

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Stuart Downtown Historic District

Other names/site number: VDHR #307-5005

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Commerce Street, Patrick Avenue, S. Main Street

City or town: Stuart State: VA County: Patrick

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B X C D

<p>_____</p> <p>Signature of certifying official/Title:</p> <p><u>Virginia Department of Historic Resources</u></p> <p>State or Federal agency/bureau or Tribal Government</p>	<p>_____</p> <p>Date</p>
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<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>_____</p> <p>Signature of commenting official:</p> <p>_____</p> <p>Title :</p>	<p>_____</p> <p>Date</p> <p>_____</p> <p>State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the 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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>16</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>16</u>	<u>3</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE: business

COMMERCE/TRADE: financial institution

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: department store

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

RECREATION AND CULTURE: theater

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE: business

COMMERCE/TRADE: professional

COMMERCE/TRADE: organizational

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: restaurant

RELIGION: religious facility

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style, Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE; BRICK; METAL (Aluminum); SYNTHETICS (Vinyl); ASPHALT

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Stuart Downtown Historic District in Patrick County encompasses the downtown area of Stuart, Virginia. Triangular in shape, the district is formed by the convergence of South Main Street (which connects to the courthouse and uptown area), Patrick Avenue (Route 8) and Commerce Street. The approximately 8.24-acre district consists of eighteen commercial and industrial properties at the southern end of town along the Mayo River and the railroad bed of the former Danville & Western Railway. Although the railroad tracks, turntable, and depot no longer exist, the late-nineteenth to mid-twentieth century commercial and light-industrial buildings along South Main Street, Patrick Avenue, and Commerce Street stand today as evidence of this once thriving commercial and industrial area known as downtown Stuart. Architecturally, the buildings reflect the continuous growth of the town over time as the various stylistic influences, construction techniques, and materials represent the periods in which they were built. Although the functions and styles of the commercial buildings vary, general commonalities such as relatively small scale, masonry construction, primarily flat roofs with simple detailing at the roofline, storefronts with large display windows, and siting along the sidewalk give the district a cohesive visual character. Comprised of eighteen primary resources, of which sixteen are contributing and two are non-contributing (with one additional non-contributing secondary resource), the district has a relatively high level of historic integrity.

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Narrative Description

The Stuart Downtown Historic District is in the incorporated Town of Stuart. Situated centrally in Patrick County, Virginia, Stuart is the county seat and the sole town in the area. This hilly town at the foothills of the Blue Ridge Highlands is 0.7 square miles with approximately 1,408 residents. The town is an excellent example of a Piedmont town in Virginia where the original development centered around a courthouse located on a hill with a separate downtown that developed later around the railroad, which is typically located downhill in the flatter lands along a river. Separated from the earlier commercial and courthouse area of the Stuart Uptown Historic District (NRHP 2002) by a wooded area known as "Pine Hill," the topography of the Stuart Downtown Historic District slopes down towards Commerce Street, which parallels the former railroad bed, and the Mayo River. The area to the west of the district is largely wooded, while the character of the area to the south is generally modernized industrial. To the east of the district is a farmers market and a handful of modest residences. Triangular in shape, the approximately 8.24-acre downtown district is formed by the convergence of South Main Street (extending from the uptown courthouse area), Patrick Avenue (Route 8) and Commerce Street. These roads intersect just south of the open area of the former "depot yard," now a parking lot, where local farmers camped out with their wagons of local agricultural products and lumber while waiting to make shipments by rail. A creek runs beneath some of the buildings between Patrick Avenue and S. Main Street down to the Mayo River.

The historic district developed from the establishment of the railroad in 1884 into the third quarter of the twentieth century. Most of the growth occurred in the early decades of the twentieth century and in the years following World War II. Although the railroad that originally gave rise to the downtown commercial and industrial district no longer exists, its impact on the development of Stuart is still evident. The "depot yard" at the intersection of Commerce Street, Patrick Avenue, and Main Street remains an open space and the stonework along the creek embankment where the railroad crossed is still evident. The commercial buildings are located along Patrick Avenue and S. Main Street, with the light-industrial buildings sited along Commerce Street (originally named Railroad Street). The commercial buildings are generally sited on grade, with no setbacks, along concrete-paved public sidewalks. The light-industrial buildings are set back from the public sidewalks on larger lots. The historic functions of the buildings in the district included department stores, furniture stores, two banks, hardware and building supply stores, warehouses, hotels, a funeral home, an automobile dealership, a gasoline station, a movie theater, restaurants, a barber shop, and a grocery store in addition to the cannery and the knitting mill. Although many of the specific uses of these buildings have changed over time, they continue to function as commercial and industrial buildings.

Commercial Architecture

The commercial buildings associated with the development of the downtown area around the railroad date from the late-nineteenth century through the mid-1960s. The initial commercial area around the depot consisted of frame buildings, including the Sheppard Hotel, Sheppard's Store, Ashby's Store and Ashby's Hotel as well as the Pendleton Grocery; however, various fires have destroyed most of this initial development. The earliest extant building is located along the east side of Patrick Avenue and comprises two separate buildings, the *Clark Brothers' Store* and

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Staples' Store, that were built in the late 1890s. Originally constructed of wood with weatherboard siding and gable roofs, they were combined in the early-1930s into one building (**407 Patrick Avenue**) with the construction of an infill building. The addition of a flat roof and new brick-veneer façade served to combine the three buildings. While the decorative parapet with bracketed cornice of the Clark Brothers' store has been removed, the wood storefront and double-hung wood sash windows above remain intact as do the freight doors of the ca. 1932 infill building.

