

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE
Office of Archives and History
Department of Cultural Resources

NATIONAL REGISTER OF HISTORIC PLACES

Hickory Southwest Downtown Historic District

Hickory, Catawba County, CT1082, Listed 12/16/2005
Nomination by Kirk Mohney and Stewart Gray
Photographs by Stewart Gray, May 2004

See photo at the end of the nomination

USDI/NPS NRHP Registration Form
Hickory Southwest Downtown Historic District
Catawba County, North Carolina
NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hickory Southwest Downtown Historic District

other names/site number Second Street Place Southwest Historic District

2. Location

street & number Portions of Government Avenue SW, Second Street Place SW, First Avenue SW, and Third Street SW not for publication n/a
city or town Hickory vicinity n/a
state North Carolina code NC county Catawba code 035 zip 28601

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)

Signature of certifying official

Date

North Carolina Department of Cultural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

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State or Federal agency and bureau

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 4. National Park Service Certification
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I, hereby certify that this property is:

<input type="checkbox"/>	entered in the National Register	_____	_____
<input type="checkbox"/>	<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/>	determined eligible for the	_____	_____
<input type="checkbox"/>	National Register		
<input type="checkbox"/>	<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/>	determined not eligible for the	_____	_____
<input type="checkbox"/>	National Register		
<input type="checkbox"/>	removed from the National Register	_____	_____
<input type="checkbox"/>	other (explain): _____		

	Signature of Keeper	Date
		of Action

=====
 5. Classification
 =====

Ownership of Property (Check as many boxes as apply)

private
 public-local
 public-State
 public-Federal

Category of Property (Check only one box)

building(s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing	Noncontributing	
<u> 8 </u>	<u> 3 </u>	buildings
<u> 0 </u>	<u> 0 </u>	sites
<u> 0 </u>	<u> 0 </u>	structures
<u> 0 </u>	<u> 0 </u>	objects
<u> 8 </u>	<u> 3 </u>	Total

Number of contributing resources previously listed in the National Register N/A

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Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Historic Resources of Hickory, 1985, Kirk F. Mohney

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6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: <u>Commerce/Trade</u>	Sub: <u>business</u>
<u>Government</u>	<u>post office</u>
<u>Transportation</u>	<u>rail-related</u>
<u>Commerce/Trade</u>	<u>specialty store</u>
<u>Defense</u>	<u>arms storage</u>
<u>Commerce/Trade</u>	<u>warehouse</u>
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: <u>Commerce/Trade</u>	Sub: <u>business</u>
<u>Government</u>	<u>post office</u>
<u>Commerce/Trade</u>	<u>restaurant</u>
_____	_____
_____	_____

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7. Description
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Architectural Classification (Enter categories from instructions)

Classical Revival

Other: Vernacular Industrial

Materials (Enter categories from instructions)

foundation BRICK; STONE: Limestone
roof ASPHALT; TERRA COTTA
walls BRICK
other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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8. Statement of Significance
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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.

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- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

COMMERCE
TRANSPORTATION

Period of Significance ca.1885 - ca.1955

Significant Dates ca.1885
1912
1913
1931

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Wendworth, Oscar - architect

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References
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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: NC Office of Archives and History, Survey and Planning Branch, Raleigh

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10. Geographical Data
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Acreage of Property approximately 10 acres

UTM References

	Zone	Easting	Northing
A	<u>17</u>	<u>469060</u>	<u>3954040</u>
B	<u>17</u>	<u>469265</u>	<u>3954040</u>
C	<u>17</u>	<u>469265</u>	<u>3953875</u>
D	<u>17</u>	<u>469040</u>	<u>3953860</u>
E	<u>17</u>	<u>469020</u>	<u>3953940</u>
F	<u>17</u>	<u>469020</u>	<u>3954000</u>

Verbal Boundary Description

Boundary Justification

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11. Form Prepared By
=====

name/title Kirk F. Mohney, Consultant and Michael Hill(1984); Stewart Gray / Consultant (2005)

organization consultant to the City of Hickory date 5-19-04

street & number 14550 June Washam Road telephone (704) 896-4991

city or town Davidson state NC zip code 28036

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Additional Documentation
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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage
or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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7. Narrative Description

In 1984 the Second Street Place Southwest Historic District was listed on the National Register. Due to procedural errors in the notification process, the district was subsequently delisted. The district is being renominated as the Hickory Southwest Downtown Historic District with a slightly expanded boundary.

The Hickory Southwest Downtown Historic District is located on five city blocks in the southwest quadrant of Hickory near the city's center and is bordered on the north by the Southern Railroad rail line that bisects the city. The district contains historic buildings that reflect the commercial and governmental development of Hickory. The Hickory Passenger Depot, U.S. Post Office, Harper Motor Company, Hickory Bonded Warehouse, Hickory Overall Office, Hickory Roller Covering Office, and the Armory are the principal buildings in the district. The buildings front the rail line, Government Avenue SW, Third Street SW, First Avenue SW, and Second Street Place SW. The district is located along the southern boundary of Union Square. Union Square is the historic center of Hickory. Originally encompassing land to the north and south of the railroad, the Square, while still sizable, has diminished and is now only considered to be the land to the north of the railroad. The district is situated on a slope, which drops away from the rail line to the south and to the west. Landscaping in this area is generally urban in nature, with a few trees planted in or near the sidewalks and parking lots. Most of the open land is paved or covered with gravel. The streets are laid out in a grid pattern, running north-south and east-west, and all of the streets are bordered with sidewalks.

Prior to 1970s urban renewal, a commercial block extended along the rail line to the east of the depot. A small park existed to the west of the depot, and at one time a hotel was situated across the street from the station, just north of the armory. In addition, the mill of the Hickory Overall Company was located on First Avenue SW, west of the Harper Ford Showroom.

Architecturally, the Hickory Southwest Downtown Historic District contains some of Hickory's most distinctive and relatively

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unaltered early twentieth-century commercial and governmental building.

The oldest building in the district is the large two-story Abernathy Livery Stable/Hickory Bonded Warehouse (No. 9). Begun ca. 1885 as the Abernathy Livery Stable, the building defines the western edge of the district and sits well below the level of the rail line. Begun as an L-shaped brick building on a rubble foundation, the livery stable was expanded during the early years of the twentieth century, repeating the corbelled brick cornice and segmental-arch windows of the ca. 1885 building in the addition. With the decline of the livery business, during the 1930s the building was converted to a bonded warehouse where farmers could get government loans for unsold cotton. The building was altered again in the middle of the twentieth century when the wooden posts and framing were replaced with steel.

