact from this large group, and it represents just a fraction of the original operation. The brick Piedmont Wagon Company building (Main Avenue, N.W.) was erected in 1889 as a replacement for an earlier frame structure. The large two and one-half story building has an irregular fenestration pattern of segmentally arched windows (now bricked in) and a broad hip roof. Its heavy wooden supports on the interior further reflect the typical late nineteenth century construction of Hickory's oldest industrial building.

By 1890 the central business district had become fairly well-developed. As Sanborn maps reveal, more than three-quarters of the principal business block fronting the public square and the railroad had been improved. Photographs show that most of these stores were two stories in height, of brick construction, with segmentally arched windows and corbeled cornices. Although many of these buildings survive, twentieth century alterations have left the majority unrecognizable. Adjoining the principal row of stores to the west was a second row of commercial buildings, as well as two smaller detached groups which stood at the ends of the square. One of the latter was an ornate Queen Anne style building erected for the Bank of Hickory, the town's first, although short lived, financial institution. On the south side of the railroad two large frame hotels which had both been built about 1868 burned in an 1887 fire. They were replaced by the very large and ornate Queen Anne style Hickory Inn. Built of brick and stone and featuring a tall corner tower and an expansive porch around two sides, it burned in 1907. Numerous other commercial structures were standing in 1890 in the two block area on either side of the railroad. Among these were the Abernethy Brothers Livery, a tobacco warehouse, and the freight and passenger depots of the two railroads now serving the town.

Hickory's major religious denominations had organized themselves in the 1870s and early 1880s. At that time they occupied modest frame, and in one case brick, buildings which served the needs of the relatively small congregations. Drawings which depict these early church houses are not totally dissimilar to the form of Houck's Chapel (Ninth Avenue, N.W.), built in 1888. This frame, gable front structure supported by stone piers has a short square bell tower, four windows on each of its long walls, two windows in the rear (south) wall, and one entrance (originally there were two). Gothic details are evident in the lancet paneled pulpit and the cut-out trefoils on the pews.

In the same way that they had provided facilities for their religious needs, many of Hickory's citizens supported a number of private schools which were operating in the 1870s and 1880s. The most ambitious program which was undertaken to educate its youth was the establishment of Claremont Female College by the Corinth Reformed Church. Founded in 1880 the school moved to an imposing Second Empire style building on a twenty-two acre site which is now the physical center of the Claremont High School District.

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

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 3

Three stories in height, the brick building had two large towers and numerous porches. The facility was demolished in the early 1920s after which the Claremont High School was built. The Catholic Church, via the Sister's of Mercy, operated St. Joseph's Academy of the Blue Ridge for a number of years out of a two story, seven bay, frame building (since demolished) with a bell tower and hip roof erected near the site of the present St. Paul's Lutheran Church. A third educational facility was built in 1893 for the newly founded Lenoir-Rhyne College. When it opened in September 1891 the college was housed in the Highland Academy, a two story frame building with a patterned slate roof, ornate porch and bell tower. The college transferred its classes to an imposing Second Empire style erected on the site of the academy. Its massive three story central block with a two tier porch was capped by a mansard roof with a convex profile and two story wings projecting from it. A fire in 1927 destroyed what had clearly been one of the city's architectural monuments.

In 1889 the local government took steps to provide a larger cemetery when it purchased land in the northern part of the city, an area now a part of the Oakwood District. Soon after, it developed the gently sloping tract of land with a grid plan of avenues grouped around two elliptical circles. Many of the family plots are enframed with low stone walls amid a wide variety of hardwoods, pines, and various species of shrubbery. Funerary monuments in Oakwood Cemetery include large family stones and smaller individual ones. There are a number of obelisks, some executed in Carrara marble, a handful of naturalistic stones, and two unembellished brick mausoleums.

Residential development at this time was concentrated on either side of the railroad tracks and for one block to the north and south. Very few of these early residences have survived. The Sanborn maps suggest that these were primarily frame buildings, anywhere from one to two stories in height, and built in a wide variety of single and double pile forms. One of these buildings was moved in 1972 to what is now the Oakwood District. The restored J. Summie Propst House (332 Sixth Street, N.W.) is a small, two story Second Empire style dwelling with a tower, a mansard roof clad in wood shingles, bay windows, an attached porch across two-thirds of its primary elevation and an interior richly decorated with late nineteenth century millwork. The Clement Geitner House (436 Main Avenue, N.W.), however, remains along the railroad tracks. The two story, double pile Italianate style brick house features a three bay principal elevation with paired double hung sash, small paired brackets, a nearly full width porch with segmental arches, and two interior chimneys. Other, and perhaps more common, houses featured irregular or rectangular plans and double pile, two story forms with little embellishment. For example, the two story, weatherboarded 1882 Michael L. Cline House (355 Sixth Street, N.W., O.H.D.) has an irregular plan, pedimented gable ends with scroll modillion blocks and pedimented window caps. The two story, double pile, three bay John A. Lentz House (321 Ninth Street, N.W.), built about 1890 has a rectangular plan, a two tier porch with Tuscan columns, and pedimented lintels on the second story windows. A number of Queen Anne style residences had been built in Hickory by 1890, although a great many of them have been lost or were remodeled. Of this group the 1887 Shuler-Harper House (310 North Center Street, C.H.S.H.D.) is by far the most exquisite. Its asymmetrical massing, tower, use of a variety of sheathing materials, its picturesque chimney, and the rich ornamentation of its exterior surfaces represent the mature development of the style. This overwhelming exterior, however, is matched if not

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 4

overshadowed by the exquisite interior finishes consisting of parquet floors, one room which is completely paneled, and the ornate mantels and staircase. Other notable examples of the style constructed at this time include the 1889 Harvey E. McComb House (317 Third Avenue, N. E. C.H.S.H.D.) and the Robert W. Stevenson House (356 Fourth Avenue, N.W., O.H.D) built after 1895.

With the exception of the Geitner and Propst houses, the other houses discussed above were built in areas away from the older residential neighborhoods. Rapid growth of the town, availability of land, and perhaps a desire to locate away from the business district had combined to push the residential areas outward, and principally northward, at the close of the century. In the meantime the black neighborhood, now known as Ridgeview, had continued to develop south of the railroad tracks, primarily along what is now South Center and First Street Southwest. After 1900 and up to the beginning of the United States' involvement in World War I these areas underwent an increasing rate of growth. In addition, it had become clear that the Oakwood and Claremont High School Districts were two of the most fashionable neighborhoods in the city. Many of the numerous businessmen, industrialists, and professionals who had recently located to Hickory chose one of these two areas in which to invest in large homes. Other prominent citizens who had been in Hickory for some time had new houses built for themselves at this time. Dwellings which show a late Queen Anne or Neo-Classical style, bungalows and various manifestations of the early Colonial Revival style were the chosen modes of construction at this time, and both the two older districts have fine examples of these particular styles.

In the Claremont High School District late Queen Anne examples include the 1902 William B. Menzies House (206 Third Avenue, N.E.) and the Judge William B. Council House (118 Third Avenue, N.E.), also built in 1902. The former has an asymmetrical silhouette with a two story bay at the intersection of its west and north elevations, as well as a number of Colonial Revival details such as a Palladian window and Tuscan porch columns. The Council house is another fine example of the Queen Anne style and features a corner tower, asymmetrical massing, wraparound porch, and various sheathing materials. In the Oakwood District three late Queen Anne style structures each contain one or more Colonial Revival details. The David L. Russell, (311 Fourth Avenue, N.W.) Benjamin F. Seagle (321 Fourth Avenue, N.W.) and the Alfred P. Whitener (354 Sixth Street, N.W.) houses are all large, asymmetrical buildings with varied sheathing materials, Tuscan porch columns, and pedimented gables.

Early Colonial Revival style buildings were built at this time on a number of sites in both the Claremont High School and Oakwood Districts. Their general characteristics include high hip roofs capping nearly square, two story, three bay, double pile blocks, wraparound porches, often paired interior chimneys, and Colonial Revival details such as Palladian windows, modillion block cornices, and porches sporting a wide range of classically detailed columns or posts. In the Oakwood District five of these imposing dwellings were built between 1907 and 1913 on fairly large lots. The 1907 Jones W. Shuford House (417 Sixth Street, N.W.) has a brick veneer, a two story bay window on its principal elevation, wraparound porch, and a Palladian window in its center gabled dormer. Two lots to the south, the weatherboarded J. Guy Cline House (367 Sixth Street, N.W.) does not have full porch, but contains a dormer with a Palladian window, balustraded entrance

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

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 5

portico with fluted posts, in addition to one and two story wings projecting from its south and north elevations. Another impressive member of this group is the 1913 Walker Lyerly House (509 Third Avenue, N.W.). Features include its brick veneer, full facade porch and porte-cochere supported by posts with Scamozzi capitals, limestone keystones and skewbacks, and a modillioned cornice. Two similar buildings in the Claremont High School District were remodeled to this current fashion from earlier Queen Anne forms. Both the Shuford L. Whitener House (250 Third Avenue, N.E.) and the Kenneth C. Menzies House (236 Third Avenue, N.E.) have high hip roofs, symmetrical principal elevations with recessed center bays, and modillioned cornices, but only the Menzies house retains its wraparound porch.

Lone examples of the Neo-Classical Revival or "Southern Colonial House" type and the Shingle Style are found in the Claremont High School and Oakwood Districts respectively. The George W. Hall House (401 Third Avenue, N.E.) is a two story, three bay, frame building with a one story porch across its principal elevation and a two story pedimented entrance portico supported by colossal Ionic columns. The Abel A. Shuford, II House (534 Third Avenue, N.W.) is a well-executed Shingle Style dwelling composed of a broad modified cross gambrel roof, an undulating exterior surface clad in wood shingles, and a conspicuous use of rock face stone in the massive end chimney, porch piers, foundation, and interior chimney. In addition to these two dwellings another distinct house built in the period is a suburban interpretation of the English cottage style. The 1917 Joseph A. Moretz House (1473 Sixth Street Circle, N.W.) is an asymmetrical massed, brick veneered house composed of broad steeply pitched gables which enframe porches and entrances. Detailed with a large interior chimney and round arch entrances with rock surrounds, the house also features an asymmetrical interior plan to match its varied silhouette.