Today, the commercial blocks along South Main Street and Patrick Avenue are primarily comprised of one- and two-story buildings of brick construction dating from the early- to mid-twentieth century with flat roofs, storefronts with large display windows, and detailing typically limited to corbelled and patterned brickwork. The majority of the commercial buildings in the district were constructed in the 1920s. One of the larger commercial buildings is the early-twentieth century Powell Hardware (later Patrick County Hardware, 410 Patrick Avenue) at the corner of Patrick Avenue and South Main Street. Composed of two distinct sections: the original one-story building block was constructed ca. 1920 with a three-story addition built ca. 1930. The original building was historically two stories, but the second story was removed after a 1960s fire. Both the original building and addition are rectangular in plan with flat, parapeted roofs. The front elevation of the original building is clad in brick veneer while the front elevation of the addition is laid in five-course common bond brick with decorative corbeling at the parapet and corner pilasters. The three-story section also retains its historic sign band and the 2/2 wood-sash upper-level windows. The one-story frame building at 304-306 Patrick Avenue is a good example of a small-scale commercial building of frame construction dating to the early-twentieth century. Constructed ca. 1915, the building housed a barbershop and Smith's department store. The historic wood storefront comprising paneled bulkheads, single-leaf wood doors, and divided-light wood storefront windows remains intact and in excellent condition. Other commercial buildings built throughout the district in the 1920s and 1930s are generally of masonry construction, two stories in height with simple corbelling or patterned brickwork at the cornice and storefronts with large display windows.

The *First National Bank* (**403 Patrick Avenue**) and the *People's Bank of Patrick County* (**340 Patrick Avenue**) are exceptions to the commercial style that dominates the district. Built ca. 1921, the vault-style designs of both banks reflect the restrained Neo-Classical Revival style with the large central arches and corbeled pilasters on parged bases. The historic wood storefronts of both buildings are intact behind an aluminum-and-plate-glass curtain wall. The presence of two bank buildings in the downtown area, as well as their architectural prominence, serve as testimony to the role the district played as a commercial center in the town.

The former service station at **405 Patrick Avenue** survives as one of two gas stations originally located in the district and reflects the growing prevalence of the automobile. Built ca. 1930, this small one-story building features a cross-gable roof and double-hung wood sash windows, emulating the residential architecture located nearby on Chestnut Street. Development continued in the downtown section of Stuart following World War II with four of the sixteen commercial buildings in the district constructed between 1947 and the mid-1960s. The *Star Theater* at **318 Patrick Avenue** was constructed in 1947 to replace an earlier 1920s theater at 222 Patrick Avenue (now Beasley's Furniture Store) and is the sole entertainment-related resource in the

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district.¹ This movie theater features a five-course Flemish variant bond brick façade with an Art Deco-style marquee and central ticket window. The construction of this new and updated theater reflected the growth of the motion-picture industry during this period. Although there was also a movie theater in the uptown area, the construction of a second theater downtown also indicates the continued role of the district as a separate center of commercial activity in Stuart. The ca. 1960 building at **324-336 Patrick Avenue** represents the second wave of commercial development following World War II. This two-story brick building is a mid-century representation of the Main Street Commercial style with its plate glass storefront windows and lack of ornament. The other post-World War II commercial buildings in the district feature minimal ornament, brick parapets, and plate glass windows.

Industrial Architecture

Post-World War II industrial development of downtown Stuart represents the continuing vitality of the area after the removal of the railroad in the early 1940s. The two industrial buildings in the district are located on Commerce Street. The *Stuart Cannery* was constructed ca. 1945 on the site of the railroad bed and depot. This concrete block building with bow-truss roof and large loading bays reflects its mid-century period of construction and its industrial function. The *Pannill Knitting Mill* at **101 Commerce Street** was constructed ca. 1950 as the Stuart Knitting Mill. In 1959, the Pannill Knitting Company, based out of Martinsville, VA, bought the building and opened a satellite operation. This rectangular industrial building features a bow-truss roof, industrial steel-sash windows, and historic freight openings. The numerous additions reflect the continued expansion of the operation through the 1980s.

Statement of Integrity

The majority of the resources in the historic district possess good integrity of location, setting, design, workmanship, materials, feeling, and association that reflect the development of downtown Stuart as a commercial and industrial center from the late-nineteenth through the mid-twentieth centuries. Although the railroad tracks and depot no longer exist, the railroad bed along the Mayo River with the stone bridge abutments as well as the open space of the former depot yard remain as evidence of the role of the railroad in the development of the district. Several fires over the years have destroyed a number of early frame buildings in the downtown section; however, for the most part, these buildings have been replaced with masonry infill buildings constructed in the early- to mid-twentieth century. These later brick and brick-veneer buildings reflect the continued role of the district as an industrial and commercial center while also retaining the streetscape in this concentrated commercial area. The small-scale, masonry commercial buildings lining South Main and Patrick streets as well as the two industrial buildings along Commerce Street continue to convey their historic functions and date of construction. Of the eighteen primary resources in the district, seventeen are historic with only one non-historic primary resource. This ca. 1980 warehouse on Commerce Street post-dates the period of significance for the district (1884-1970). This industrial property also contains a contemporaneous shed as a non-contributing secondary resource. Of the seventeen historic resources, sixteen retain relatively good integrity on the exterior in terms of original exterior materials, storefront configurations, and upper-story windows. As with most evolved commercial areas that are over 100 years old, there are instances of storefront remodeling, replacement doors

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and windows, and the use of contemporary exterior cladding materials that reflect their continued use over the years. However, these changes are minimal in the Stuart Downtown Historic District with typical alterations including installation of new siding over existing, replacement of doors/window sashes, and removal of historic cornices. Although an assortment of alterations is present, most buildings display just two or three while retaining the majority of their historic form, design, and materials. The ca. 1920 building at 131 S. Main Street is the only example of a historic building constructed during the period of significance that is considered non-contributing due to extensive alterations that obscure the historic form, design, and materials. Some alterations, such as infill of window or door openings on warehouses and new or modified storefronts on commercial buildings, do not detract from an understanding of the buildings' historic function or the overall feeling and association of the district as a commercial and industrial center of the town.