There was a flurry of building activity in the district in the years just before World War I. Between 1911 and 1913 three very prominent buildings, the Armory (No. 8), the Post Office (No. 7), and the Southern Railroad Passenger Depot (No. 6), were erected in the district along Federal Street, now Second Street Place SW. The 1911-12 Armory is three stories in height and about 160 feet in length. This common bond brick structure has housed a number of different concerns including an armory, a National Guard Calvary stable, blacksmith shops, and garages. Fifty feet wide, the end walls are capped with a raking parapet wall with corner abutments.

The Southern Railroad erected a new passenger station in 1912. Similar to those erected in Thomasville, Concord, and High Point, the former station is a long, rectangular brick building with a bellcast hip roof. Its principal elevation faces the railroad tracks and features an octagonal ticket office which projects outward from the center of the main wall surface and upward through the roof. Large brackets support the broad eaves. The west wing, now clad in a glass curtain wall, was originally an open platform.

In 1913 the cornerstone of the brick Main Post Office was laid, facing the Depot, and it was completed the following year. Designed by Oscar Wendworth, the Classical Revival style

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building is one of Hickory's finest architectural monuments. The façade of the two-story, five-bay wide building features a well proportioned, detailed portico. Composed of paired, colossal Tuscan columns and pilasters, it supports a broad, full entablature with a scroll modillioned cornice. These features are executed in limestone, as are the lintels, sills, water table, imposts and keystones. Round arched windows behind the portico flank the center entrance. A new postal facility was built in 1961, and is connected to the original building by a glass hyphen. While the new postal building is much larger than the original, it is a low, flat-roofed building set on a sloping site to west and downhill from the 1914 building, allowing the original building to dominate the site.

Around 1928, construction began on the Harper Motor Company, which is located south of the Armory across First Avenue SW. The Classical Revival style building faces north. It is two stories in height and three bays wide. The center bay is composed of a large two-story, round-arched showroom window and a stylized swan's neck pediment on the parapet wall. The flanking bays contain multi-pane windows on both stories and are capped with a narrow ceramic tile roof. A stamped metal entablature sporting various classical motifs extends into, but not completely across the center bay. Extending to the rear is a one story, flat roofed storage and repair shop with a full basement. A one-story annex located to the east of the main building originally housed a gas station, radiator repair shop, and washing bay. The gas station section of the building has a parapet wall with a decorative pediment like that of the showroom.

West of the Harper Motor Company, facing north onto First Avenue SW, is the detached office of the now demolished Hickory Overall Company. The small brick utilitarian ca. 1922 building is notable for its front-hipped, rear-gabled roof. To the west of the Hickory Overall Company office is the ca. 1920 Hickory Roller Coverings Company, a small one-room hipped-roof brick building. Across First Avenue from the Hickory Roller Covering building and facing the Bonded Warehouse is a ca.1920 filling station that has been greatly altered and is now covered with a

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stucco parging. To the north of the filling station is a short strip of one-story offices.

INVENTORY LIST

The following bibliographic references were used in preparing the inventory List: Kirk F. Mohney and Michael Hill, "Second Street Place Southwest Historic District" (1984) hereinafter cited as Mohney and Hill nomination; Sanborn fire insurance maps (1902-1948); Catawba County GIS.

The inventory list is organized alphabetically by street name, with buildings ordered according to their street numbers. The construction dates were determined through the 1885-1948 Sanborn Maps and the Hickory City Directories. Buildings are categorized as C (contributing) or NC (non-contributing). Contributing buildings were built by 1955 and retain their historic architectural character. Any building built after 1955 is non-contributing due to its age (NC-age). Other buildings that have lost their integrity due to alterations are also considered non-contributing (NC-alt). Buildings are named for their earliest identifiable tenants.

First Avenue SW

1. C Harper Motor Company Service Station, ca. 1928
215 First Avenue SW

Flat-roofed, one-story, brick, automotive service building, originally nine bays wide and comprised of four differentiated façade sections. A fifth four-bay-wide section was added to the east elevation between 1931 and 1948. The westernmost section features a parapet wall capped by a modified swan's neck pediment similar in design to that found on the neighboring Harper Ford Showroom. While the remainder of the façade is not ornate, parapet heights vary, differentiating the different sections. Replacement doors, windows, and garage doors fill the many openings in the façade. Today the building houses shops and offices.

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2. C Harper Motor Company, ca. 1928
219 First Ave. SW

The two-story Harper Ford Showroom is a Classical Revival style brick building. The symmetrical composition of its principal, north elevation consists of a two story, round arched show window flanked by projecting bays. The use of wire cut brick on the facade distinguishes it from the other elevations. Door openings, now filled with plywood, are situated on either side of the show window, itself framed by a white terra cotta egg and dart molding. Single bulls eye windows with terra cotta surrounds are situated above the doors and a flat roofed awning, and just below the broad entablature. This stamped metal entablature does not extend to the arch. Rather the wall surface projects above the roof where it is capped by a broad modified swan's neck pediment. Both of the flanking bays contain replacement windows in the first and second stories. Above them the entablature is detailed with fleur-de-lis, urns, and vines. It carries below a wide but narrow green tile roof that fronts the main flat roof. A large one-story, flat roofed brick wing projects to the rear of the building and was originally used for storage. The interior of the showroom features an ornate, pressed tin ceiling in the showroom and a partially concealed staircase on the west wall, which leads to the offices on the second floor.

The Harper Ford building was built on a site long associated with transportation in Hickory. A series of livery stables had occupied the lot since the town's earliest years. The first such establishment on the site was apparently operated by A. A. Shuford. His successors at the location included Lafayette (Fate) Shell and D. M. Boyd, who also sold buggies and farm equipment in addition to keeping the livery business. The stables, according to one account, were burned and rebuilt two or three times. The longest period of continuous operation at the site was under A. S. Abernethy and his brother Julius F. Abernethy, who kept several other stables in Hickory.

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In 1909 the stables, known as Abernethy and Whitener Livery, was sold for \$6,000 to the Henkel Horse and Mule Company, later known as the Henkel-Craig Livestock Company. The principal owners of the company, organized in Statesville in neighboring Iredell County in 1902, were Columbus Vance Henkel, his brother L. P., and David Craig. Finley Gwyn Harper, who would be the owner and operator of Harper Ford, married Corrinne Henkel, the daughter of L. P. Henkel.