Further denoting the diversity of architectural fashion during this period a number of fine bungalows were constructed in both of the larger residential Districts. Two pivotal dwellings built in the Claremont High School District include the 1909 Walter J. Shuford House (265 Fifth Avenue, N.E.) and the 1918 J.L. Riddle House (307 Second Avenue, N.E.). The former is one and one-half stories in height, has three bays, an engaged porch supported by river stone piers and a large gabled center dormer. Craftsman images are evident in the numerous sculpted exterior details and the intact interior. The Riddle house is two stories in height and has an attached porch. Details which include wood shingles and weatherboards, purlin brackets, a center gabled dormer, and the well preserved interior reveal the building's Craftsman inspiration. Rivaling the Shuford house in its overall composition and surpassing its interior appointments is the 1910-11 Thomas A. Mott House (507 Second Avenue, N.W. O.H.D.). Clad in wood shingles and weatherboards, it has an engaged porch, a center dormer composed of gable and shed roofed components, and a two story porch wing on the west elevation which abuts a patio. Its richly detailed interior features an extensive use of oak sheathed wainscot, an ornate staircase with geometric patterns, and sliding, hinged, and folding doors with Craftsman detailing.

Much of the growth in Hickory's population and building stock at this time can be attributed to the influx of new industries and the expansion of older ones. For example, the Hickory Furniture Company (Highland Avenue, N.E.) and the Martin Furniture Company commenced manufacture of furniture in 1901 and 1902 respectively.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormFor NPS use only
received
date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 6

A number of hosiery and textile mills also located in Hickory. The majority of these plants were one and two story brick buildings built on relatively large lots in the fringes of the city. Unfortunately, they have been substantially altered and incorporated into subsequent additions.

At the same time, new commercial enterprises in the downtown had been established. Further comparison of Sanborn maps shows that by 1919 many buildings had been replaced or added to the block fronting the public square, which was now entirely improved. In addition, a group of buildings had been erected to the southeast of the railroad depot. In fact, the passenger depot itself had been replaced in 1912. Located in the Second Street Place Southwest District the Southern Railway depot (Main Avenue, S.W.) has a high hip roof over its long rectangular brick block, a hip roofed dormer projecting from its south (rear) elevation, and an octagonal ticket booth piercing the roof on the main elevation. The broad bellcast eaves are supported by large brackets, and an open platform (now enclosed) is attached to the west end. Another architectural monument erected at about this time was the former United States Post Office (Main Avenue, S.W.) completed in 1913, and situated to the southwest of the passenger depot in the same district. The two story, brick Neo-Classical Revival style building features a five bay principal elevation three of which are framed by paired monumental limestone pilasters set behind similar columns with Scamozzi capitals. A prominent limestone entablature has a scroll modillioned cornice, and the first story windows, which are set within round arches, have limestone lintels. Yet another structure was built in the vicinity in 1911-12. The former Armory building (Second Street, S.W.) is a large, three story brick structure with a symmetrical fenestration pattern of segmentally arched windows, round arched entrances, and gable ends with parapet walls. Although a number of the openings were bricked in at a later date and a small one story wing was added to the northwest corner, probably when it was used as a warehouse, the building remains as one of the few relatively intact commercial structures in the downtown area.

Under the strain of a growing church-going population, and provided with certain measure of wealth, almost all of the congregations replaced their older churches in this period with new, larger, and much more elaborate ones. The Corinth Reformed Church built their third edifice in 1910, a large brick Romanesque Revival style structure. An imposing Gothic Revival building with two towers was erected by the Holy Trinity Lutheran Church in 1907; the congregation of the First Methodist Church dedicated a new building in 1903; and the First Presbyterian Church (Third Avenue, N.W.) erected a Romanesque Revival style building in 1906. Of these churches only the latter has survived. This impressive stone landmark has an asymmetrically massed composition featuring a high hip roofed central block, and two entrance towers of unequal height flanking the projection of the nave. Among its numerous details are the elegant stained glass windows, an octagonal stair tower attached to the north tower, buttresses, round arched windows, and the octagonal apse.

At the same time that its citizens were physically improving the religious facilities, city government was beginning to upgrade the public amenities. In 1904 it purchased a seven acre lot in the northeastern portion of the city which bordered the Southern Railway. The wooded lot was subsequently improved by local civic organizations making it Hickory's first and largest public park. Today, Carolina Park, located at the southeastern corner

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormFor NPS use only
received
date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 7

of the Claremont High School District, is a well maintained outdoor arboretum with a wide variety of trees and plants situated on gently sloping terrain. Provision for educational facilities was also an important issue at the time. In 1903 the city erected its first graded school on a lot just outside of the Oakwood District. The two story Romanesque Revival Style brick structure, subsequently replaced, had a tall central tower flanked by bay windows, a hip roof and recessed wings. A growing school-age population forced the city to build a second school in 1913. Kenworth School (426 Second Avenue, S.E.) located in the Kenworth District, is a large, two story brick structure with a wide recessed stepped gable entrance bay containing a Neo-Palladian window and located between two symmetrical wings. A similarly designed auditorium and classroom wing was added around 1919 and the library wing sometime after that.

According to a contemporary newspaper account the slow rate of building construction during W.W.I had been due to the rechanneling of energies for the war effort. When building activity began once again, however, it seems to have reached almost frantic levels. This is evident not only in the number of residential units built at this time, but also in the number of new commercial business and manufacturing plants which were established. With the exception of a few years during the Great Depression the period between the two world wars was one of tremendous growth in Hickory.

Among the numerous commercial buildings erected or remodeled in the period a number were executed in the popular Art Deco style. One was built for the Belk Broome Company and another for Spainhour's, both of which have since been altered beyond recognition. Perhaps the most impressive building designed in the style is the 1941 First National Bank Building (Second Street, N.W.) (deemed eligible for listing on the National Register, but not nominated here in compliance with the owner's wishes). Its Carrara and green marble exterior features fluted pilasters below a richly sculpted frieze. The windows and principal entrance are covered and framed by ornate iron work composed of various stylized vine and geometric motifs. Commercial development of First Avenue, N.W. behind the principal business block also increased in this period. Alterations have seriously compromised these buildings including the two movie houses which had been built there. One important commercial building which has survived virtually intact is the 1924-28 Harper Ford garage (Second Street, S.W.) in the Second Street Place Southwest District. The Classical Revival style showroom has a large round arched center window and is flanked by slightly projecting end bays. Its wide terra cotta entablature is decorated with urns, fleur-de-lis and vines, and the arch is bordered by an egg and dart molding. The interior features an ornate pressed tin ceiling.

Hickory's continued commitment to the provision of adequate educational and cultural facilities is reflected in two building projects undertaken at this time. One of the city's most impressive architectural monuments is the three story, brick Claremont High School (231 Third Avenue, N.E.), completed in 1925 and located in the Claremont High School District. This impressive Neo-Classical Revival style monument features an H-plan in which its wings have two story arcades. Richly ornamented with white terra cotta entrance and windows surrounds and belt courses the school's visual quality is enhanced by its siting atop one of the city's high ridges. The construction in 1922 of the Elliott - Carnegie Library

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 8

(415 First Avenue, N.W.) provided a badly needed facility for a public library. The Georgian Revival style library was the last one constructed in the United States with funding from the Carnegie family. One story in height and three bays wide the building features stepped end firewalls, paired and triple sets of fluted pilasters, a block modillion cornice, and a broken pediment supported by Corinthian columns above the entrance and fanlight. One other educational and architectural monument was built in the city at this time on the Lenoir-Rhyne College campus. The Neo-Gothic Rhyne Memorial Building (deemed eligible for listing on the National Register, but not nominated here in compliance with the owner's wishes) was built in 1928 to replace "Old Main" which had burned the year before. Designed by Charles Hartmann of Greensboro, North Carolina, it is richly detailed with white terra cotta and patterned brickwork.

Residential construction in this period was scattered throughout the rapidly expanding city. In the three districts a wide variety of houses were erected on all but a few of the remaining building lots. Amongst them are fine examples of the Colonial Revival style, well-articulated period houses, a number of "square houses", and an interesting group of bungalows.

Colonial Revival houses constructed in this period are almost universally two stories in height, three or five bays wide, and have side gables and any of a number of Colonial Revival details. The Oakwood District contains two of Hickory's finest examples of the style. Clad in a Mt. Airy granite veneer, the 1922 Robert E. Simpson House (506 Second Avenue, N.W.) is detailed with a fanlight, sidelights, and entrance portico, exposed face end chimneys, a large Palladian window on its rear elevation, and a side balustraded porch supported by Tuscan columns. One block to the west, the Dr. Henry H. Menzies House (614 Second Avenue, N.W.) is another finely scaled dwelling. Highlights of the house include a Flemish bond brick veneer, first story windows placed below round arched limestone panels, a scroll modillioned cornice, and compound columns supporting the entrance portico and side porch. In the Claremont High School District a noteworthy example is the Arthur H. Burgess House (322 Third Avenue, N.E.). The two story three bay, brick veneered house has stepped end chimneys, corbeled quoins, a denticulated cornice, and a broad arch framing the entrance with fanlights and sidelights.

The numerous period houses built at this time in the districts include one Dutch Colonial Revival style house, a single Spanish Mission Revival dwelling, and a number of Tudor Revival and other houses, based on English medieval models. Both the Dutch Colonial and Spanish Mission Revival houses were built in the Oakwood District. E. Harold Shuford's residence (515 Sixth Street, N.W.) has a gambrel roof, end chimneys, fanlight, and a large shed roofed dormer. The 1928 Albert S. Lutz House (437 Fourth Avenue, N.W.) is a one story Spanish Mission Revival style house with a flat roof, stuccoed walls with corner parapets, and an entrance porch supported by buttress-like piers. Of the four period houses in the Oakwood District the finest, and one of the most exquisitely rendered houses in the city, is the Dr. Robert T. Hambrick House (529 Sixth Street, N.W.). One and one-half stories in height with a steeply pitched wood shingle roof, the house has a brown stucco finish, stone window and entrance surrounds, and finely crafted wood details on the porch and gabled entrance wing.

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

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received

date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 9

Four brick veneered period houses in the Claremont High School District include the large and assymmetrically massed Tudor Revival style Marshall M. Wagner House (217 Second Avenue, N.E.) and the smaller, but equally impressive Tudor Revival style Warner-McComb House (418 Third Street, N.E.). The "square house" type, characterized by its square form, hip roof with dormer, full facade porch and symmetrical fenestration is best represented by the William N. Cox House (335 Sixth Street, N.W.) located in the Oakwood District. Many similar buildings were constructed throughout the city at this time, and a number of them survive in various forms in both the Oakwood and Claremont High School District. Bungalows continued to be built in the first half of the 1920s in all three residential districts and in all sections of the city. In fact, residential buildings in the Kenworth District are, with only a few exceptions, all bungalows. Constructed in a wide range of forms, this group of houses, which were erected in the city's first subdivision first platted in 1913, include a number of large and impressive examples. Primarily one and one-half stories in height with gabled dormers, engaged porches, and clad in wood shingles and weatherboards, many of these houses have full basements built of granite laid up in mosaic patterns or brick. Notable members of this group include the Nicholson-Abernethy House (206 Fifth Street, S.E.), the Carrier-Boyd House (316 Fifth Street, S.E.), and the Speas-Duval House (252 Fifth Street, S.E.).