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INVENTORY

The following inventory lists the resources within the Stuart Downtown Historic District. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction, architectural style, current building use, VDHR File number, and the contributing status within the district. Whether a building is considered contributing or non-contributing was determined based on its physical integrity (intact historic materials) as it supports the historic district's significance under Criterion A (Community Planning and Development, Commerce, Industry) and Criterion C (Architecture) during the Period of Significance (1884 - 1970). Resources are keyed to the Sketch Map/Photo Key by their numerical street address.

COMMERCE STREET

101 Commerce Street **307-5005-0018** *Other DHR Id#:*
Primary Resource: Mill (Building), Stories 1, Style: No discernible style, Ca 1950
Contributing *Total: 1*

Commerce Street **307-5005-0017** *Other DHR Id#:*
Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1980
Non-contributing *Total: 1*
Secondary Resource: Shed (Building)
Non-contributing *Total: 1*

Commerce Street **307-5005-0019** *Other DHR Id#:*
Primary Resource: Processing Plant (Building), Stories 1, Style: No discernible style, Ca 1945
Contributing *Total: 1*

MAIN STREET

South 131 Main Street **307-5005-0016** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1920
Non-contributing *Total: 1*

PATRICK AVENUE

300 Patrick Avenue **307-5005-0003** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1950
Contributing *Total: 1*

302 Patrick Avenue **307-5005-0004** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1950
Contributing *Total: 1*

304 Patrick Avenue **307-5005-0005** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1915
Contributing *Total: 1*

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310 Patrick Avenue	307-5005-0006	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1920		Contributing	<i>Total:</i> 1
312 Patrick Avenue	307-5005-0007	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1920		Contributing	<i>Total:</i> 1
318 Patrick Avenue	307-5005-0008	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Theater (Building), Stories 2, Style: Art Deco, 1947		Contributing	<i>Total:</i> 1
322 Patrick Avenue	307-5005-0009	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1930		Contributing	<i>Total:</i> 1
324-336 Patrick Avenue	307-5005-0010	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1960		Contributing	<i>Total:</i> 1
340 Patrick Avenue	307-5005-0011	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Bank (Building), Stories 2, Style: Neo-Classical Revival, Ca 1921		Contributing	<i>Total:</i> 1
402 Patrick Avenue	307-5005-0012	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1965		Contributing	<i>Total:</i> 1
403 Patrick Avenue	307-0011	<i>Other DHR Id#:</i> 307-5005-0002	
<i>Primary Resource:</i> Bank (Building), Stories 2, Style: Neo-Classical Revival, Ca 1921		Contributing	<i>Total:</i> 1
405 Patrick Avenue	307-5005-0013	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Service Station (Building), Stories 1, Style: No discernible style, Ca 1930		Contributing	<i>Total:</i> 1
407 Patrick Avenue	307-5005-0014	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1898		Contributing	<i>Total:</i> 1
410 Patrick Avenue	307-5005-0015	<i>Other DHR Id#:</i>	
<i>Primary Resource:</i> Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1920		Contributing	<i>Total:</i> 1

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8. Statement of Significance

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.
- 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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

COMMERCE

INDUSTRY

Period of Significance

1884-1970

Significant Dates

1903

1942

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Town of Stuart was established in 1792 as Taylorsville, the county seat of the newly formed Patrick County. The first wave of economic development centered around the Patrick County Courthouse (NRHP 1974). The Stuart Downtown Historic District, located south and downhill from the earlier commercial district (Stuart Uptown Historic District, NRHP 2002), represents the second wave of commercial and industrial development in Stuart spurred by the arrival of the Danville & Western Railway in the late-nineteenth century. The district lies adjacent to the former railroad and the Mayo River. Late-nineteenth to mid-twentieth century commercial and industrial buildings - including two banks, a movie theater, a cannery, and a knitting mill - create a cohesive district within the triangular area formed by the convergence of South Main Street, Patrick Avenue (Route 8), and Commerce Street. The Stuart Downtown Historic District is an excellent example of a Piedmont town where the original development centered around a courthouse located on a hill and a separate downtown developed later around the railroad. The Stuart Downtown Historic District is nominated for National Register listing under Criteria A and C with significance at the local level in the areas of Industry, Commerce, Community Planning and Development, and Architecture. The period of significance for the district begins in 1884, when the Danville & Western Railway was constructed in Stuart and spurred the development of the downtown area, and ends in 1970, the fifty-year cut off, as the district continued to evolve through the third quarter of the twentieth century.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criteria Justification

Criterion A: Industry

The district is significant in the area of industry as various industrial outfits set up their operations in the downtown area of Stuart, near the Danville & Western Railroad and the Mayo River. The combination of the water supplied by the river and the transportation provided by the rail made this area ideal for industrial development and led to the distinction between uptown and downtown Stuart. A number of industries located over the years along the river and Commerce Street, which followed the railroad tracks. In addition to George's Gristmill, built in 1885 on the river across Main Street (demolished in the 1980s as part of a flood control project) a band mill operated across the river and a chair factory was located along Commerce Street. Several warehouses, including two for tobacco, as well as the Stuart Lumber Company and a cotton mill were also located in this section of town.² The Stuart Cannery, originally established in 1941 in the former railroad depot, constructed a new building on the site in 1945.³ This enterprise, which canned tomatoes, apples, blackberries and other local fruits and vegetables, employed several dozen workers during season and shipped its products throughout the nation.⁴ The Pannill Knitting Mill was also established on Commerce Street in the 1950s as a satellite operation of the Martinsville-based textile company. These two surviving industrial buildings of concrete block construction with bow-truss roofs and large loading bays reflect their period of