Harper established the dealership in North Wilkesboro in 1915 and moved it to Hickory after his purchase of the land from his father-in-law and the other owners in 1924. Harper-Phillips Motor Company, as the firm was then known, paid \$19,000 for the tract. Harper Ford was the first car dealership in Hickory and one of the first Ford dealers in the state. In 1945 Harper transferred controlling interest in the company to his son F. G. Harper, Jr. When he died in 1951 his wife and children received the remaining interest in the company. Corrinne Harper died in 1955, and left all of her stock to her children Betty Arbuckle and F. G. Harper, Jr. The younger Harper kept the business until 1968 when he sold the company to Billy Armstrong. The dealership, now Armstrong Ford, remained in the old building for about eighteen months but moved to Highway 64-70 on the outskirts of town in 1970. Since that time the building has been rented and housed various concerns, such as a craft and gift shop and a hardware supplier. The building is now being rehabilitated for commercial use. (Mohney and Hill nomination)

3. C Hickory Overall Company Office, ca.1922
243 First Ave. SW

Hickory Overall Company was organized in 1913, and produced work clothes. Sanborn Maps indicate that the company's now demolished factory building was located directly to the west of the office building. The surviving office building is a brick one-story, commercial building with a front hip and a rear gable. The building is three bays wide with a replacement door in the original frame in the westernmost

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bay. Windows have all been replaced with new double-hungs. The building is five bays deep with double doors in the last bay of the west elevation. East elevation is blank. Roof covered with metal "Spanish" tile. Bricks laid in common bond. Rear wall covered with metal siding.

Vacant Lot

SE corner of First Ave. SW and Third St. SW

The Hickory Overall Company Factory stood here.

4. NC-age Ideal Grill, ca. 1958
300 First Ave. SW

Earlier restaurant located closer to First Ave. SW shown on 1948 Sanborn Map. Three-bay wide and two-bay deep, one-story, flat-roofed, brick building with entrance centered between metal frame windows. Built against the south elevation of the Hickory Bonded Warehouse. The restaurant faces south to First Avenue.

Government Avenue SW

5. C Southern Railroad Passenger Depot (Hickory Station Restaurant), 1912, 1977
232 Government Ave. SW

Completed in 1912 the Southern Railroad Passenger Depot is a one story, brick building capped by a high bellcast hipped roof. Constructed with Flemish bond brickwork, the building has a granite water table, an asymmetrically composed fenestration pattern of doors and windows in a variety of sizes, and large wooden brackets below the broad overhang of the roof. A projecting octagonal ticket office rises through the roof on the north elevation. This ticket office dominates the track-side elevation. Positioned in the center of the elevation, it is composed of a granite water table stretching below a segmentally arched sixteen-over-one sash window and the flanking flat arched windows. The latter have granite lintels and sills; the former has a

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granite keystone and sill. A corbelled belt course with stylized guttae lies immediately below the small windows located in the upper part of the ticket office. The windows are separated by the wooden brackets, which support the wide overhang of the roof. The original fenestration pattern has also been preserved on the remainder of the elevation. Two doors with transoms are located immediately to the west of the ticket office, and a third one to the east. Two sets of paired, double hung sash set within segmental arches are situated at the northwest end. A pair and a trio of short sixteen-light windows are located at the northeastern end.

A glass curtain wall rising above a low brick wall now encloses the originally open hip roofed platform on the west end. The platform roof is supported by five heavy brackets and square posts below an equally strong lattice beam. A one-room-deep brick addition has been added to the south elevation. Above the addition can be seen an original hipped-roof dormer. Three original sixteen-light casement windows pierce the easternmost section of the south elevation. A large freight entrance fitted with board and batten doors below a transom is positioned in the center of the east elevation. Three interior chimneys survive. The extensively remodeled interior retains the original window and door surrounds and the broad ceiling cornice (all painted). A number of internal partitions have been added and the original wainscoting removed. The timber frame and paneled ceiling of the now enclosed west platform have been retained.

The station is the third railroad station in Hickory, and the second built exclusively for passenger service. The first depot was built around 1860 on land deeded to the railroad for that purpose by Henry Robinson in 1859. That building, with long platforms on both ends, stood on the north side of the tracks well into the twentieth century. It served both passengers and freight until a passenger station was built in the late 1880's. The newer station was a one-story structure, with adjacent baggage room, situated

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south of the tracks and east of the present building (across modern Second Street Place). It apparently was something of a make-shift affair said to have once been raised and moved slightly south. In 1912, it was denounced as "an antiquated eyesore" by a writer for a Hickory paper, who noted that its steps were "the delight of loafers," and was demolished.

The present building is architecturally similar to other stations of the period in Thomasville, Concord, High Point, and other North Carolina towns. The lot upon which it was built had up to that point been vacant and was used as part of a lawn for the Hickory Inn. This building continued to operate as a passenger station until the 1960's when passenger service to Hickory was ended. In 1971 members of the local Cultural Arts Commission asked that the vacant building not be demolished, citing the fact that officials of the North Carolina Department of Archives and History had confirmed its historic significance. In 1972 the City of Hickory bought the building from Southern Railway as part of a downtown redevelopment program, which included the destruction of Union Square and many commercial buildings to create a parking lot and plaza. Yet the building remained vacant for some time. In 1974 a town councilman and the editor of the local paper suggested that it might be used for a farmer's market or as a museum. Instead a third alternative was pursued and in 1977 the station was converted into a restaurant. The opening came after \$100,000 worth of renovations, primarily to the interior. The Hickory Station Restaurant operated under an indefinite lease from the city, and closed in the spring of 2005. The building is now vacant. (Mohney and Hill nomination)

6. C United States Post Office, 1914, 1961
231 Government Ave. SW

Begun in 1913 and dedicated the following year, the United States Post Office is a well-proportioned and handsomely detailed brick and limestone Neo-Classical Revival style

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building. The two-story building rests on a basement sheathed in limestone. Window openings in the basement are located below those on the second story. The first and second stories are veneered in Flemish bond. A full entablature crowns the building. The façade is dominated by a shallow portico and a broad entablature. Paired Colossal Tuscan columns are set in front of similarly detailed pilasters. The columns, pilasters, base, and the entablature with its scroll modillioned cornice are fashioned out of limestone. Behind the portico, round arched, double hung sash windows flank the center door. The entrance itself is framed by three-quarter Doric columns below a broken entablature and a round arched fanlight. Smaller double hung sash are located directly above these openings on the second story. On either side of the portico single flat arched windows are set within recessed round arched wall panels, above which are the smaller double hung sash. The flat arches have limestone lintels and bold keystones, and the round arches have limestone imposts and keystones. The four-bay fenestration pattern on the east elevation is symmetrically composed of elements, identical to those on the outer bays of the main elevation.