Although a number of houses were added to both the Oakwood and Claremont High School Districts after 1940, the principal areas of new construction were located in newly developed subdivisions farther from the downtown area. At the same time, the city began to annex some of the areas commencing with West Hickory and Highland in 1931. In most of the new developments modest brick and frame houses were built on comparatively small lots, although a number of fashionable areas such as Combford Park and Forest Park became the site of large and impressive homes. More recently the Shuford Development, located near Lake Hickory, has been established as an exclusive residential neighborhood.

Continued population growth and expansion of the local manufactories have combined to spread development in all directions. The primary commercial district is now located at the city's southern boundary along highway 64-70 and 321. Development pressures, always a factor in the shape of the artificial environment, have, since the 1950s, taken a heavy toll on Hickory's building stock. Since the onset of urban renewal a great many historic resources have been lost or drastically altered. On a number of these sites new, incongruous buildings have been constructed which are almost universally incompatible with the older structures around them. In addition, a redesigned street plan combined with a pedestrian mall adjoining the principal downtown business block has virtually destroyed the old public square.

Hickory's historic resources, as represented in this nomination, reflect a period of some sixty-five years of development. Because of the rate of attrition over time and the city's natural growth these resources are not located in such a way that the casual observer can readily follow Hickory's historical development. This fact is particularly noticeable by the number, type and location of the individual structures included in the nomination. On the other hand, the growth of the three residential districts is readily discernible. The majority of these resources are frame buildings, although a large number of brick structures and a smaller number of stone buildings comprise the range of materials.

United States Department of the Interior
National Park Service

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

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 7

Page 10

Houses constructed with these materials are generally intermixed with each other, but the quality of design, siting and landscaping lend themselves to the visual homogeneity which characterizes the neighborhoods. A number of the residential buildings are vernacular in character, but the majority are generally well-articulated examples of current architectural fashions. In each major stylistic group there are exceptional examples such as the Queen Anne style Shuler-Harper House, the early Colonial Revival Walker Lyerly House, the Abel A. Shuford, II Shingle Style house, the Walter J. Shuford and Thomas A. Mott bungalows, and the Dr. Robert T. Hambrick period house.

The Hickory Multiple Resource Nomination is based upon an initial survey of historic resource conducted in 1979-1980 by F. Bogue Wallin. During this inventory all of the city's streets were canvassed and a study list of buildings developed. Archaeological resources were not surveyed and therefore were not studied. Structures on the study list represented a wide variety of building types and styles. They were further documented through photographs, mapping, and initial historical research. The seven individual properties and four districts included in the Multiple Resource Nomination were selected for detailed study by the North Carolina Division of Archives and History in coordination with the City of Hickory's Historic Properties Commission and the Office of Community Development, following the National Register criteria.

All of the properties being nominated are privately owned, with the following exceptions: Claremont High School, Kenworth Elementary School, the (former) Southern Railway Passenger Station, the (former) United States Post Office building, the Abel A. Shuford, II House, the Greene-Lutz House, the Elbert Ivey Library, the John H. P. Cilley House, Oakwood Cemetery, and Carolina Park. The City of Hickory owns all but the Claremont High School and the former United States Post Office. The school has recently been deeded to the Catawba County Council for the Arts and the latter is owned by the Federal Government. Of the individual structures the Piedmont Wagon Company is vacant, the Clement Geitner House is a rental property, and the others are owner occupied. In the residential districts the vast majority of the homes are owner occupied.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input checked="" type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates N/A

Builder/Architect N/A

Statement of Significance (in one paragraph)

Hickory is a small city whose various historical and architectural resources collectively reflect its growth and development from a late nineteenth century trading center situated along the right-of-way of the Western North Carolina Railroad (known as the Southern Railway since 1894) to a thriving twentieth century manufacturing center for furniture, hosiery, and textiles. Although only two properties represent its earliest phase of growth, a great number of structures which date from the 1880s through the 1930s clearly show the city's tremendous expansion in these periods. And, while few of the early manufacturing facilities have survived without extensive alterations, the wealth generated by these enterprises is evident not only in the scale and quality of residential construction, but also in the cultural, religious, and educational facilities made possible by this prosperity. Hickory's most historically and architecturally significant structures, representing the period from the mid 1870s to the 1930s, are being nominated to the National Register: two churches, one industrial building, three individual houses, one small commercial district, one (former) public library, and three residential districts.

Criteria Assessment

- A. The seven individual properties and four districts in this Multiple Resource Nomination reflect the development of Hickory from a small trading community after the Civil War to a thriving manufacturing center in the early twentieth century. Taken individually and as a whole these resources are important elements in defining the visual and historical character of the city.
- B. The properties included in this Multiple Resource Nomination are closely associated with the lives and careers of prominent businessmen, industrialists, educators, and professionals, some of whom influenced the development of the region; however, the majority were important primarily at a local level.
- C. The buildings that compose this Multiple Resource Nomination reflect a wide range of architectural styles popular throughout the United States from the mid-nineteenth through the early twentieth century. Outstanding and more modest examples of the Italianate, Queen Anne, Shingle Style, Neo-Classical Revival, and Colonial Revival styles are featured along with bungalows and a group of period houses. Commercial, religious, and institutional building types reveal their Romanesque Revival and Neo-Classical Revival styles. An example of the late nineteenth century industrial building form and its associated technologies is also represented.
- D. Archaeological remains were not identified in the survey and therefore are not included in this nomination, but future efforts to identify and protect them may be made. They might shed light on those areas of the city's history which have eluded interpretation due to the lack of documentation.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

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Continuation sheet of Hickory Historic Resources Item number 8 Page 1

A. The Historic Resources

Taken as a whole, Hickory's historic resources represent the development of this small city from its early beginnings as a trading community in the 1860s and 1870s through a period of economic diversification in the 1880s and 1890s to its phenomenal growth as a center of furniture manufacturing and hosiery and textile production in the early twentieth century. The properties included in this Multiple Resource Nomination--three houses, two churches, one industrial building, one (former) public library, and four districts--represent the majority of the surviving significant architectural and historical resources which illustrate the various stages of growth from the mid 1870s to the 1930s.

B-1. Historical Development

The history and development of Hickory can be studied best by examining its five, rather well-defined stages of growth. Its earliest phase commenced in a very small way at the end of the eighteenth century and ended with the outbreak of the Civil War. At the close of the war a number of the stimuli for growth which had been in place by 1860, including the presence of the Western North Carolina Railroad (WNCRR), reasserted themselves. The result was a steady expansion of the village's population and economic base, and the development of cultural and educational facilities. This second phase lasted until about 1901 when the establishment of the first large scale furniture plant marked the beginning of a long-term change in the nature of the manufacturing base. During the sixteen year period up to the United States' entry into World War I in 1917 a number of furniture manufactories and hosiery and textile mills were built in close proximity to the city, with an attendant rise in the population, service industries, and building activity. A steep decline in building construction during the war was followed by a rapid increase in the population, an enormous city-wide housing boom, business and manufacturing expansion, and the extension of public services rendered by local government. Growth of the city continues to this day.

1769-1860

As was the case throughout the settlement of the piedmont region, the vast majority of Hickory's early settlers were of German or Scotch-Irish descent.¹ Many of their ancestors and perhaps even their immediate families had traversed the "Great Philadelphia Wagon Road" from Pennsylvania through Virginia and into North Carolina. Some, such as the Shuford and McComb brothers, had been farmers in other parts of Catawba County or nearby counties.²

In the latter part of the eighteenth century the geographic area now known as Hickory was the intersection point of three roads. The oldest of the routes was probably the "Forks of the Silver Creek Road" which ran in an east-west direction. Its construction in what is now northern Catawba County had been authorized in 1769.³ Two sections of the road, which extended to Old Fort (to the west) and Salisbury (to the east), were known as the Sherrills Ford Road in southern Catawba County and in Burke County as the "County Waggon Road".⁴ A second road, also authorized in 1769, led to the Horse Ford on the Catawba River, northwest of the Silver Creek Road.⁵ The

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Historic Resources Item number 8 Page 2
of Hickory

third road proceeded due southeast to Charleston, S. C., and had been in use as early as 1779.⁶ Research has not been conducted which could reveal whether the area along these early roads was being cultivated or not. One known documented land transaction, however, was a 640 acre land grant made in 1782 to William McMullin; the area comprised a large portion of the core of present Hickory.⁷ The Forks of the Silver Creek Road was especially important as a principal route to Morganton. A small tavern operated by John Bradburn in 1786 or 1790 at the present site of Hickory represented the first known building here.⁸ Later it was called Hickory Tavern,⁹ a name the future settlement would retain until 1873 when it became the Town of Hickory. By the early or mid nineteenth century the area surrounding the tavern was occupied by small family farms. The oldest known survivor of these farms is the Hawn Family House, in southeast Hickory, which probably dates to the second quarter of the nineteenth century.¹⁰

Of critical importance to Hickory's development was the decision by the WNCRR leadership to traverse Catawba County in such a way that the rail line would pass near the Hickory Tavern. By 1860 the railroad had reached this site, and prior to the outbreak of the war it had been extended an additional seventeen miles west to Camp Vance. The extension of the railroad to Hickory was followed by the establishment of two stage lines. One (soon dissolved) ran from Hickory to Abingdon, Virginia and the second, known as the "Great Western State Line", ran from Hickory to Morristown, Tennessee.¹¹ Coupled with the relative proximity of the Horse Ford (it was a toll bridge at least by 1886), the railroad line to Hickory Tavern provided a remarkable opportunity for the village to grow as a trading center in which farmers from outlying areas--especially those north of the Catawba River-- could market their products and obtain supplies. At least three men, R. J. Lindsay, Levi Elias, and Henry W. Link capitalized on this conjunction of routes, and all of them had opened stores beside the railroad prior to the war.¹² During the Civil War four commissary buildings were erected near the railroad depot, but these were burned by the attendant officer in 1865 when a detachment of General Stoneman's cavalry rode into the village.¹³

1865-1900

During its second period of development the small village of Hickory Tavern grew into a thriving center of trade and manufacturing. At the same time its citizens organized religious institutions and built houses of worship. They supported an increasing number of private schools highlighted by the establishment of Claremont Female College, St. Paul's Academy of the Blue Ridge, and Lenoir College, and they took advantage of a growing number of cultural and recreational facilities.