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construction and industrial function as their design and location provide for large open workspaces and easy transport of goods and products. This post-World War II industrial development in downtown Stuart represents the continuing vitality of the area after the removal of the railroad in the late 1940s. Perhaps more significantly, the cannery and knitting mill provided some of the first employment opportunities for women outside of the household.⁵

Criterion A: Commerce

The district is significant in the area of commerce as Downtown Stuart served as a commercial hub for both the Town of Stuart and all of Patrick County due to the economic activity generated by the numerous industries and commercial operations located in close proximity to the railroad tracks and Mayo River. As a significant center of employment in the area, it was natural for banks, stores, restaurants, recreational facilities, and other services to develop in downtown Stuart. As a result, the district is predominantly commercial in character, with fifteen of the eighteen resources consisting of commercial buildings primarily constructed along Patrick Avenue and S. Main Street. These commercial buildings, which date from the late-nineteenth century through the third quarter of the twentieth century, include department stores, furniture stores, two banks, hardware and building supply stores, warehouses, hotels, a funeral home, an automobile dealership, a gasoline station, a movie theater, restaurants, a barber shop, and a grocery store in addition to the cannery and the knitting mill. The functions of these buildings as well as their dense development with storefronts sited along the sidewalks reflect the bustling commercial activity generated by the railroad and other industries in the area. Although many of the specific uses of these buildings have changed over time, they continue to function as commercial buildings and clearly represent the development of the district as a separate commercial center in downtown Stuart.

Criterion A: Community Planning and Development

The Downtown Stuart Historic District is eligible for listing under Criterion A in the area of Community Planning and Development as an excellent example of a Piedmont town where the original development centered around a courthouse located on a hill and a separate downtown developed later around the railroad, which was typically located downhill near a river. Following the 1792 establishment of Taylorsville as the seat of newly formed Patrick County, the 1884 arrival of the railroad prompted commercial and industrial development around the depot and led to the distinction of "uptown" and "downtown" Stuart. "Uptown" Stuart continued to serve as the center of the town with the courthouse, churches, school, attorneys' offices, banks, hotels and stores located there. The downtown area, initially referred to as "The Depot," developed as a separate commercial and industrial district with warehouses, stores, two banks, a movie theater, hotels, a cannery, and a mill. Separated topographically by a wooded section known as "Pine Hill", uptown and downtown Stuart developed as two distinct commercial areas that were closely related and inter-dependent. While this development was not formally planned, the rise of two separate commercial areas – one centered around the courthouse and the other around the railroad – represents a distinct pattern of development that reflects the natural topography of the Piedmont region as well as the role of the railroad in the growth of towns.

Criterion C: Architecture

The Downtown Stuart Historic District is also eligible on the local level in the area of architecture as the buildings clearly express the town's role as a commercial and industrial

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center. One- and two-story commercial buildings of masonry construction sited with storefronts along the sidewalks comprise the majority of the resources in the district and create a dense development pattern that is characteristic of early-twentieth century commercial districts. The Main Street Commercial style dominates the architecture of the district's commercial core with many of the buildings featuring historic storefronts and modest detailing such as corbeled and patterned brickwork typical of early-to-mid-twentieth century commercial architecture. The two banks are more sophisticated in design, reflecting the Neo-Classical Revival style and the significance of these economic institutions in Downtown Stuart. The district includes two post-World War II industrial buildings that represent the evolving products, processes and economy of Stuart through the mid-twentieth century. The siting and architecture of the ca. 1945 cannery and 1950s knitting mill are dictated by their functional operation rather than popular styles. Constructed of concrete block with bow-truss roofs and large loading bays, these buildings reflect their period of construction as well as their industrial function as their design and location provide for large open workspaces and easy transport of goods and products. With a relatively high level of integrity, the commercial and industrial architecture of the district clearly reflects the functions that gave rise to the development of downtown Stuart from the late-nineteenth through the mid-twentieth century.

Historical Background

Establishment of Patrick County and Taylorsville

The Town of Stuart, originally known as Taylorsville, was established in 1792 after the formation of Patrick County from Patrick-Henry County in 1791. George Taylor, a Welshman and namesake of the village, settled along the Mayo River in 1772. Reportedly, Taylor served in the Revolutionary War as an officer with George Washington. In 1781, Taylor received a land grant on the Mayo River on what would later develop into Patrick County.⁶ In 1791, Samuel Staples, an Officer of the Revolutionary War and the first Clerk of Patrick County, chose the location of Taylorsville for the new county seat.⁷ Located as close as geographically possible in the center of the county, this budding community was easily accessible to all other residents of the county.⁸ According to Patrick County Deed Book I, Captain Eliphaz Shelton conveyed 20 acres to the County Justices in 1791 to erect public buildings for the new government. A year later, on November 7, 1792, the Virginia General Assembly passed "An Act to Establish a Town at the Courthouse in the County of Patrick."⁹

For nearly a century, Taylorsville continued to develop as a county seat with businesses centering around the activities of the court. According to an article in *The Enterprise*, as of 1834, there were 40 dwellings, two mercantile stores, three taverns, a tanyard, a saddlery, a tailor, a flour mill, and two tobacco factories in addition to the newly-constructed 1822 Patrick County Courthouse (NRHP 1974).¹⁰ By the 1850s, the Danville and Wytheville Turnpike, which followed the course of present-day Patrick Avenue (Route 8), was established through Taylorsville to Jacksonville (present-day Floyd), allowing greater access to Taylorsville.¹¹ The surrounding county was rich in minerals, timber, tobacco, and other agricultural products; however, there was no direct or easy access to the markets of the eastern seaboard. It was not

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until the establishment of the railroad that the Southern Piedmont area would be connected to the larger markets.