The five-bay south elevation imitates the rhythm of the front elevation in the arrangement of its fenestration pattern. At the basement level five openings denote the bays. Although first and second story windows have been replaced, the elevation retains its original appearance, similar to the north elevation. In place of the portico the center of the elevation is arranged into three vertical bays by two wide limestone panels. Windows matching those of the 1961 addition have been placed in the bays. The entablature is carried across the elevation. The interior has been completely renovated and the original floor plan destroyed. In its place numerous small offices and new stairs have been built. There is little visible historic fabric left in the interior.

The west elevation of the original post office is largely obscured by a 1961 post office building. The 1961 building

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was joined to the older one with a tall glass and concrete hyphen containing an elevator. The newer building is large but low, constructed of pre-cast concrete panels with an exposed pebble aggregate or veneer. The 1961 building takes advantage of the sloping site with a loading dock on the west elevation.

Hickory's post office is located on a site formerly occupied by two hotels. The Central Hotel, a two-story structure, was built by J. R. Ellis around 1868. A fire on November 23, 1887, Hickory's worst to that date, destroyed both it and the Western Hotel across the street. Shortly after the fire two small establishments, the Belmont Hotel and the Charter House, were opened to fill the need for accommodations. This need was more than filled with the construction of the Hickory Inn by a group of town merchants in 1888. It was located just west of where the Central Hotel had stood. In 1893 Frank Loughran, who then lived in Hickory but later moved to Asheville, bought the hotel for \$30,000. With it he received an adjacent tract known as the "Old Sweet Sixteen Tobacco Factory" lot. Loughran by 1895 owned six lots in Hickory, most of them adjacent or very near to the hotel. In 1909 Loughran sold land to the city for the extension of what was then Ninth Avenue and is now First Avenue Southwest. Yet by that date Loughran was no longer a hotel proprietor. He had leased the property after moving to Asheville. On February 25, 1907, the Hickory Inn, like its predecessors the Central Hotel and Western Hotel, burned. On August 10, 1908, Frank Loughran sold the federal government a corner lot just east of where the hotel had stood, for \$8,000 for the purpose of building a new post office. From the 1880s to 1914 the post office was located in a building at the west end of Union Square which also housed the First National Bank of Hickory. Plans for the new post office were drawn up over the next three years by Oscar Wendworth, the Supervising Architect for the Treasury Department. A drawing of the building was published in 1911 in the Catawba Soldier of the Civil War. Wendworth accepted bids for construction in June 1913, and the cornerstone was laid the same year. The

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imposing building was finished in 1914. A modern wing was added to the west side of the building in 1961. Since that time postal services have been transferred to the new section. The 1914 section of the building now houses the local offices of the Federal Bureau of Investigation. (Mohney and Hill nomination)

Second Street Place SW

7. C Armory ca. 1911-1912
201 Second Street Place SW

The Armory is a large three story, common bond brick building constructed between 1911-1912. Containing some 26,000 square feet of floor space the structure's dimensions are 160 feet by 55 feet. The west elevation has a center replacement door on the first floor which is bordered by stucco panels, all set within a segmental arch. Flanking the principal entrance are tripled metal framed replacement windows. A small segmentally arched alcove at the west-northwest corner is now filled with a metal framed window. Three sets of replacement windows are symmetrically arranged on the upper stories; and the attic level has a segmentally arched vent. The raking parapet wall has corner abutments and a flat topped crest. In 1998 the north elevation was been re-faced with new brick and a five-sided two-story atrium was added to the center of the north elevation. The second and third stories of the east elevation are like those on the west elevation except that here several of the openings are bricked in. A large opening containing metal-framed glass doors, is flanked by two original door openings. The south elevation features a row of twenty-six segmental-arched openings with replacement metal framed windows. The first floor is dominated by three large round-arched door openings. Two have been in-filled, but the largest forms an alcove for electric utility boxes. Ten short window openings have been recently cut into the third floor of the south elevation. Star shaped iron tie beams are still in place on the south

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elevation at the second floor level, and on the west and east elevations at the third floor. The interior has been altered to form offices.

The armory building has served as a livery stable, armory, and textile factory. The site was acquired in 1911 by Samuel D. Campbell, a building contractor and real estate dealer. It was part of a block formerly belonging to Gabriel Marshall and his family, operators of the Marshall Hotel located just north of the site. Campbell soon sold the tract to W. S. Stroup for \$2,500 and the building was probably constructed soon after. As part of the construction of the new building the hotel's servants quarters were razed. Stroup was a wealthy Hickory businessman, owning seven town lots valued at \$78,000 in 1925. He leased the building soon after its construction to the National Guard Cavalry, who housed their horses in the stables on the ground floor. A blacksmith operated out of the east end of the building. By 1919 the Guard had sublet the upper floors to a wholesale flour and seed company. By 1925 an automobile repair shop was located where the blacksmith had worked. By 1931 the building, no longer used as an armory, housed only the garage and another general repair shop. Sometime after 1931 a one-story brick addition was added to the north elevation. In 1933 Stroup sold the building to the First National Bank of Hickory. Six months later the bank sold the property to Aldis C. and John L. Henderson, proprietors of the Hickory Overall Company. Their main building was located one block south and west of their newly acquired "Armory Building". The company had been organized in 1913 by Frank Henderson and J. W. Hartsfield. Their primary product was work clothes until they diversified by adding sports clothes in 1955, at which time they changed the name to the Old Hickory Company. In that year the building and lot was valued at \$17,635 and the inventory at \$66,171. The Armory housed the Catawba Valley Machine Warehouse in 1972-73. With major renovations in the 1990's the building was converted into multiple office suites.

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Third Street SW

8. C Abernathy Livery Stable/Hickory Bonded Warehouse, ca.
1885, early 20th century
#2 Third Street SW

In 1880, Adolphus Sidney Abernathy purchased one acre of land to the south of the Western North Carolina Railroad for a livery-stable business. The site was well suited to the livery business, catering to train passengers as well as Hickory residents. Despite the development of cars and trucks, Abernathy operated the livery-stable business until his death in 1928. Members of the Abernathy family converted the building into a bonded warehouse in the 1930's. Here, under a New Deal program, farmers could store cotton and receive a loan on its value until it sold. After World War Two the building was updated with steel framing and a freight elevator. The building remained a warehouse until the 1990's when it was converted into a brewery.