In 1863 the first attempt had been made to incorporate the village of Hickory Tavern when a charter designated corporate limits of one mile square centered on the railroad depot. Ratification of this charter was delayed by the war, and in 1869 the village received a new one. In 1873 a charter for the Town of Hickory was ratified annulling the one for Hickory Tavern and specifying corporate limits which were 1,000 yards in all directions.¹⁴ In 1879 this was changed to one mile and in 1889 Hickory was incorporated as a city. Early enumerations of the population have not been uncovered

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Historic Resources Item number 8 Page 3
of Hickory

since both the 1870 and 1880 census and early business directories combine both Hickory and Hickory Township. By 1885, however, Sanborn maps recorded a figure of 2,000 people,¹⁵ and by 1900 census returns indicate that there were 2,535 persons in the city.¹⁶

By comparing the 1867 and 1872 editions of Branson's Directory it is clear that a tremendous rate of growth had been sustained in this short period of four years. Where 1 hotel, 2 physicians, and 3 merchants were listed in 1867-68, 1 hotel, 3 physicians, 23 merchants and tradesmen, 4 mills and 7 manufactories were listed in 1872.¹⁷ By 1877-78 these figures had grown to 3 hotels, 5 mills, 8 manufactories, and 43 merchants and tradesmen.¹⁸ Early in this boom Hickory's first newspaper was established. Sometime around 1870 Dr. J. R. Ellis founded the weekly Carolina Eagle. Later in the decade its name was changed to the Piedmont Press, and its first competitor was established in 1879 under the name of the Western Carolinian.¹⁹

The various statistics cited above suggest more than the physical growth of the village; they also point to the direction and nature of that development. In the first place Hickory had become and remained a center of trade for the surrounding area, even though the railroad line had been continued westward after the war. This is indicated by the comparatively large number of merchants who had established businesses there. E. L. Shuford, eldest son of A. L. Shuford who was the WNCRR's first depot agent in Hickory, later recalled that in the 1870s and early 1880s "Hickory was a great campground for hundreds of mountain wagons some of them from the edge of Tennessee and Virginia.... This was their nearest depot."²⁰ Secondly, the number and type of manufactories indicates the diversification of the economic base in which raw products brought from nearby farms were processed and redistributed in various forms. Manufactories for the production of shoes, harnesses, and saddles, as well as various types of mills indicate the diversity. Furthermore, one individual was engaged in the production of cigars, part of an industry which would become increasingly important in the following years.

A critical factor in Hickory's development had been the willingness of some principal landowners to sell their property at a reasonable price. Between the years 1865 to 1870, Henry W. Robinson had a large tract of land, which now comprises much of the core of the city, platted into a grid pattern of streets.²¹ It was located primarily to the north of the railroad right of way, but it also extended on the south side. The commercial district developed in the center of the plan on both sides of the tracks. Residential areas were located adjacent to the commercial buildings, generally to the west and also bordering the railroad. Robinson's plat was probably extended into the neighboring tracts, although W. W. Lenoir had had his parcel of land in northeast Hickory platted separately in 1868.²²

During the 1880s the number and type of manufactories continued to expand. Of particular importance were the numerous tobacco warehouses and factories; in fact, one contemporary account suggested that it had been "...the main instrument in stimulating general industry."²³ After the Civil War an expanding consumer market for tobacco created conditions which fostered the widespread cultivation of this important cash crop.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet of Hickory

Item number 8

Page 4

In Hickory this trend manifested itself in the development of a tobacco market and industry, complete with a weekly report in the Press and Carolinian. No fewer than twelve tobacco related industries had been established at various times in the 1870s and 1880s.²⁴ In the three story Hall and Daniels factory, built in the early 1880s, the manufacturing operation employed nearly 200 men, clearly illustrating the importance of this product in the local economy. One of the firms's trade cards revealed the names of four different brands of plug tobacco which the firm produced: "Waverly", "Gold Coin", "Sparkling Catawba", and "Little Katie".²⁵ Of course each of the other firms was marketing a wide range of brands as well, including "Cinderella" smoking tobacco, and "Carolina Indian Chief".²⁶ Eventually, the local industry²⁷ faded away in large part due to the establishment of the American Tobacco Trust, but its existence marked an interesting and important period in Hickory's growth.

Further diversification of the local manufacturing base took place in the early 1880s with the establishment of the Piedmont Wagon Company (1882), the Hickory Novelty Company (1883), and the Hickory Manufacturing Company (1883). Both the Hickory Novelty Company and the Hickory Manufacturing Company produced wood products such as sash, doors, and mill work, and both of them would continue operations into the next²⁸ century. The Piedmont Wagon Company, established in 1880 as the Piedmont Wagon Factory and originally located on the Catawba River, had been developed by a²⁹ Philadelphian named George C. Bonniwell and a local foundry operator A. L. Ramseur. In 1882 the company was reorganized and relocated to a thirteen acre tract of land alongside the WNCRR. The subsequent growth of its physical plant and output was phenomenal, especially evident in a comparison of various editions of Sanborn maps; by 1890 it employed 100 men and at its height produced 1,000 wagons per month.³⁰

It is important to realize that these three industries, which depended on a constant supply of timber as well as a shipping outlet, all had located at the junction of the two railroads which now served Hickory. The primary rail line had been and remained the WNCRR, but in 1881 a second railroad reached Hickory. The Chester and Lenoir narrow gauge railroad (later the Carolina and Northwestern) extended from Chester, South Carolina, to Newton, North Carolina. There it employed a third rail on the right of way of the WNCRR and reached Hickory in 1881 and Lenoir in 1884.³¹ In Hickory the Piedmont Wagon Company located on one side of the fork of the WNCRR and the Hickory Manufacturing Company on the other. The Hickory Novelty Company was only one block to the south.

The growth of the hostelry industry in this period deserves special mention because its history shows a number of important trends in late nineteenth century Hickory. In 1869 there appear to have been two hotels at "Hickory Station".³² Their existence reveals the continued importance of Hickory's position relative to the various transportation facilities and routes. Although only the Catawba Hotel was listed in the 1872 directory, by 1877-78 there were three hotels in Hickory: the Western Hotel, the Central Hotel, and the Hotel.³³ By 1884 lodging provided by the³⁴ three hotels had been augmented by the establishment of at least two boarding houses. Continued expansion of the local economy coupled with the existence of two railroads certainly contributed to the need for temporary lodging, but there was a second reason for the

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Historic Resources

Continuation sheet of Hickory Item number 8 Page 5

growth. As early as 1870 the small village's settlers had been extolling the virtues of Hickory's climate and location. In a letter dated January 18, 1870 sent to and published in the Western Democrat, a Charlotte newspaper, A. L. Shuford stated:

This is one of the healthiest places to be found anywhere and is a peculiarly delightful climate.

It is about midway the line known as the 'healthy belt'. It is just 10 miles West of the Miasmatic diseases and other malignant distempers common in miasmatic localities, and about the same distance East of various mountain diseases...³⁵

Apparently, the professed virtues of the climate reached a receptive audience, and according to one source, during the 1870s summer boarders began to "throng" to Hickory. As late as 1883 a contemporary source commented on the climate and the way in which it attracted "... all the people during the summer which two hotels and a number of private boarding houses could accommodate."³⁷ This trend in Hickory reflects the general growth of tourism in North Carolina during this period when people suffering from various lung disorders were seeking out the region's mountain climate.³⁸

In addition to the climate one of the attractions appears to have been a mineral spring located in what is now known as Carolina Park.³⁹ An analysis had shown that the spring contained sulphur, iron, and arsenic,⁴⁰ and its virtues were so widely recognized that in 1889 the recently completed Hickory Inn was making arrangements to have water from the spring on draught.⁴¹ Hickory was also the point of departure for the Sparkling Catawba Springs, a sanitarium located about eight miles to the northeast of downtown.

During the 1880s numerous other enterprises were established in Hickory. The Phoenix Manufacturing Company produced lumber; an electric light company was established in 1888 and the city's first street lights were turned on in 1889; a small telephone company was in operation; and there were foundaries, numerous mills, and two tanneries. In 1886 Hickory had also gained its first bank when D. W. Shuler moved from Michigan and established the Bank of Hickory. The newspaper business underwent a change with the merger of the Piedmont Press and Western Carolinian in 1887 into the Press and Carolinian, and the establishment of two short-lived papers, the Daily Cricket and the Clipper.⁴² By 1890 there was a total of 31 munufactories and 34 merchants including a druggist, jeweler, and a dealer in books.

Throughout the next decade (1890-1900) growth and diversification of the economy continued with the establishment of numerous firms including the Latta-Martin Pump Company (1896), according to local tradition the first pneumatic pump factory in the country; three newspapers, two of which merged; and no fewer than three building and contracting companies. In 1897 the building material manufacturing firm of Hutton and Bourbonnais was formed from what had been the Catawba Lumber Company. A brief history of this company illustrates the extent to which outside capital had been involved in the development of Hickory. In 1890 the Catawba Lumber Company had been organized

United States Department of the Interior
National Park Service

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received
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National Register of Historic Places Inventory—Nomination Form

Continuation sheet Historic Resources of Hickory Item number 8 Page 6

by a number of industrialists from Michigan, all of whom were associated with D. W. Shuler.⁴⁴ Although Shuler died in 1890 the business was still operated by this group who sent George N. Hutton there to manage it in 1894. Later Hutton and A. Bourbonnais, a French-Canadian who had also been associated with the Michigan firm, bought the company.⁴⁵ Hutton and Bourbonnais erected their plant adjacent to the Hickory Manufacturing Company, where it continued to expand well into the next century. The combination of local talent and the capital and business acumen of the newly arrived in Hickory was a pattern repeated throughout the city's industrial growth in both the nineteenth and twentieth centuries. Many of the prominent businessmen at that time, such as the Elliotts, Geitners, and Menzies, had come from other parts of North Carolina or other states. Their contribution to Hickory's development was enormous.

Also vital to Hickory's growth was the founding of two financial institutions in the period. The Bank of Hickory had failed in 1890 and in that year a number of Hickory's most prominent businessmen established the Citizens Savings Bank. In 1891 it was rechartered as the First National Bank, and among its investors were Abel A. Shuford, J. D. Elliott, K. C. Menzies, and Clement Geitner.⁴⁶ The year 1890 also marked the founding of the First Building and Loan Association.⁴⁷ Charter members included the founders of the First National Bank, and numerous other local businessmen. The significance of the Building and Loan Association would manifest itself increasingly in the high percentage of home ownership in Hickory.