Arrival of the Railroad and Growth of Stuart in the Late Nineteenth Century

Construction of the railroad in the region began prior to the Civil War with the establishment of the Richmond and Danville Railroad in 1848 and the completion of the tracks to Danville in 1856. It was not until after the war, however, that the railroad would reach Taylorsville and Patrick County. The Danville and New River Railroad was chartered in 1873 with the line completed to Martinsville in nearby Henry County in 1881. In 1883, citizens of Patrick County approved a bond of \$150,000 to extend the line to the county.¹² After great debate over the location of the new line, the tracks of the Danville and New River Railroad were laid along the Mayo River south of the courthouse and near Williams' Mill. The first train pulled into Taylorsville on July 29, 1884 with great ceremony.¹³ Railroad and political dignitaries were welcomed by large crowds gathered at the tracks with a "Welcome" sign.¹⁴ Taylorsville served as the western terminus of the line and a turntable was constructed where men manually turned around the engines.

With the arrival of the railroad, the village of Taylorsville grew and was incorporated into the town of Stuart in 1884. While the county would remain predominantly rural (98.5%), the town population increased 25% from 300 in 1884 to 371 in 1900.¹⁵ Although many of the businesses continued to operate in close association with the courthouse activities, the 1900 census reflects the influence of the railroad with the appearance of four railroad employees, eight salesmen, one insurance agent, a mining engineer, and a timber dealer. The listing of five teachers, three hotels, two druggists, and two bartenders also indicate the overall growth of the town. More significantly, however, the construction of the railroad prompted commercial and industrial development around the depot and led to the distinction of "uptown" and "downtown" Stuart. This development pattern with the original courthouse village situated at the crest of a hill and an industrial and commercial area later developing adjacent to the railroad, located downhill on more level land along a river, was typical of many Piedmont Virginia towns. "Uptown" Stuart continued to serve as the center of the town with the courthouse, churches, school, attorneys' offices, banks, hotels and stores located there. The downtown area, referred to as "The Depot," developed as a separate commercial and industrial district with warehouses, stores, hotels, and a mill. Although separated topographically by a wooded area known as "Pine Hill", the uptown and downtown areas were closely related and inter-dependent.

The land along the river and the railroad near the depot, which would eventually become known as downtown Stuart, was owned by Judge Andrew M. Lybrook. Lybrook and Colonel Abram Staples, who also owned land in the area, had successfully advocated for the line to be located along the river where they would benefit from the associated development. Initially referred to as "The Depot," this area, however, developed slowly over the first twenty years.¹⁶ The earliest commercial activity in the downtown area included buyers of tanbark, cross ties, and lumber. As Patrick County remained primarily a rural area, the depot served as a transportation hub for the shipment of agricultural and timber products from the surrounding region. Farmers camped with their wagons in the open space across from the depot (which currently serves as a parking lot) and this area became known as the "depot yard."¹⁷ Soon after the arrival of the railroad, William

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H. Clark built a large grist mill in 1885 along the river near the depot. Later known as George's Mill, the George family operated the mill into the early 1950s before it was demolished in the 1980s for a flood-control project. George's Mill was the largest mill in the county producing flour and corn meal as well as feed for livestock.¹⁸ A storehouse (built by Judge Lybrook prior to 1886) and a box factory were other early businesses to develop around the new depot. Some of the more prominent businessmen of the time were W. H. Hatcher, Thomas Flem Ross, Marshal Smith, J.F. Reynolds, and W. L. Ashby.¹⁹ By the late 1890s, the area included the Riverside Hotel, a barroom, The Clark Bros. Hardware Store, and a second storehouse known as Rangeley and McIntosh.²⁰ The hardware store was established by John Robert Clark and Edward Lybrook Clark. The Clark Brothers' and Staples' stores were established in the 1890s and survive today after being combined in the 1930s with a connecting building (407 Patrick Avenue). Other early frame businesses built around the depot included Sheppards' Hotel, Sheppards' Store, Ashby's Hotel, Ashby's Store and the Pendleton Grocery. With the arrival of the railroad in 1884, the telegraph also came to Stuart and provided the first means of communication other than mail to points beyond the rural county. The role of the downtown area as the center of communication continued with the first telephone line in town running in 1895 between the railroad depot and the Hotel Perkins in the uptown area.²¹

Early Twentieth-Century Growth

Following the purchase of the railroad line in 1891 by the Richmond and Danville Railroad, the name was changed to the Danville & Western Railway Company, also known as "the Dick & Willie." The company made the strategic decision in 1899 to improve the line from narrow gauge to standard gauge to increase its efficiency and competitiveness. The track improvements were completed in 1903 amid great fanfare with a parade led by Governor Andrew Jackson Montague of Danville followed by a large barbeque in the depot yard and a ball uptown at the Hotel Perkins. A reunion of Confederate veterans was also part of the festivities.²² That same year, the heirs of Judge Lybrook sold the remaining 156 acres of family land along both sides of the Mayo river near the depot to William H. Clark following the death of Judge Lybrook in 1899. Clark proceeded to subdivide this land into lots and sell them for development.²³ Between the subdivision of the land and the improvements to the railroad, the area of "the Depot" continued to develop as the commercial and industrial center known as downtown Stuart.