The large brick building faces east and sits well below the level of the rail line. Originally an L-shaped brick building on a rubble foundation, the livery stable featured two large round arched openings (now in-filled), with six tall double-hung windows on the second story of the façade. The north elevation shows evidence of another large arched opening toward the rear of the building, but the arch is mostly obscured by a later earthen ramp. A stepped parapet, now incorporated into later brickwork, indicates that the original building did not have a full second story. Between 1907 and 1913 the open section of the L-plan was filled-in with the addition of five bays to the south along Third Street, forming a massive rectangular building. Details found on the original section such as a corbelled cornice and segmental-arched windows were used again in the addition. The addition featured segmental-arched window openings in the first and second stories, and six short segmental-arched openings illuminating a basement level. By 1948 the

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stepped-parapet walls had been added to give the building a full two stories, and a parapeted brick firewall had been added that divided the warehouse into two sections. Steel posts and framing were added to the building sometime after 1948. The building is presently being used as a brewery, with the second story being warehouse space. The ground floor is concrete. The upper floor consists of massed 2"x6" lumber laid on edge and covered with a layer of tongue-and-groove flooring. A timber-framed freight elevator remains in the building.

9. NC-age Carolina Home Equity Mortgage, ca. 1980
21 Third Street SW

Shallow, seven bay wide, one-story, masonry office building with flat roof.

10. NC-alt City Service Station, ca. 1922
31 Third Street SW

Not listed in the 1920 Hickory directory, the building is shown on the 1925 Sanborn map as a service station with an awning covering front pumps. It is listed as the City Service Station in 1929. By 1955 it appears that the building was converted to an office, being listed as the Home Finance Company. The two-bay wide, one-story, brick building has a flat roof. The awning has been removed and two modern storefronts have been inserted into front bays. The side window openings are bricked-in. Entire building has been recently covered with stucco. Flat roof.

11. C Hickory Roller Covering Company Building, ca.1922
109 Third Street SW

As a part of milling process, rollers were used in the machinery for the carding and spinning of cotton. The rollers were covered with either leather or wool, and this covering had to be periodically replaced. The Hickory Roller Covering Company was one of the textile-related businesses that developed to serve the seven major textile

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mills that were built around Hickory before World War II. It is likely that this building was an office and much of the work was done on-site at the mills. Hipped-roof commercial brick building faces west. Walls laid in common bond. The building is three bays wide and three bays deep. Replacement door in original frame with transom, protected by a small gabled porch roof supported by brackets. Original six-over-six windows remain. Brick shed addition attached to south elevation.

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STATEMENT OF SIGNIFICANCE

The Hickory Southwest Downtown Historic District is an important group of commercial, industrial, and governmental buildings in Hickory. During Hickory's post Civil War development this area was transformed from what was probably an agricultural area, to a busy commercial district. Situated to the south of the railroad tracks and the principal commercial block, businesses here had been connected, primarily, with lodging and various modes of transportation. A livery, railroad station, and various hotels represented the first generation of use. Later structures, representing a range of building types, continued this pattern of use via an auto dealership, a railroad station, an armory, which contained a livery stable, and a post office. The Hickory Southwest Downtown Historic District meets National Register criterion A for its significance to the transportation and commerce history of Hickory. The "Historic Resources of Hickory" explains the significance of the arrival of the railroad in 1860 to the development of downtown Hickory as a center of manufacturing and commerce, especially in pages 8.2-6. The multiple property documentation form places the district's depot, governmental buildings, and commercial buildings into context with the rest of Hickory's historic buildings (see especially pages 7.2 and 7.6)

The Hickory Southwest Downtown Historic District represents two major periods in Hickory's growth. Before and after World War I the city experienced rapid development and diversification of its economic base, and this is reflected in both the type and design of the buildings in the district. The district is the site of a number of Hickory's most important commercial and governmental offices, including the Harper Motor Company, the Southern Railroad passenger station, the Post Office, the Abernathy Livery Stable/Hickory Bonded Warehouse, and the Armory.

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Historical Background/Commerce and Transportation Context

The presence of the railroad is the key to the development of Hickory in the nineteenth century. The town's beginnings date to the licensing of a tavern in the 1780s (the building stood until the 1870s and a monument indicating the location of the building is located just to the east of the Hickory Southwest Downtown Historic District). Hickory Tavern, as the community was called, received a post office in 1860 and was incorporated in 1863. The town's name was shortened to Hickory in 1873.¹ The origins of the present city's development date to the 1850s. In 1854 the Western North Carolina Railroad was chartered by the state legislature. In the following year Henry Robinson and five other property owners in Catawba County deeded the railroad right-of-way across their land with the stipulation that no dwelling, yard, garden, or burial ground be disturbed.² Apparently some consideration was given to locating the depot at what later became known as the Longview community west of Hickory. Such plans were dropped when the owner refused to sell. In 1859 railroad officials did purchase from Robinson a rectangular lot measuring 200 feet by 250 feet for a station house located to the north of the railroad in what is now Union Square.³ It was around this spot that the city of Hickory developed. Several buildings, including one housing the town's first post office, were erected by 1860. During the war years, four commissary buildings were put up. By 1861 the railroad line extended thirteen miles west of Hickory (track was laid to Old Fort by 1872).⁴ In an 1870 Charlotte newspaper Hickory was described as "a thriving town of several hundred inhabitants . . . built up since the close of the war." A. L. Shuford, the first railroad agent in Hickory, predicted in 1869 that the town was "destined to be one of the finest business places in western North Carolina."⁵ During the next decade, and particularly following the official end of Reconstruction in 1877, Hickory did begin to prosper.

Growth encouraged by the railroad allowed Hickory to surpass the county seat of Newton in size during the 1870s. By 1880 Hickory's population had risen to 1,700, while Newton's held at about 1,000. The economic base was also undergoing change.