In order to get a perspective on the town's growth at this time it is important to place Hickory in context with growth throughout the county. Hickory's 8 manufactories and 43 merchants in 1877-78 compared to 11 manufactories and 30 merchants in Newton, the county seat. In 1897, however, these respective statistics were 21 and 46 in Hickory and 9 and 31 in Newton.⁴⁸ It is clear that by the 1890s Hickory had become the largest business and manufacturing center in Catawba County, a position it has maintained to the present day. A number of factors had probably been responsible for this growth. Hickory's proximity to two rail lines as well as the Catawba River provided important transportation lines with which to import raw materials and export finished goods. This fact, combined with the existence of a large trainable work force, attracted businessmen and their capital. Significantly, the wealth generated by these new industries was returned to the local economy in the form of capital spending and the formation of lending institutions. Competition appears to have been encouraged -- or at least not discouraged--as seen in the proliferation of certain industries, especially evident in the number of hosiery mills and furniture companies which are located in Hickory today.

As Hickory grew and prospered by the fruits of its labors in the economic sphere, its citizens organized religious institutions and built churches for the nourishment of their spiritual needs. The earliest recorded church organization was apparently that of the Methodists who had been meeting at Hickory Tavern as early as 1866, although they did not erect a church building until 1871.⁴⁹ In 1869 the Corinth Reformed Church was organized, and by 1872 the congregation had erected a small frame church.⁵⁰ One year after the Reformed Church was organized the First Baptist Church was founded.⁵¹ With few resources in the beginning, the congregation was eventually able to erect its first church in 1875. In 1872 the Episcopal Church was organized, and during the following year the First Presbyterian Church was formed.⁵²

United States Department of the Interior
National Park Service

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

Historic Resources

Continuation sheet

of Hickory

Item number 8

Page 7

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received

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The Episcopalians erected a church in 1878-79, and the Presbyterians had secured a building in 1878. The Holy Trinity Lutheran Church was formed in 1876 and erected a place of worship in 1882, and a Catholic congregation had established St. Joseph's convent in 1880.⁵³ The growing black community had also organized churches in the 1870s. In 1872 St. Paul's A.M.E. Zion Church had been organized, and in 1879 the Mt. Pisgah A.M.E. Church was founded.⁵⁴ At least one of the churches (the Reformed Church) burned in the nineteenth century and many of the others were replaced early in the twentieth century when a growing population and greater wealth at once necessitated and permitted the construction of larger, more ornate edifices.

In the absence of a good, well-organized public school system many of the residents of Hickory sent their children to one or more of the numerous private schools and academies which had been established in the village. The first school -- an advanced school for boys -- had been established in 1870 and was conducted by Prof. George W. Hahn and Rev. M. L. Little.⁵⁵ Following its lead no less than eight other schools were formed in the 1870s, some of which were co-educational and others of which were exclusively for boys or girls. One of these schools had been established in 1878 or 1879 by the Catholic Church and was managed by the Sisters of Mercy.⁵⁶ Known as Saint Joseph's Academy of the Blue Ridge it gained a reputation as an excellent school for girls providing departments for both elementary and higher education. In 1888 this school was sold to the Ohio Lutheran Synod which thereafter conducted a boys school under the name of St. Paul's Seminary. In 1882 Prof. R. K. Meade established Highland Academy (to the northeast of the business district and just outside of the corporate limits), a "high-class" school for boys. Undoubtedly one of the most important schools organized in the 1870s and 1880s was the Claremont Female College. Founded in 1880 by the Reformed Church it had an impact on Hickory's development not only in its educational facilities, but also in the cultural activities it provided as well as in the pivotal impact of its siting and physical plant. Established on a principle which sought to build a "Wellesley of the South", the school went through almost yearly changes in its leadership and faculty. Despite the constant state of flux the school attracted a strong, if changing, faculty which provided instruction in the classics, music, art, and numerous other subjects. Though the ideals upon which the school had been established were ultimately beyond the reach of its founders, it seems that their shortcoming could be attributed to external forces as much as to internal ones, especially in light of the growth of the public school system after 1901. In fact, the vision and ambition to provide Hickory with the finest of everything, in this instance evident in Claremont College, was clearly applied to countless undertakings throughout the town's overall development.

The need for an institution of higher learning in Hickory was realized in 1890 with the founding of Lenoir College (later Lenoir-Rhyne College). After receiving a 56 acre gift of land located to the northeast of the central business district and just outside of the city limits, four Lutheran ministers raised \$10,000 to erect buildings and furnish equipment. Opened in 1891 under the name of Highland College it became Lenoir College when its charter was issued four months later.⁵⁷ The school, founded as a combination college, business school, and academy, gained the sponsorship and support of the Evangelical Lutheran Tennessee Synod in 1895.⁵⁸

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormHistoric Resources
of Hickory

Continuation sheet

Item number 8

Page 8

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received

date entered

In time, as Hickory grew and prospered, provision for recreational and cultural activities became increasingly important. The development of numerous facilities designed to satisfy these needs reflected both the diversity of life in Hickory during this period as well as the degree of wealth generated by its enterprises. The earliest known appeal to this need lay in the establishment of the annual fair in the 1870s.⁵⁹ Located in the southwestern part of the small village, the fairground site was later moved to another nearby location, perhaps where it appeared on an 1886 map of Catawba County.⁶⁰ As early as 1872 the People's Agricultural and Mechanical Society had been incorporated at Hickory Tavern, but whether this group sponsored the fair is uncertain.⁶¹

Other cultural attractions established during this period included the Hickory Military Opera Band; a short-lived book rental facility; and the Traveler's Club, a women's literary club that is still in existence. Soon after the book rental store failed in 1893, a group of citizens purchased the stock and formed Hickory's first public library.⁶² In addition, the Elliott Opera House was completed in 1889 under the leadership of D. W. Shuler.⁶³ Descriptions of this building reveal what was probably an unparalleled attention to detail lavished on any commercial building in Hickory up to that time. The 750 seat auditorium was decorated in a design of "... French renaissance and special studies in mythological allegory in fresco."⁶⁴ F. A. Grace, another immigrant from Michigan who appears to have been Hickory's resident artist, painted the auditorium and the 13 complete scenes and 120 pieces of scenery. As this first opera house was being completed a second was being planned by E. L. Shuford, but whether or not it was ever built is unclear.⁶⁵

Hickory's rapid growth in this period was particularly evident in the number and type of buildings being erected, as well as their locations. For example, Sanborn maps show that the business district had grown considerably in all establishments in the five years between 1885 and 1890.⁶⁶ In addition, many of these structures were of brick construction, and some had evidently replaced earlier frame buildings. As the *Western Carolinian* noted in 1887, Hickory was on a "brick-building boom."⁶⁷ The expanding population needed not only employment and services but housing as well. By 1883 it appeared that the former could not keep pace with the latter. As the *Piedmont Press* flatly stated, "the necessity of more residences is still the cry in Hickory. Nothing could be more profitable than for our citizens to go building residences."⁶⁸ It seems, however, that at least by the end of the century this exhortation had been followed since a contemporary account noted that "carpenters and other mechanics employed in home building are very busy now..."⁶⁹ Among these contractors at the end of the century were J. Summie Propst, S. D. Campbell, G. C. Bonniwell, A. Y. Sigmon, S. M. Abernethy, Killian and Whitener, and J. C. Fry.⁷⁰

As Hickory's surviving architectural resources show, the residential neighborhoods had begun to develop in areas removed from the vicinity of the railroad tracks. To the northeast and northwest of the business district a number of the city's prominent businessmen were, by the late nineteenth century, beginning to acquire property on which they had houses built in the latest architectural fashions. Meanwhile, the black neighborhood was developing three blocks south of the railroad tracks along a major north-south road (now South Center Street). Although these areas would not

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

Historic Resources
of Hickory

For NPS use only
received
date entered

Continuation sheet

Item number

8

Page

9

become extensively developed until the twentieth century, their initial growth at this time established the direction of future residential building activity.

The foregoing analysis reveals at least a portion of the magnitude of growth in Hickory, not only in the diversity of its economic base but also its religious, educational, and cultural attractions in the period from 1865 to 1900. Spurred on by the foresight and drive of its leaders the community grew and prospered, easily out-distancing its neighbor villages in terms of size, amenities, and wealth. Although he was but one prominent citizen among many it seems appropriate to briefly analyze the career of D. W. Shuler as an example of this leadership.

Shuler's name has been mentioned in the context of nearly every aspect of Hickory's growth in the 1880s. Between 1886 and 1890 he established Hickory's first bank; was one of the founders of the Hickory Electric Company; developed a driving park; led the campaign to establish the Hickory Inn, an ornate stone and brick Queen Anne style hotel; was one of the organizers of the Catawba Lumber Company; and was apparently instrumental in garnering support for the construction of the Elliott Opera House. In 1919 E. L. Shuford, writing in the Hickory Daily Record, aptly called this four year period the "Shuler Era". In Shuford's words:

... about 1886 there came among us a man I do not know his past, but he had evidently lived where they do things even if it took a little dash of wild cating [wildcating] to put it over, and while his end here was melancholy yet the Shuler campaign greatly shortened the distance between Hickory Tavern and Hickory as a City.⁷¹

In this its first sustained period of development, Hickory had grown from a small trading center into a bustling city complete with impressive religious, educational, and cultural amenities. The foundations laid during this period by men such as Shuler would go a long way to facilitate the enormous growth of the city after 1900.

Hickory's growth in the late nineteenth century was typical of the development of towns throughout the state and nation at this time. The proximity of a railroad (among other things) made it possible to establish an industrial base which in turn employed the swelling urban population. The wealth generated by this activity was visible in the brick commercial districts, the proliferation of schools and banks, and the increasingly numerous amenities which towns like Hickory acquired.

1901-1917

The third period of Hickory's development is defined on one end by the establishment of the first large furniture manufacturing industry and on the other by the nation's entry into World War I. Although such a distinction may not have been apparent to contemporary residents of the city, in retrospect these two events clearly delineated periods of growth. Furthermore, this period also witnessed the initial development

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet of Historic Resources of Hickory Item number 8 Page 10

of Hickory's textile and hosiery industry. In 1900 the population stood at 2,535 persons and by 1910 it had grown to 3,716.⁷² The physical manifestations of this growth are reflected in the number of new housing starts, the construction of new churches and schools and the extension of public services.