The population of Stuart gradually expanded in the early-twentieth century, growing from 371 in 1900 to 388 in 1910 and 401 in 1920.²⁴ In 1903, a telephone line was erected from Stuart to Laurel Fork, connecting Stuart to the community of Meadows of Dan.²⁵ Before 1915 there were no public water or sewage lines in Stuart. Residents acquired water from private wells or nearby springs. In 1914, the Town Council hired the Sluss-Baker Construction Company from Graham, VA to construct a public water and sewage system for \$12,380.²⁶ In February 1916, W. H. Clark purchased the electric franchise from the Stuart Town Council with a \$1,000 bond to provide an electric light system by September 1, 1916. Clark completed an engineering feat, cutting a tunnel through a cliff on the Mayo River and constructing a powerhouse and a generator powered by a water wheel. A dam was also built for storing water. The entire operation cost about \$20,000 and was heralded by *The Enterprise* as "The greatest piece of work ever undertaken by an individual in this section of Virginia." *The Enterprise* also noted that

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“This outcome of this great undertaking will be the springing up in our midst a number of manufacturing enterprises including a cold storage plant....It is with great pride that Stuart can offer the investors an ideal climate, a perfect water and sewage system, and electric power and lights.”²⁷

Clark’s company was known as Clark Power and Light Company and was acquired by the Stuart Power and Light Company in 1925. Around 1938, the Appalachian Electric Power Company purchased the local company and connected it to their larger system. The water-powered generator was disengaged, and electric service was gradually supplied to the entire county.²⁸ These improvements to the local infrastructure helped to spur the growth of Stuart, in the following decades. After only moderate growth from 332 residents in the town in 1890 to 401 in 1920, the population increased by 46% to 588 in 1930. Meanwhile, the county-wide population began to decrease slowly after reaching a peak of 17,195 in 1910. However, Patrick County continued to be predominantly rural with the population of Stuart only increasing from 2% to 6% between 1890 and 1970.²⁹

Three hotels – the Riverside Hotel, Sheppard's Hotel, and Ashby's Hotel (all now demolished) – were built to provide lodging for people waiting to travel by train. General merchandise stores were established to sell the goods brought in by the trains as well as provide provisions to people throughout the county who came to downtown to make their shipments. Perhaps the largest was Ashby's Store (demolished) which was located further up Patrick Avenue. Alexander “Eck” Powell built Powell’s Hardware Store, later known as Patrick County Hardware, at 410 Patrick Avenue in the 1920s and expanded with a large addition in the 1930s. Leon, Charles, and Frank, Alexander Powell’s sons, continued to operate Powell’s Hardware well into the mid-twentieth century.³⁰ Another early commercial enterprise in the area was Smith’s Department Store, built ca. 1915 at 304 Patrick Avenue, which specialized in selling hats.³¹ A small grocery store (demolished) operated by John Isaac Pendleton opened downtown during this time as well. Sam Foley established a blacksmith shop near the Mayor River bridge and George Beasley also opened a store in the area. A drugstore opened ca. 1920 at 312 Patrick Avenue during this period of growth as well. Several industries were located along the river and Commerce Street, which was originally named Railroad Street as it followed the railroad tracks. In addition to George’s Gristmill, built in 1885 on the river across Main Street (demolished in the 1980s as part of a flood control project) a band mill operated across the river and a chair factory was located along Commerce Street. In 1916, *The Enterprise* reported two tobacco warehouses in the area.³²

Continued Growth Between WWI and WWII

The population of Stuart grew greatly during the interwar period. Between 1920 and 1930, the population grew by 46% from 401 to 588.³³ As evidence of the economic vitality of this area, two banks, the First National Bank of Stuart and the Peoples Bank of Patrick County were established by the 1920s and erected impressive buildings that stand today at 403 and 340 Patrick Avenue. The First National Bank of Stuart was chartered in 1920 as the Citizens Bank of Stuart with capital stock of \$25,000. The bank was located at 403 Patrick Avenue, across the street from the railroad depot. Dr. George T. Divers served as the first president, with Edward L. Clark, Dr. L.C. Dickerson, Thomas J. George, and John R. Clark serving as directors. The Peoples Bank of Patrick County was established in 1921 at 340 Patrick Avenue. Both banks

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survived the Great Depression and continued to operate well into the mid-twentieth century. The First National Bank moved from downtown up to the head of Main Street in the uptown area in 1965.³⁴

Other commercial businesses operating in downtown Stuart during this time included, a theater, a funeral home, several hardware stores, two gasoline stations, an automobile dealership, and a number of stores selling merchandise such as clothing, furniture, and groceries. The commercial building at 322 Patrick Avenue was built by Thomas Beasley, a member of the locally prominent Beasley family, between 1925 and 1934. This building historically housed both a silent theater and a furniture store. Beasley's Furniture continued to operate at this location until 1983. Another member of the family, George Beasley, also constructed several buildings in the downtown area. In 1932, a two-story infill building was built between Clark Brothers' Store and the Staples' Store. At this time, the two late-nineteenth century weatherboard-sheathed buildings were unified under a brick-veneered façade which functioned as a wholesale general merchandise warehouse at 407 Patrick Avenue. Another addition to one of the earliest buildings in Downtown Stuart was constructed ca. 1930 at Powell's Hardware Store (410 Patrick Avenue). This three-story addition supplied caskets and housed the first funeral home in Stuart.³⁵

As the automobile became the dominant form of transportation in town, two service stations were erected in Downtown Stuart. According to local historian, Fulton Clark, a now demolished gas station was located on the site of the present-day Walgreens' parking lot.³⁶ Around 1930, a service station was constructed at 405 Patrick Avenue, adjacent to the Clark Brothers store. The building, operated by the Clark family, functioned as an Esso Service Station with a café and two gas pumps. Another automobile related business was established at 131 S. Main Street during the 1920s with the construction of an automobile dealership. This building historically functioned as the Helms Brothers car dealership before becoming a Chrysler dealership following World War II.