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Whereas A. L. Shufford had reported in 1869 that almost all outgoing freight was agricultural products, by 1880 the railroad was shipping some finished goods. The Piedmont Wagon Company, founded in 1880, shipped wagons to points as far away as Texas. Piedmont Wagon, Hickory's first manufacturer, was by the end of the century the town's largest employer. Other Hickory manufacturing concerns in 1880 included five lumber mills, five tobacco factories, three brick yards, and two furniture makers.⁶ Merchants established in Hickory by 1885 included dealers in tin ware, shoes, drugs, dry goods, insurance, tobacco, whiskey, agricultural implements, and jewelry.⁷ Their stores were mostly housed in a row of commercial buildings on the northern side of Union Square. Although this row of buildings had some gaps in the 1880s, it was solidly filled by the next decade. The area between the railroad tracks and this commercial block was taken up by a public park or commons area known as Park Place and later as Union Square. The tract was set aside in 1880 by virtue of a deed from Henry Robinson to the Western North Carolina Railroad "for the purpose of a public square around the depot for the free and common use of the Railroad and the Town of Hickory not to be built up or exclusively occupied by any one to the exclusion the public as a free common."⁸ By the turn-of-the-century, Union Square, over twice its present size, was a bustling area filled with pedestrians and, just as often, with hogs or cows awaiting shipment or transfer to a local stockyard.

In addition to the industrial development of Hickory, the late nineteenth century saw tourists arriving by railroad, drawn by the mild summer climate, nearby resorts, and supposedly healthy mineral waters. Businesses such as Abernethy Livery Stable were located near the rail line to provided travelers transportation once they got off the trains. The Abernethy Livery Stable, later converted to the Hickory Bonded Warehouse, was built between 1880 and 1885 and, though altered, reflects the functions and architectural style of livery stables. Among the accommodations for visitors were the Central Hotel and Western Hotel, built around 1868, and the Hickory Inn, built in 1887.⁹ These establishments and others like them fronted on

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the commons in close proximity to the depot. Also located close to the depot were the homes of Hickory notables such as Judge E. B. Cline, manufacturer Alfred Bourbonnais, banker and industrial leader Abel A. Shuford, and Dr. Lafayette Abernethy. Until the early twentieth century many homes were located close to the railroad along Main and First avenues. These houses along the railroad were torn down to make way for business expansion. Residential areas developed elsewhere in Hickory, away from the traffic and trains, such as north of downtown in the vicinity of Sixth Street, Oakwood Cemetery, and Claremont College.¹⁰ Urban amenities introduced in Hickory during its developing years included the first newspaper in 1870, the telegraph in 1878, electricity in 1889, and a municipal water works in 1904.¹¹ In 1890 a Hickory newspaper boasted that the town had the state's largest flour mills and sash and blind manufacturer as well as the South's finest bank, opera house, and hotel.¹²

Change also affected the railroad service. The Western North Carolina Railroad was acquired by the Richmond and Danville line in the 1870s and in turn made part of Southern Railway upon the reorganization in 1894.¹³ The Chester and Lenoir Railroad (later known as the Carolina and Northwestern), a narrow-gauge line, was extended to Hickory in 1881. The track for the line, which ran between Union Square and the old freight depot on the north side of the main track was removed around 1912.¹⁴ Around the turn of the century traffic had grown so heavy around the depot that a series of train-wagon collisions took place. Several citizens took the law into their own hands and tore up the track as a form of protest. In 1911 it was reported, "From two mixed trains a day the number of passenger trains has increased to six and the freights to almost a continual stream of loaded cars."¹⁵

The Southern Railroad Passenger Depot is the third railroad station in Hickory, and the second built exclusively for passenger service. The first depot was built around 1860 on land deeded to the railroad for that purpose by Henry Robinson in the previous year. That building, with long platforms on both ends, stood on the north side of the tracks well into the

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twentieth century. It served both passengers and freight until the second depot was built in the late 1880s, when it became a freight depot. The newer depot was a one-story structure, with adjacent baggage room, situated south of the tracks and east of the present depot at the southeast corner of the square. The lot had been the site of the Western Hotel, which burned in 1887.¹⁶ The depot was apparently something of a makeshift affair said to have once been raised and moved slightly south. In 1912 it was denounced as "an antiquated eyesore" by a writer for a Hickory paper, who noted that its steps were "the delight of loafers." In the same year the building was razed. Its replacement by that time had been readied:

Across the street west of the old depot site the Southern Railroad has just completed a handsome depot, modern in every respect, commodious, red tile roof, granitoid curbing, gravel and asphalt drives and walks. Every comfort for the traveler has been recognized....¹⁷

The building, a one-story brick structure with bell cast hipped roof, is architecturally similar to other stations of the period in Thomasville, Concord, High Point, and other North Carolina towns. The lot upon which it was built had up to that point been vacant and was used as part of a lawn for the Hickory Inn on the south side of the square.

The freight and passenger depots were important Hickory landmarks for years to come. When the first survey was made of the town limits, the chimney of the freight depot was used as the center point of the radius.¹⁸ The passenger depot operated until the 1960s when such service to Hickory was ended. In 1971 members of the local Cultural Arts Commission asked that the vacant building not be demolished, citing the fact that officials of the North Carolina Department of Archives and History had confirmed its historic status.¹⁹ In 1972 the city of Hickory bought the building from Southern Railway as part of a downtown redevelopment program which included creation of a parking lot and plaza on the town commons. Yet the building remained vacant for some time. In 1974 a town councilman and

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the editor of the local paper suggested that it might be used for a farmer's market or as a museum. Instead a third alternative was pursued and in 1977 the depot was converted into a restaurant. The opening came after \$100,000 worth of renovations, primarily to the interior. As part of the conversion a glass-enclosed brick addition was made to the west end.

The Armory, south and east of the depot across Second Street Place, is a large, three-story building. Since its construction in 1911-1912 it has served as an Armory, textile factory, basketball arena, a place for dances, and an exhibit building. Until Hickory's Claremont High School was completed in 1923, the second floor of the Armory was used for Hickory High School basketball practices and games. The Armory was also a popular place for "subscription" (private) dances for high school and college-age young people. At one point, when the Catawba County Fair was held in downtown Hickory, the lower floor of the Armory served as an exhibit building. On the south elevation the building has arched entrances, built to accommodate the livery stable but later bricked up. Unusual features are the star designs on the ends of the tie rods which support the second floor. The land was acquired in 1911 by Samuel D. Campbell, a building contractor and real estate dealer. It was part of a block formerly belonging to Gabriel Marshall and his family, operators of the Marshall Hotel located just north of the site. Campbell soon sold the tract to W. S. Stroup for \$2,500, and the building was probably built soon after.²² As a part of the construction of the new building, the hotel's servants quarters were razed. Stroup was a wealthy Hickory businessman, owning seven town lots valued at \$78,000 in 1925.²³ He leased the building soon after construction to the National Guard Cavalry, which housed their horses in the stables on the ground floor. A blacksmith operated out of the east end of the building. By 1919 the Guard had sublet the upper floors to a wholesale flour and seed company. By 1925 an automobile repair shop was located where the blacksmith had worked. By 1931 the building, no longer used as an Armory, housed only the garage and another general repair shop. Some time after 1931 a one-story brick addition (now demolished) was made to the north side. In 1933 Stroup, apparently in arrears, sold the building and lot plus other holdings elsewhere in Hickory and Catawba County to the First National Bank of Hickory. Six months