In 1901 George W. Hall, son of long-time Hickory merchant and community leader P. C. Hall, founded the Hickory Furniture Company. Although a small furniture business had been in operation as early as 1872,⁷³ Hall's enterprise was the first large-scale plant in Hickory. Located along the right of way of the Southern Railway (formerly the WNCRR) and just to the east of the city limits, its founding marked the commencement of an industry which would become one of the three principal cornerstones in Hickory's economy. The Martin Furniture Company was formed in 1902, and Hall had apparently been associated with its establishment.⁷⁴ By 1909 this company employed 80 men.⁷⁵ In 1911 George F. Ivey started the Southern Desk Company, and in 1912 the Hickory Chair Company was established.

The textile industry also developed in Hickory during this period. In 1906 Julius A. Cline established a hosiery mill later known as the Hickory Hosiery Mill.⁷⁶ The Elliott Knitting Mill was formed in 1910 by Eubert Lyerly, and in 1909 Abel A. Shuford built the A. A. Shuford Mill in Highland, one of the numerous small communities lying just outside of the city limits. Shuford had been in the textile business since 1880 when he established a bunch yarn mill in nearby Granite Falls.⁷⁷ He had been one of the leaders in Hickory's early growth, and his name was noted previously as a founder of the First National Bank.

Many other commercial concerns were formed at this time in addition to the furniture plants and hosiery and textile mills, including the Thornton Light and Power Company, incorporated in 1903; Piedmont Foundry and Machine Company, established in 1909; the Hickory Milling Company, organized in 1900; and the Elliott Building Company formed in 1908.⁷⁸ Three financial institutions organized during the period include the Mutual Building and Loan Association of Hickory Township in 1912; the Hickory Banking and Trust Company; and the Catawba Trust Company in 1917.⁷⁹ Three of the local newspapers including the Hickory Democrat, Press and Carolinian, and the Times-Mercury, continued to operate until about 1915 when the Hickory Daily Record was established.⁸⁰ Coupled with the growth, and no doubt the extinction, of some of its older firms, these few examples clearly illustrate the continued growth and diversification of Hickory's economic base in this period.

As its population grew and wealth increased, a number of Hickory's larger religious denominations began to replace their old churches with larger and more elaborate edifices. The First Baptist Church led the way in 1900 when the congregation commenced construction of their second church. They were followed by the First Presbyterian Church in 1906; the Holy Trinity Lutheran Church in 1907; the Corinth Reformed Church in 1910 (their third building); and the Catholics who bought the former Seventh Day Adventist Church building in 1914 or 1915. The North Carolina Year Book for 1902 suggested that a Lutheran congregation, St. Andrews, had been formed at some point.⁸¹ A second Methodist congregation was also listed, although it was gone by 1910 as were two of the Lutheran

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

Historic Resources
of Hickory

For NPS use only
received
date entered

Continuation sheet

Item number

8

Page

11

congregations.⁸² Furthermore, there were at least four church buildings in the black community by 1915.⁸³ These same four in 1919 housed the congregations of the Mt. Pisgah A.M.E. Church, St. Paul's A.M.E. Zion Church, the Morning Star Baptist Church, and the Friendship Baptist Church.⁸⁴

The value which Hickory's citizens placed on education for their children was noted in an earlier discussion. This commitment was underscored throughout the period when two public graded schools were constructed. After Governor Charles B. Aycock took office in 1901, an extensive campaign for public education was launched throughout the state,⁸⁵ and Hickory soon joined the crusade when it erected a graded school in 1903.⁸⁶ Growth of the city's school age population necessitated a second facility, and the Kenworth school, located in the southeastern part of the city, was opened in 1913. A number of Hickory's leading citizens had been involved in the advancement of education in the city including Charles H. Geitner who had served on the board of education when the first school was built. Although the development of the public school system was of critical importance to the advancement of education, it was a major setback to the struggling Claremont College. Faced with continuous crises of management and funding, the institution was turned over to the classis of the Reformed Church of North Carolina in 1909.⁸⁷ In 1916, however, the school was finally closed. Lenoir College, on the other hand, had survived due to the fact that its focus was increasingly directed toward post-secondary education. During this period the academy division had been gradually phased out, and the college received one of the nine A-grade ratings issued by the North Carolina State Board of Education.⁸⁸

One striking example of Hickory's growth in this period appears in the various steps taken to provide needed public amenities, as well as in the reorganization of the city government itself--patterns of change paralleling those in many other towns in the state and nation. The list of programs included: purchase in 1904 of nearly seven acres of wooded land for the site of a public park; establishment of the first fire company in 1905; development and implementation in 1908 of a comprehensive plan for numbering streets and avenues; the construction of the first water and sewer plant in 1904; and the extension and paving of numerous streets. In 1913 Hickory adopted the city manager form of government.⁸⁹

Other highlights of this period include the organization of the Hickory Library Association in 1907; the opening of the Hub Theatre (date unknown but prior to 1912), a movie house; and founding of the Hickory Women's Club in 1917. In 1911 the city gained its first hospital when Dr. J. H. Shuford opened the Richard Baker Hospital (now Glenn R. Frye Memorial Hospital),⁹⁰ and a Boy Scout troop was organized in 1910.⁹¹

Built upon the foundations which had been laid in the nineteenth century, Hickory's growth in the first part of the twentieth century continued at a steady pace until America entered World War I. At that time real physical growth as represented in the construction of new housing, retail stores, and manufacturing plants was reduced greatly. As one newspaper account summed up the period: "It (Hickory) stopped its splendid growth during the war in order to devote its time to serving country."⁹²

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Historic Resources Item number 8 Page 12
of Hickory

1920-1940

Hickory's fourth phase of development was closely linked to the statewide economic non-farm boom following the end of the war. In the two decades between 1920 and 1940 the city's population grew by 265% from 5,076 persons to 13,487.⁹³ Although the second figure reflects the 1931 annexation of West Hickory and Highland, there was clearly a real gain in the population as is evident in the vast number of new housing starts. Concurrently, numerous commercial and industrial enterprises were organized as were a plethora of civic clubs and public institutions.

The development of the furniture, textile, and hosiery industries in the period discussed previously was carried above and beyond its early beginning between the two World Wars. Many of the manufacturing plants formed at this time assumed major roles in the local economy and some of them erected mill villages for their workers. A partial list includes the Whisnant Hosiery Mill (1928), Walton Knitting Mills (1934), Knit-Sox Knitting Mills (1934), and the Quaker Meadows Mills (1941).⁹⁴ Furniture manufacturing firms organized in the period include the Hy-Lan Furniture Company (1923), Hickory-Fry Furniture Company (1932), and the Cox Manufacturing Company (1934).⁹⁵ Numerous other businesses were established at various times, among which were automobile dealerships, building contracting companies, and a variety of retail stores.

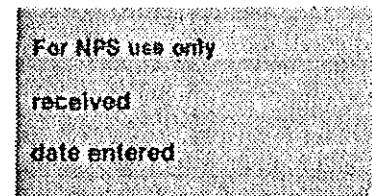
Many of the newly established businesses reflected the existence of a growing consumer market. With the wages they earned in the thriving economy, many of these consumers could and were buying a wide range of goods. In Hickory they were also acquiring their own homes. Based on solid financial footings, and harboring a desire to increase the number of home owners, the various lending institutions played a major role in the physical growth of the city. At the same time that the banks were making money available for new construction, the local newspaper had been exhorting its readers to build. In 1921 the Hickory Daily Record devoted part of an issue to the subject, and the caption of one article read: NOW IS PROPER TIME TO START BUILDING CAMPAIGN. As it moralized in one paragraph:

a home-owner is generally a better citizen. He is more interested in the welfare of his community and state. He has a greater stake in life. He contributes a little bit more with a home of his own, than he would otherwise to his community. That is not saying anything against the good people who do not own homes. Some times they are the cream of the earth too.⁹⁶

By 1937 the Chamber of Commerce was emphasizing the fact that over seventy-five percent of Hickory's citizens owned their homes.⁹⁷ According to one source the high percentage included a substantial number of black home owners as well.⁹⁸ In addition, a proportion of these new home owners were the factory workers who had been able to acquire their homes when the various cotton textile mills sold their real estate holdings in 1938-39.⁹⁹

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet of Hickory Historic Resources Item number 8 Page 13

As the city's economic base and population grew so did the number of civic organizations and public facilities. Both a Rotary Club and Kiwanis Club were chartered in 1921; the Lake Hickory Country Club was organized in 1923; a Business and Professional Women's Club was formed in 1922; the Hickory Memorial Hospital was founded in 1935; and the radio station WHKY began programming in 1940.¹⁰⁰ In 1922 the Elliott-Carnegie Library opened its doors. The last library in the United States to have received funds from the Carnegie family, the new facility represented an important step in the city's long-time interest in public libraries. Further demonstration of Hickory's commitment to its educational needs was made in 1923 when a \$250,000 bond issue for the construction of a new high school facility was passed.¹⁰¹ Special historical significance was given to this facility by virtue of its location on the site of Claremont College (which had been demolished). In this way an important link had been made between the city's past and present educational goals. By 1938, however, three additional schools, two of which were for the black community, had to be built in order to meet the needs of the surging population.¹⁰² Other public projects during this period included the sale of bonds for the construction of a municipal building (1921), a water filtration plant (1935), and a new sewage disposal plant (1937-38). Furthermore, in 1937 a municipal airport was built.¹⁰³

The rapid growth of Hickory in this period extended to the numerous components which together made the city what it was. In fact, one airline company which had surveyed various communities throughout North Carolina in the late 1930s concluded that Hickory was "the best balanced city in America."¹⁰⁴ (Another source, however, states that the phrase read "Best Balanced Town in North Carolina."¹⁰⁵) After World War II Hickory once again continued its pattern of growth until, by 1961, it boasted 46 furniture plants, 89 hosiery mills, 27 other manufactories, and a population in Hickory Township of 37,000 people.¹⁰⁶ As had been the pattern in the past, economic growth in this period had been accompanied by an ever-increasing number of public amenities, a feature of Hickory to this day.

Unfortunately, a vast urban renewal project as well as continual redevelopment accompanied this period of growth. Much of the downtown fabric was removed or drastically altered in the 1960s and 1970s leaving gaping holes in the urban landscape. Demolition and unsympathetic alterations still occur at an alarming rate throughout the city, further reducing the number of landmarks which represent Hickory's past.

B-2. Major Periods of Historic Significance

Four major periods of historic significance are identifiable in Hickory's development. The first had begun at the close of the eighteenth century when the Hickory Tavern was established along a principal east-west road through the county. Extension of the Western North Carolina Railroad to Hickory Tavern in 1860 provided the spark from which a trading center started to develop at the commencement of the Civil War. Following the end of hostilities between the North and South, settlement and building activity began once again, thereby instituting the first sustained period of development lasting to about 1900. During this period, Hickory became a local trading center for various agricultural products and dry goods, and developed a tourist

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

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

Historic Resources
of Hickory

Continuation sheet

Item number

8

Page

14

trade and lumber manufacturing enterprises. After 1900 and up to World War I, the furniture, hosiery, and textile industries gained a foothold in the city. These industries grew rapidly after the war and firmly established their dominant place in the local economy.