Several new industries were established downtown near the railroad and river in the 1920s and 1930s. The Stuart Lumber Company was founded in 1922 by Thomas Flem Ross, Henry Weaver, Frank Hylton, and Joel Marshall. Located just east of the downtown area on Commerce Street, the company produced hardwood flooring from 1925 until 1980, when it began producing solely particleboard.³⁷ Until it closed in 2003, Stuart Lumber was known as Patrick County's oldest continuously operating industry. A cotton mill also operated briefly in this area during the 1930s.³⁸ This commercial and industrial development in the downtown area reflects the growth of the town as the population of Stuart increased an additional 22% to 728 by 1940.³⁹

Growth Post-WWII to Present

The end of an era came with the decision in 1942 to discontinue service on the Danville and Western line into Stuart. The tracks were removed by the railroad company and the steel was used in the war effort. Soon afterward, the depot was demolished. Despite the removal of the railroad that spurred its initial development, the downtown area continued to thrive. While the county population had been slowly declining since 1910, the population of Stuart continued to increase with a growth of 30% in population between 1940 and 1960. Downtown Stuart quickly transitioned from rail to truck transport for its products as the area continued to serve as a center for industry following World War II into the 1980s.

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In 1941, George Crystal established the Stuart Cannery, originally operating in the old railroad depot building before constructing the current building on the site in 1945 following the demolition of the depot.⁴⁰ The Stuart Cannery, which canned tomatoes, apples, blackberries and other local fruits and vegetables, employed several dozen workers during season and shipped its products throughout the nation before closing in 1960.⁴¹ More significantly, the cannery provided one of the first employment opportunities for women outside of the household. One of the largest employers in the area, the United Elastic Company constructed a plant in 1945 directly across the river from the district. With expansions in 1948, 1951 and 1954, this modernized plant continues to operate today.⁴²

In the early 1950s, local businessmen invested in the opening of the Stuart Knitting Mill at 101 Commerce Street. The plant was acquired in 1959 by the Pannill Knitting Company, based out of Martinsville, as a satellite plant for the textile company which specialized in manufacturing sweatshirts and various athletic apparel. The Pannill Knitting Company was founded by William Letcher Pannill in 1925 and produced several offspring plants over the years such as Sale Knitting Company and Bassett-Walker Knitting Company.⁴³ Pannill's mills became profitable through the utilization of locally-produced low-cost yarn, an inexpensive labor force, and low-cost machines.⁴⁴ One of the primary reasons Pannill chose to locate his mill in Martinsville was due to the "untapped labor source of women in the area, who had had little opportunity to work outside their homes."⁴⁵ Pannill typically expanded his operations by constructing new buildings to produce new knit goods rather than building additions onto existing buildings as it lowered the risk of fire and allowed for the future sale of individual factory units.⁴⁶ In 1959, Pannill purchased the Stuart Knitting Mill and primarily supplied knitwear for nationally renowned retailers, Sears-Roebuck and Montgomery-Ward.⁴⁷ The Pannill Knitting Company continued to invest in the downtown Stuart facility, constructing several additions over the years and expanding the building's footprint eastward.⁴⁸ By 1969, Pannill had doubled the size of the mill to 32,000 square feet and employed 135 local residents, including women.⁴⁹ In 1988, the Pannill Knitting Company employed more than 5,200 people in Virginia and North Carolina at 11 different plants before the company was sold to the Sara Lee Corporation in 1989.

With the increasing industrial development and associated employment in the area during the decades following World War II, downtown Stuart continued to thrive as a center for commercial activity as well. In 1947, the Star Theater opened at 318 Patrick Avenue. Constructed and operated by Richard Beasley, this building functioned as a theater until 1961, providing entertainment to locals after World War II. The Beasley family also opened the Beasley Department Store ca. 1950 at 302 Patrick Avenue and operated this business through the mid-2010s.⁵⁰ Around 1960 a fire occurred at Powell's Hardware and the one-story frame store next door. The frame store burned to the ground and the two-story Powell's building was significantly damaged, resulting in the removal of the second story. A new one-story masonry commercial building was built on the site of the former store. This new ca. 1965 building at 402 Patrick Avenue, originally known as Puckett's Grocery, operated as a convenience store and introduced a new type of store that sold food and groceries.⁵¹ A mixed-use building was also constructed at 324-336 Patrick Avenue in the 1960s by C.R. Williams.⁵² The building continues to house several commercial operations on the first floor with apartments on the second floor.

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After reaching a peak of 974 residents in 1960, the population of Stuart began to decrease for the first time in 1970. In spite of the decline, the downtown area continued to serve as the commercial and industrial center for the region with the industries expanding through the 1980s and many of the commercial businesses continuing to operate. The Pannill Knitting Mill doubled the size of its plant on Commerce Street by 1969 and reached its peak of operations statewide in 1988 before selling to the Sara Lee Corporation in 1989. The Stuart Lumber Company, located just east of the downtown district, expanded its operations to produce particle boards in 1980 and was recognized as the longest continually operating business in Patrick County until it closed during the mid-2010s. The United Elastic Company plant continues to operate just across the river from the downtown district as a major employer in the area. As further evidence of the continued role of the downtown area as an industrial center, a new warehouse was built on Commerce Street in 1980.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Beasley, Tom. Telephone interview with author, June 25, 2020.
- Clark, Fulton. In-person interview with author, August 25, 2020.
- Clark, Fulton. Telephone interview with author, July 9, 2020.
- Fred Gilley. "It's 'Auld Lang Syne' for county's oldest industry." *The Enterprise*, January 1, 2003.
- Goad, Dean. In-person interview with author, August 25, 2020.
- Goad, Dean. Telephone interview with author, July 8, 2020.
- Hopkins, Larry. "Looking Back on Southside: When the railroad came to Stuart." *Martinsville Bulletin*, August 10, 2017, Accessed June 15, 2020 at https://www.martinsvillebulletin.com/news/looking-back-on-southside-when-the-railroad-came-to-stuart/article_00139006-f57e-5ea7-9653-28bc9021e601.html.
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- Sanborn Insurance Company, Sanborn Fire Insurance Maps. Town of Chase City, Mecklenburg County, VA: 1925, 1934. New York, NY: Sanborn Insurance Company.
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- U.S. Federal Census Records: 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970.
- Wohltmann, Glenn. "Plant closing marks end of Pannill legacy in textiles." *Martinsville Bulletin*, March 10, 1996.
- Woolwine, Irene. "The History of Stuart." *The Bull Mountain Bugle*, January 12, 1972. (Written in the 1930s)