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later the bank sold the property to Aldis C. and John L. Henderson, proprietors of the Hickory Overall Company. The Hickory Overall Company had been organized in 1913 by Frank Henderson and J. W. Hartsfield. The 1925 the company had built a factory and office building on First Avenue, southeast of the Bonded Warehouse.²⁵ The factory building has been demolished, but the small brick office building has survived and is currently vacant. Sanborn maps show that by 1938 manufacturing operations had been moved to the Armory, and that the earlier factory building had been converted to a warehouse. The company's primary product was work clothes until they diversified by adding sports clothes in 1955, at which time they changed the name to the Old Hickory Company. The Armory housed the Catawba Valley Machine Warehouse in 1972-73. With major renovations in the 1990's the building was converted into multiple office suites.

Hickory's 1914 Post Office is located on a site formerly occupied by two hotels. The Central Hotel, a two-story structure, was built by J. R. Ellis around 1868. A fire on November 23, 1887, Hickory's worst to that date, destroyed both it and the Western Hotel across the street. Shortly after the fire two small establishments, the Belmont Hotel and the Charter House, were opened to fill the need for accommodations. This need was more than filled with the construction of the Hickory Inn by a group of town merchants in 1888. It was located just west of where the Central Hotel had stood. The Hickory Inn, which had fifty-six rooms, was a three-story building with a five-story tower on the west end. Said to be "thoroughly modern" and "unapproached by any hotel in the state," the hotel had an observation cupola and full-length front porch. At that time and up to the construction of the depot in 1912 the view from the porch was unobstructed to the railroad tracks across a grassy lawn. The interior of the Hickory Inn was decorated by F. A. Grace, who also did the interiors of the Elliott Opera House, the original First National Bank building, and the Shuler-Harper House (all lost but the latter).²⁷ In 1893 Frank Loughran, who then lived in Hickory but later moved to Asheville, bought the hotel for \$30,000. With it he received an adjacent tract known as the "Old Sweet Sixteen Tobacco Factory" lot. Loughran, by 1895, owned six lots in Hickory, most of them adjacent or very near to the hotel. In 1909 he sold land to the city for the extension of what was then Ninth Avenue and

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is now First Avenue Southwest.³⁰ Yet by that date Loughran was no longer a hotel proprietor. He had leased the property after moving to Asheville. On February 25, 1931, the Hickory Inn, like its predecessors the Central Hotel and Western Hotel, burned.³¹

On August 10, 1908, Frank Loughran sold the federal government a corner lot just east of where the Central Hotel had stood, for \$8,000 for the purpose of building a new post office.³² From the 1880s to 1914, the post office was located in a building at the west end of Union Square, which also housed the First National Bank of Hickory. Plans for the new post office were drawn up over the next three years by Oscar Wendworth, the supervising architect. A drawing of the building was published in 1911. Wendworth accepted bids for construction in June 1913 and the cornerstone was laid the same year.³³ The imposing building, two stories tall and five bays wide, was finished in 1914. A Neo-Classical Revival style structure, it has Ionic columns and full arched windows. A modern wing was added to the west side of the building in 1961, and postal services have been transferred to the new section. Today the old post space is still owned by the federal government and houses the FBI and other government offices.

The Harper Motor Company was completed around 1924. It was built on a site long associated with transportation in Hickory. A series of livery stables had been situated on the lot since the town's earliest years. In addition to feeding the horses, the animals were also bought, sold, and boarded at the stables. The first such establishment on the site was apparently operated by A. A. Shuford. His successors at the location included Lafayette (Fate) Shell and D. M. Boyd, who also sold buggies and farm equipment in addition to keeping the livery business. The stables, according to one account, were burned and rebuilt two or three times. The longest period of continuous operation at the site was under A. S. Abernethy and his brother Julius who kept several other stables in Hickory. The younger Abernethy and a business partner owned five town lots in 1895.³⁴ In 1909 the Abernethys and Lee Whitener sold their livery stable for \$6,000 to the Henkel Horse and Mule Company,

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later known as the Henkel-Craig Livestock Company.³⁵ The principal owners of the company, organized in Statesville in neighboring Iredell County in 1902, were Columbus Vance Henkel, his brother L. P., and David Craig.³⁶

Finley Gwyn Harper, owner and operator of Harper Motor Company, married Corrinne Henkel, the daughter of L. P. Henkel.³⁷ Harper established the dealership in North Wilkesboro in 1915 and moved it to Hickory after his purchase of the land from his father-in-law and the other owners in 1924. Harper-Phillips Motor Company, as the firm was then known, paid \$19,500 for the tract.³⁸ The new building, finished shortly after the purchase, is a two story Classical Revival-style brick building featuring a large arched display window and a terra cotta pent roof. Harper Motor Company was one of the first car dealerships in Hickory and one of the first Ford dealers in the state. Over the years the company earned a reputation as an honest, reliable business.³⁹ In 1945 Harper transferred controlling interest in the company to his son F. G. Harper, Jr.⁴⁰ When he died in 1951 his wife and children received the remaining interest in the company. Corrinne Harper died in 1955 and left all of her stock to her children Betty Arbuckle and F. G. Harper, Jr.⁴¹ The younger Harper kept the business until 1968 when he sold the company to Billy Armstrong. The dealership, now Armstrong Ford Inc., remained in the old building for about eighteen months but moved to Highway 64-70 on the outskirts of town in 1970. Since that time the building has had various tenants. It is presently undergoing renovation.

Several smaller buildings also represent the growth and commercial nature of the Hickory Southwest Downtown Historic District. The ca. 1922 Hickory Overall Company Office is a reminder that textile industry had a significant presence close to the center of the city. The neighboring ca.1922 Hickory Roller Covering Company Building is representative of the textile service industries that developed in response to the great expansion of textile manufacturing in Hickory during the first half of the twentieth century.