B-3. The Historic Resources as Representatives of the Major Periods

The handful of structures which may have been located in Hickory prior to the Civil War have long since vanished, although the Hawn Family House, a farm house at the edge of the original city limits, pre-dates the Civil War.

Hickory's development as a trading and manufacturing center is represented in the numerous brick store buildings which were constructed on both sides of the WNCRR railroad tracks. Unfortunately, many of these structures were pulled down during urban renewal programs in the 1960s while the others were seriously compromised by twentieth century alterations. In addition, many of the earliest manufacturing plants have been lost through fires, neglect, or re-development. Hickory's first major industry is, however, represented in this nomination by the 1889 Piedmont Wagon Company building. Many of the city's earliest residential dwellings have also disappeared, but two of the notable survivors include the Italianate style Adolphus L. Shuford and Clement Geitner houses. Other important residences which represent the city's rapid growth in the period include the exquisitely detailed Shuler-Harper House and the J. Summie Propst House, Hickory's lone example of the Second Empire style. In addition, Houck's Chapel is a simple testimonial to the efforts of early settlers to provide a place for their religious activities.

Tremendous diversification of the economic base after 1900 is represented by a number of furniture plants and hosiery mills constructed at the edge of the city limits. Subsequent alteration of these buildings has excluded their consideration from this nomination. Hickory's tremendous growth at this time is, however, well-represented by the many relatively intact residential structures built during the period. Concentrated in the Claremont High School and Oakwood Districts, these homes were erected primarily for the city's increasingly numerous industrialists, bankers, businessmen, and professionals. Outstanding and less ornate examples of the popular architectural styles of the period are represented in these two districts. Growth of the city's church-going population is reflected in the numerous church building campaigns. The stone Romanesque Revival style First Presbyterian Church, completed in 1906, is the only extant edifice from this period. Furthermore, the Southern Railway passenger station is testimony to the railroad's importance in the life of the city. In addition, the expanding school age population forced the city to erect new educational facilities, one of which was the Kenworth School.

After World War I Hickory experienced a vast surge in its economic growth spurred on by the organization of numerous furniture, hosiery, and textile mills. At the same time, new businesses such as the Harper Ford auto dealership catered to an expanding consumer market. Solid financial institutions extended mortgages, thereby fueling a vast building program. During this period the Kenworth District, the city's first

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

For NPS use only
received
date entered

Continuation sheet	Historic Resources of Hickory	Item number	8	Page	15
--------------------	----------------------------------	-------------	---	------	----

sub-division planned in 1913, finally blossomed with a diverse collection of bungalows. Both the Claremont High School and Oakwood District continued to develop at this time as examples of the Colonial Revival style, bungalows and period houses were built on vacant lots. The Neo-Classical Revival style Claremont High School, one of the city's finest architectural monuments, was opened in 1925; it stands both as a marker to the unrestrained growth at this time, as well as the city's long-standing commitment to education.

C. Major Historical Figures and Events

Although Hickory cannot claim to have produced figures of national prominence, a number of individuals played a significant role in the region's development. Abel A. Shuford, one of Hickory's earliest residents, entered the textile industry when he founded the Granite Falls Manufacturing Company in Granite Falls, in 1880. This company grew rapidly and mills were subsequently built in Granite Falls and near Hickory. Although neither his home (demolished) or the company's first Hickory mill are included in this nomination, the Shingle Style home of his son and successor, Abel A. Shuford, II, who vastly expanded the company, is located in the Oakwood District. The elder Shuford was president of Piedmont Wagon Company when it was incorporated in 1882. As Hickory's first major industry its subsequent growth and the extent of its markets made it one of the largest wagon manufacturers in the state. Three generations of the Geitner family have also been important figures in the region's growth. When he settled in Hickory in 1882, Clement Geitner established a tannery. Less than ten years later he became one of the original directors of the First National Bank of Morganton. His son, Charles H. Geitner was a director of both the First National Bank and the First Security Company, Inc. Charles's son, R. Walker Geitner was also associated with the First National Bank (later First National Bank of Catawba County) as president from 1958-1976. The three homes occupied by the family are included in this nomination. As founder of the city's first furniture plant and a long-time force in the local furniture industry, George W. Hall is another major figure. In 1901, Hall established the Hickory Manufacturing Company; in 1902 he assisted with the organization of the Martin Furniture Company; and in 1937 he purchased and reorganized the Newton Manufacturing Company. The impressive Neo-Classical Revival style house he erected is a pivotal building in the Claremont High School District.

Numerous other individuals whose homes are represented in this nomination were significant figures in a local sense. For example, D. W. Shuler, whose house in the Claremont High School District is the finest Queen Anne style dwelling in the city, was a driving force for four years in Hickory's development in the late 1880's. Bankers, industrialists, city officials, and professionals settled in the Claremont High School, Oakwood and Kenworth Districts in the various periods of Hickory's development.

While a number of events in Hickory's past were of some importance to its development, a few are especially significant. Certainly, the single most important catalyst of growth had been the existence of the Western North Carolina Railroad, and later the Chester and Lenoir Railroad. Without them, the settlement might never have become the trading and later the manufacturing center which it was and is. The formation in

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet	Historic Resources of Hickory	Item number	8	Page	16
--------------------	----------------------------------	-------------	---	------	----

1882-83 of the Piedmont Wagon Company, Hickory Novelty Company, and Hickory Manufacturing Company underscored Hickory's important transportation links by which it could both obtain raw material and distribute its products, especially those made of wood. The organization of the Hickory Furniture Company in 1901 and the Hickory Hosiery Mill in 1906 represented the beginning of two industries which would come to dominate the city's economic base. Founding of the Claremont Female College in 1880, and Lenoir-Rhyne College in 1891 reflected Hickory's commitment to providing and maintaining educational facilities, evident to this day in the local support given to Lenoir-Rhyne College.

D. Areas of Significance

Architecture - Hickory's extant building stock contains a wide range of pivotal and contributing examples of most of the major architectural styles popular in the United States from the 1870s through the 1930s. Found primarily in the Claremont High School and Oakwood Districts, notable examples include the Italianate style homes of Adolphus L. Shuford and Clement Geitner; the exquisite Queen Anne style Shuler-Harper House; the Shingle Style Abel A. Shuford, II House; Thomas A. Mott's finely crafted bungalow; the Romanesque Revival style First Presbyterian Church; the early Colonial Revival Walker Lyerly House; the Tudor Revival house of Dr. Robert T. Hambrick; the Neo-Classical Revival style Claremont High School; and the late nineteenth century brick industrial building of the Piedmont Wagon Company.

Commerce - Taking advantage of the conjunction of a number of established roads and the proximity of the Western North Carolina Railroad, a few merchants established a small trading community at the outset of the Civil War. After the war, the town's facilities grew until it became Catawba County's major business center. The majority of the commercial and industrial buildings associated with the growth have been altered or demolished. One notable survivor, however, is the showroom of the Harper Ford automobile dealership which, prior to its closing, was the oldest automobile dealership in the Hickory area.

Community Planning - Hickory's first planned subdivision, named Kenworth, was surveyed in 1913 under the aegis of the Hickory Land Development Company. The derivation of its name came from the names of two of Hickory's most prominent businessmen: Kenneth C. Menzies and J. Worth Elliot. Surveyed into 150 building lots the plan embodied current fashion in its curvilinear roads and the surface variation of its site. That portion of the development built after World War I, when Hickory was experiencing a vast housing boom, comprises the greatest part of the Kenworth District, composed almost entirely of bungalows.

Conservation - The city of Hickory took its first action to provide a public park when in 1904 it purchased the seven acre site later named Carolina Park. Known for its mineral spring in the 1870s the wooded lot was a popular meeting place at that time. Improved with various recreational facilities, which were later removed, the park was developed into an outdoor arboretum by George F. Ivey, a prominent local industrialist. Forming the southeastern boundary of the Claremont High School District, the site is maintained by the city park commission. The serene and heavily landscaped park still contains a wide variety of trees and flowering plants, each species of which is individually labeled.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Historic Resources
of Hickory

Continuation sheet

Item number 8

Page 17

Education - Hickory's citizens had long been committed to the construction and to the maintenance of educational facilities for its youth. One of the most impressive manifestations of that attitude was the founding of Claremont Female College in 1880, followed in 1883 by the erection of a monumental facility in the northeastern part of the city. When Hickory's growing school-age population after 1910 placed an unwieldy burden on the relatively new public graded school system, the Kenworth School was built in 1913. This expansion of the public school system after 1901 had a great deal to do with the closing of Claremont Female College in 1916. In the 1920s the city school system once again needed to build a new educational facility. The Claremont Female College site was provided for the new school and in 1925 the Claremont High School opened its doors, thereby reestablishing the site's long association with education. Although the Claremont Female College's buildings have been demolished its replacement, the Claremont High School, although no longer a school, is intact and is now the focal point of the district which bears its name. The older Kenworth School survives as an elementary school and is a pivotal element of the Kenworth District.

Industry - Many of the manufacturing facilities which date from Hickory's major periods of development have either been demolished or altered. Two notable exceptions, however, include the Piedmont Wagon Company and the former Armory building. The 1889 brick Piedmont Wagon Company building represents the last visible marker to Hickory's first major industry founded at a time when the local economy was just beginning to broaden its base. The old Armory dates from the city's second period of growth. During the 1930s the large brick structure was used by the Hickory Overall Company at a time when the local textile industry was booming.

Politics/Government - Hickory had had an officially established post office in 1860 under the name Hickory Tavern, although there may have been one located in the vicinity as early as 1846. Apparently located in a number of different buildings throughout the years a new post office was first proposed for Hickory in 1908. This date coincides with the broad based development in which the city was engaged at this time. Construction was completed in 1914 on the impressive Neo-Classical Revival style building which is an important part of the Second Street Place Southwest District.

Religion - All of the major denominations had constructed churches in Hickory by the mid 1880s. One congregation had been formed in 1887 after a ten day revival was held by William Houck, a Methodist preacher. During the next year the congregation erected Houck's Chapel on the site of the revival. In the first decade of the 1900s most of these earlier, primarily frame buildings were replaced by larger and more ornate edifices. The First Presbyterian Church had been organized in 1873 and its second church building was erected in 1906. The lone example of this early twentieth century church building campaign in Hickory, the Romanesque Revival style First Presbyterian Church is also one of the city's most impressive architectural monuments.