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

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recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other: Patrick County Historical Society
Name of repository: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR File No. 307-5005

10. Geographical Data

Acreage of Property 8.24

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| A. Latitude: 36.637990 | Longitude: -80.269764 |
| B. Latitude: 36.637955 | Longitude: -80.269499 |
| C. Latitude: 36.637445 | Longitude: - 80.266116 |
| D. Latitude: 36.636964 | Longitude: -80.265959 |
| E. Latitude: 36.635960 | Longitude: -80.268585 |
| F. Latitude: 36.635808 | Longitude: -80.269528 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

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- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundary includes all tax parcels as shown on the attached Stuart Downtown Historic District Sketch Map/Photo Key, which shows the district's true and correct historic boundaries.

Boundary Justification (Explain why the boundaries were selected.)

The Stuart Downtown Historic District comprises the area of Stuart most closely related to the industrial and commercial development of the town between 1884 and 1970. Triangular in shape, the district is formed by the convergence of South Main Street (which connects to the courthouse and uptown area), Patrick Avenue (Route 8) and Commerce Street. All known historic resources as well as the district's historic setting as a commercial and industrial center are captured within the boundary.

11. Form Prepared By

name/title: Kate Kronau & Alison Blanton

organization: Hill Studio

street & number: 120 Campbell Avenue SW, Roanoke, VA 24011

city or town: Roanoke state: VA zip code: 24011

e-mail: kkronau@hillstudio.com/ablanton@hillstudio.com

telephone: (540) 342-5263

date: December 9, 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Stuart Downtown Historic District

City or Vicinity: Patrick County, Town of Stuart

State: Virginia

Photographer: Kate Kronau

Date Photographed: August 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0001
300 block, Patrick Avenue, view SW

Photo 2 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0002
300 & 302 Patrick Avenue, view NW

Photo 3 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0003
Cannery, Commerce Street, view SE

Photo 4 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0004
403 Patrick Avenue, view east

Photo 5 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0005
402 & 410 Patrick Avenue, view NE

Photo 6 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0006
101 Commerce Street, view NW

Photo 7 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0007
304, 310 & 312 Patrick Avenue, view SW

Photo 8 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0008
101 S. Main Street, view NE

Photo 9 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0009
300 Block, Patrick Avenue, view north

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Photo 10 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0010
300 Block, Patrick Avenue, view south

Photo 11 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0011
340 Patrick Avenue, view west

Photo 12 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0012
407 Patrick Avenue & Cannery, view east

Photo 13 of 13: VA_PatrickCounty_StuartDowntownHistoricDistrict_0012
Creek, view SE

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

ENDNOTES

¹ Tom Beasley, telephone interview, June 25, 2020.

² Patrick County Historical Society, *The History of Patrick County*, p. 363.

³ *Ibid*, p. 367.

⁴ *Ibid*, p. 367

⁵ Fulton Clark, telephone interview, July 9, 2020.

⁶ Patrick County Historical Society, p. 353

⁷ Irene Woolwine, "The History of Stuart," *The Bull Mountain Bugle*, January 12, 1972.

⁸ Patrick County Historical Society, p. 353

⁹ *Ibid*, p. 354

¹⁰ "Stuart Boomed in 1834," *The Enterprise*, May 10, 1972.

¹¹ Patrick County Historical Society, p. 358.

¹² *Ibid*, p. 277

¹³ Larry Hopkins, "Looking Back on Southside: When the railroad came to Stuart," August 10, 2017.

¹⁴ *Ibid*.

¹⁵ O. E. Pilson, "Town of Stuart," Unpublished Manuscript, 1995, p. 14.

¹⁶ Hopkins

¹⁷ Patrick County Historical Society, p. 359

¹⁸ *Ibid*, p. 363.

¹⁹ *Ibid*, p. 359

²⁰ Hopkins

²¹ Patrick County Historical Society, p. 364.

²² Hopkins

²³ *Ibid*.

²⁴ Pilson, p. 14.

²⁵ *Ibid*, p. 19.

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²⁶ Patrick County Historical Society, p. 364.

²⁷ Pilson, p. 20.

²⁸ Patrick County Historical Society, p. 365.

²⁹ U.S. Federal Census Records: 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970.

³⁰ Patrick County Historical Society, p. 363.

³¹ Dean Goad and Fulton Clark, in-person interviews, August 25, 2020

³² Patrick County Historical Society, p. 363.

³³ Pilson, p. 14.

³⁴ Patrick County Historical Society, p. 368.

³⁵ Goad, in-person interview.

³⁶ Fulton Clark, telephone interview.

³⁷ Fred Gilley, "It's 'Auld Lang Syne' for county's oldest industry," *The Enterprise*, January 1, 2003.

³⁸ Patrick County Historical Society, p. 367

³⁹ Pilson, p. 14.

⁴⁰ Patrick County Historical Society, p. 367.

⁴¹ *Ibid.*

⁴² *Ibid.*

⁴³ Ginny Richards, "Industrialists Developed Natural Resources to Diversify Economy," *Martinsville Bulletin*, July 4, 1976.

⁴⁴ Glenn Wohltmann, "Plant closing marks end of Pannill legacy in textiles," *Martinsville Bulletin*, March 10, 1996.

⁴⁵ Richards.

⁴⁶ *Ibid.*

⁴⁷ Wohltmann.

⁴⁸ Clark, telephone interview.

⁴⁹ Richards.

⁵⁰ Beasley, telephone interview.

⁵¹ Dean Goad, telephone interview, July 8, 2020.

⁵² *Ibid.*