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After 1940, there was a significant shift in the commercial nature of Hickory. Commercial growth continued at the same impressive rate seen before World War II, but manufacturing moved away from the center city. Despite this trend, construction continued in the district after World War II. The small ca. 1958 Ideal Grill, and the ca. 1960 Borden Ice Cream Auxiliary Building attest to the continuing vitality of this commercial district. The last substantial new construction in the district occurred in 1961 with the building of the new post office addition. But that vitality appears to have waned in the last quarter of the twentieth century. Never having the high building density of the commercial and retail blocks to the north of Union Square, the southwestern section of Hickory's downtown experienced some significant demolition in the name of urban renewal, including the factory of the Hickory Overall Company.

Beginning in the late 1980s, capital began to flow back into the Hickory Southwest Downtown Historic District. All of the larger buildings in the district have been or are being adapted for new uses.

END NOTES

¹Charles Jefferson Preslar, Jr. (ed.), A History of Catawba County (Salisbury: Rowan Printing Company for the Catawba-County Historical Association, 1954), 342, 345, 381; William Stevens Powell; The North Carolina Gazetteer (Chapel Hill: The University of North Carolina Press, 1968), 223.

²Hugh Talmage Lefler and Albert Ray Newsome, North Carolina: The History of a Southern State (Chapel Hill: The University of North Carolina Press, revised edition, 1963), 361; Catawba County Deed Book 75, p. 295.

³Preslar (ed.), History of Catawba County, 172; Catawba County Deed Book 68, p. 446.

⁴George Washington Hahn; The Catawba Soldier of the Civil War (Hickory: Clay Printing Company, 1911), 43; Preslar (ed.), History of Catawba County, 169.

⁵Hickory Daily Record, Fifteenth Anniversary Edition, 11 September 1965.

⁶Hickory Daily Record, 11 September 1965; Tenth Census, 1880, Manufacturing Schedule.

⁷Levi Branson (comp.), Branson's North Carolina Business Directory (Raleigh: Levi Branson, 1884), 197, 199; Sanborn Insurance Company, Map of Hickory, 1885.

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- ⁸Sanborn maps, 1885, 1890, 1896; Catawba County Deed Book 13, p. 105.
- ⁹Preslar (ed.), History of Catawba County, 347-349, J. Weston Clinard, Clinard Looks Back (Hickory: Hickory Printing Co., 1962), 164-168.
- ¹⁰Clinard, Clinard Looks Back, 76-78.
- ¹¹Preslar (ed.), History of Catawba County, 206, 349, 350.
- ¹²Press and Carolinian (Hickory), Industrial Edition, January, 1890.
- ¹³Lefler and Newsome, North Carolina, 486-487.
- ¹⁴Preslar (ed.), History of Catawba County, 173; Sanborn map, 1913.
- ¹⁵Clinard, Clinard Looks Back, 36-37; Hahn, Catawba Soldier, 54. As late as 1959 there was concern about the number of long freight trains blocking traffic (Clinard, 36).
- ¹⁶Sanborn maps, 1885, 1890, 1896.
- ¹⁷Hickory Democrat, 28 November 1912. The year 1912 was an important one for Hickory in other respects as well. Besides the new depot the town saw the first aerial display by an airplane, the death of leading citizen A. A. Shuford, the publication of the Hahn book honoring local Confederate veterans, and construction plans for the new post office and livery building near the depot.
- ¹⁸Clinard, Clinard Looks Back, 36.
- ¹⁹Hickory Daily Record, 7 July 1971.
- ²⁰Catawba County Deed Book 1002, p. 892.
- ²¹Hickory Daily Record, 5 September 1974 and 26 November 1977.
- ²²Catawba County Deed Book 99, pp. 276-277.
- ²³Catawba County Tax Records, North Carolina State Archives.
- ²⁴Sanborn maps, 1913, 1919, 1925, 1931.
- ²⁵Catawba County Deed Book 249, pp. 110 and 485.
- ²⁶Clinard, Clinard Looks Back, 200; Catawba County Tax Records, North Carolina State Archives.
- ²⁷Preslar (ed.), History of Catawba County, 348-349; Clinard, Clinard Looks Back, 165-166. A minor ruckus ensued after a black employee of the Hickory Inn was fatally shot in 1892 by a white visitor from Alabama. (Preslar, 443-445)
- ²⁸Catawba County Deed Book 47, p. 263.
- ²⁹Catawba County Tax Records, North Carolina State Archives. ³⁰Catawba County Deed Book 86, p. 565; Sanborn maps, 1907, 1913.
- ³¹Preslar, History of Catawba County, 348. The Sanborn map of 1907 indicates "Ruins of Fire" where the hotel once stood.
- ³²Catawba County Deed Book 93, p. 105.
- ³³Hahn, Catawba Soldier, 42; Hickory Democrat, 8 May 1913.
- ³⁴Clinard, Clinard Looks Back, 240-241; Catawba County Tax Records, North Carolina State Archives.
- ³⁵Catawba County Deed Book 86, p. 560, and Deed Book 141, p. 335.
- ³⁶Homer M. Keever, Iredell Piedmont County (Statesville: Brady Printing Company, 1976), 391.
- ³⁷Iredell County Will Book 10, p. 307. F. O. and Corinne Harper were named as heirs in the will of L. P. Henkel, written in 1926 and probated in 1931.
- ³⁸Catawba County Deed Book 164, p. 540.
- ³⁹Hickory Daily Record, Historical Edition, September, 1962.

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⁴⁰Catawba County Deed Book 352, p. 303.

⁴¹Catawba County Will Book 7, pp. 182 and 472.

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Verbal Boundary Description

The boundaries of the Hickory Southwest Downtown Historic District are delineated by the solid thick line on the accompanying tax parcel map, drawn to 1"=150'.

Boundary Justification

The boundaries of the Hickory Southwest Downtown Historic District encompass the most intact collection of commercial and governmental building in Hickory's city center. To the north of the district are several blocks of densely spaced commercial buildings centered on Union Square. The vast majority of these commercial buildings have lost their integrity due to radical alterations to the facades. Directly to the east of the district is a block of commercial buildings that have also lost their integrity due to alterations. To the south of the district the neighborhood historically had a strong residential component. Most of the land adjacent to the southern boundary of the district is now vacant. To the west of the district is a mix of large and small warehouse and retail buildings, mostly dating from the last quarter of the twentieth century.