Transportation - Hickory's economic growth had been directly tied to the development of systems of transportation. In its earliest historic period the Hickory Tavern had been located on a major east-west transportation route, and the road leading to the Horseford crossing on the Catawba River forked from the present site of Hickory. When

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

For NPS use only

received

date entered

Historic Resources
of Hickory

Continuation sheet

Item number

8

Page

18

the route of the Western North Carolina Railroad passed through the future site of Hickory in 1860 it stimulated the first real, albeit short-lived, growth. A number of freight and passenger depots for both the Western North Carolina and Chester & Lenoir railroads had been built in Hickory culminating with the Southern Railway passenger station in 1912. Although no longer connected with railroad operations the station maintains its integrity of site and, therefore, its historical connections.

E. Preservation Activities in Hickory

Many of Hickory's architectural and historical resources have been well-maintained, especially those in the residential Oakwood and Claremont High School Districts. Here, owner/occupants have made few if any significant changes to the historic fabric, thereby maintaining the visual integrity of these neighborhoods. Similarly, the majority of the individual properties are in a fairly good state of preservation. Both Maple Grove and the J. Summie Propst houses are owned by the Hickory Landmarks Society, and have been restored by that organization. Examples of adaptive re-use projects include the Station Restaurant located in the (former) Southern Railway station and a proposed plan to convert the Armory into office spaces and retail stores. The most significant project is the planned conversion of the Claremont High School building into a center for the Catawba County Council for the Arts. After a very successful fund raising drive, the structure's rehabilitation will commence shortly. Its integrity will be policed by the Historic Properties Commission which has successfully campaigned to designate it as an historic property.

Some of the other resources in the city are, however, threatened by neglect and/or unsympathetic alterations. The Piedmont Wagon Company building has been vacant for some years, and is deteriorating rapidly. A number of houses in the Kenworth District have suffered from a lack of maintenance. Expansion of the Glenn R. Frye Memorial Hospital has resulted in the demolition of a number of houses on North Center Street, and it continues to threaten others on that same street and along Fifth Avenue.

F. Selection of Sites in the Multiple Resource Nomination

Seven individual properties and four districts of historic and/or architectural significance were selected for inclusion in the Multiple Resource Nomination. These properties were chosen because individually they meet the National Register criteria, and as a collective whole they form a relatively complete picture of the development of this manufacturing center, especially as seen in its residential building stock.

G. Use of Inventory and Multiple Resource Nomination by Local and State Planning Authorities

The information which has been compiled by the historic resources survey will be used in the overall planning process conducted by Hickory's Office of Community Development, particularly in its attempts to control the demolition of historic structures and construction of intrusive buildings and parking lots. In addition, it will be the base upon which the Historic Properties Commission will select those buildings and districts which merit local designation as historic properties, thereby increasing their protection and chances of survival.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Historic Resources of Hickory Item number 8 Page 20

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1
Hugh Talmage Lefler and Albert Ray Newsome, The History of a Southern State: North Carolina (Chapel Hill: the University of North Carolina Press, 1973), 81, hereinafter cited as Lefler, History of a Southern State.

2
The McCombs had come from Mecklenburg County, and the Shufords from Catawba County. (See the Claremont High School District for more specific information.)

3
Charles J. Preslar, Jr., (ed), History of Catawba County (Salisbury, North Carolina: Rowan Printing Company, 1954), 159, hereinafter cited as Preslar, History of Catawba County.

4
Edward W. Phifer, Jr., Burke: The History of a North Carolina County (Morganton, North Carolina: Privately Published, 1977), p. 175.

5
Preslar, History of Catawba County, p. 159.

6
Ibid., p. 160.

7
Ibid., p. 342. Jesse Robinson acquired one-half of this parcel at a public auction in 1798, and in 1810 he deeded this tract to his son Henry W. Robinson. Hickory Daily Record, 11 September 1965; Lincoln County Deeds, Office of the Register of Deeds, Lincoln County Courthouse, Lincolnton, Deed from Jesse Robinson to Henry Robinson recorded on 5 December, 1810.

8
Preslar, History of Catawba County, 342.

9
The name "Hickory Tavern" was allegedly derived from the tavern's location next to a large hickory tree or trees, although there are other, less widely recognized ideas. Preslar, History of Catawba County, 343.

10
Davyd Foard Hood to Thomas N. Carr, 1 March, 1984.

11
Preslar, History of Catawba County, 161-2.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet of Historic Resources of Hickory Item number 8 Page 22

24
Hickory Daily Record, 11 September, 1965.

25
Trade card of the Hall and Daniels Tobacco Company, Private Collections, L. N. Clinard Papers 1873-1880, PC 96.1-96-2, Archives, Division of Archives and History, Raleigh.

26
Hickory Daily Record, 11 September, 1965.

27
Washington Duke had established a tobacco factory in Durham in 1874. It quickly became one of the largest producers of smoking tobacco and later cigarettes. Washington's son James B. Duke eventually achieved a monopoly on the business having undersold and outproduced his competitors. Those few that did survive became members of the American Tobacco Company, headed by J. B. Duke. Sydney Nathans, The Quest for Progress (Chapel Hill: The University of North Carolina Press, 1983), 24, hereinafter cited as Nathans, The Quest for Progress.

28
Hickory Daily Record, 11 September, 1965.

29
Ibid.

30
Sanborn Map Company, Series 1890; George W. Hahn, The Catawba Soldier of the Civil War (Hickory: Clay Printing Co., 1911), 47.

31
Preslar, History of Catawba County, 173.

32
Branson, North Carolina Business Directory for 1869, 34.

33
Branson, North Carolina Business Directory for 1872, 1877-8, 54, 62.

34
Branson, North Carolina Business Directory for 1884, 196-7.

35
Hickory Daily Record, 11 September, 1965.

36
Mrs. C. C. Bost, "Reminiscences of Hickory Life in Early Days," copied from a scrapbook of newspaper clippings kept by the late Mrs. C. C. Bost, transcribed copies of which are on file at the Elbert Ivey Memorial Library, Hickory, hereinafter cited as Bost, "Reminiscences of Hickory Life."

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Historic Resources
of Hickory

Continuation sheet

Item number 8

Page 23

- 37 Ziegler, Heart of the Alleghanies, 172.
- 38 Nathans, the Quest for Progress, pp. 87-8.
- 39 Mrs. C. C. Bost, "Local History Recounted by Old Resident,"
(see note 35 above for location).
- 40 Ibid.
- 41 Press and Carolinian, 1 August, 1889.
- 42 Hickory Daily Record, 11 September, 1965.
- 43 Branson, North Carolina Business Directory for 1890, 171-2.
- 44 Hickory Daily Record, 11 September, 1965.
- 45 Hickory Daily Record, Service League Edition, Spring, 1962.
- 46 Hickory Daily Record, 31 January, 1942.
- 47 Hickory Daily Record, Service League Edition.
- 48 Branson, North Carolina Business Directory for 1897, 167-9.
- 49 Hickory Daily Record, 11 September, 1965.
- 50 Ibid.
- 51 Ibid.
- 52 Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet Historic Resources Item number Page
of Hickory 8 24

53
Ibid.

54
Preslar, History of Catawba County, 118.

55
Hickory Daily Record, United Daughters of the Confederacy Edition, February 1938, hereinafter cited as Hickory Daily Record, UDC Edition.

56
Hickory Daily Record, 11 September, 1965.

57
Hickory News, Catawba Valley Empire Edition, 1978.

58
Ibid.

59
According to one source the Catawba County Fair had been held in Hickory in 1872 or 1873, although another source mentions the year 1875. Bost, "Reminiscences of Hickory Life"; J. Weston Clinard, Clinard Looks Back (Hickory, North Carolina; Clay Printing Co., 1962), 118, hereinafter cited as Clinard, Clinard Looks Back.

60
Map of Catawba County, North Carolina, Surveyed and drawn by R. A. Yoder (Newton: North Carolina: R. A. Yoder, 1886), hereinafter cited as Yoder, Map of Catawba County.

61
Branson, North Carolina Business Directory for 1872, 56. The fairs were apparently not held every year and had been reorganized at various times. According to one source the fair was reorganized in 1887 by D. W. Shuler, and the main attraction was a driving park, although the first official meeting of the Hickory Driving Park did not take place until 1889. At one time the one-half mile track featured races in which horses were entered from places as near as Newton and as far away as Augusta. Clinard Looks Back, 118; Press and Carolinian, 23 May, 1889:

62
Preslar, History of Catawba County, 464.

63
Hickory Daily Record, 3 June, 1919. Shuler had rallied interest in the project and it was built by J. D. Elliott, hence the name.

64
Press and Carolinian, 8 August, 1889.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

Historic Resources
of Hickory

For NPS use only

received

date entered

Continuation sheet

Item number

8

Page

25

- 65
ibid., 17 January, 1889.
- 66
Sanborn Map Company, Series 1885, 1890.
- 67
Western Carolinian, 28 October, 1887.
- 68
Piedmont Press, 13 January, 1883.
- 69
Times-Mercury, 6 August, 1899.
- 70
Branson, North Carolina Business Directory for 1884, 1890, 1896.
- 71
Hickory Daily Record, 3 June, 1919
- 72
WPCOG, 1970 Census Data Digest, A-1.
- 73
Branson, North Carolina Business Directory for 1872, 54.
- 74
Hickory Daily Record, 11 September, 1965.
- 75
Hickory Daily Record, UDC Edition.
- 76
ibid.
- 77
Hickory Daily Record, 11 September, 1965.
- 78
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- 79
ibid., 31 January, 1942.
- 80
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United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Historic Resources Item number 8
of Hickory

Page 26

81

North Carolina Year Book and Business Directory, 1902 (Raleigh: The News and Observer, 1902), 138, hereinafter cited as North Carolina Year Book (and the appropriate year).

82

North Carolina Year Book, 1910, 134.

83

Map of Hickory, North Carolina 1915, drawn by J. E. Barb.

84

Sanborn Map Company, Series 1919.

85

Lefler, History of a Southern State, 590-1.

86

Hickory Daily Record, UDC Edition.

87

Ibid., 11 September, 1965.

88

Hickory News, Catawba Valley Empire Edition, 1978; Hickory Daily Record, Service League Edition.

89

Hickory Daily Record, 11 September, 1965.

90

Ibid., Service League Edition.

91

Clinard, Clinard Looks Back, 66.

92

Hickory Daily Record, 4 February, 1921.

93

WPCOG, 1970 Census Data Digest, A-1.

94

Hickory Daily Record, Service League Edition.

95

Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 9

Page 1

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United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Historic Resources of Hickory Item number 9

Page 2

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