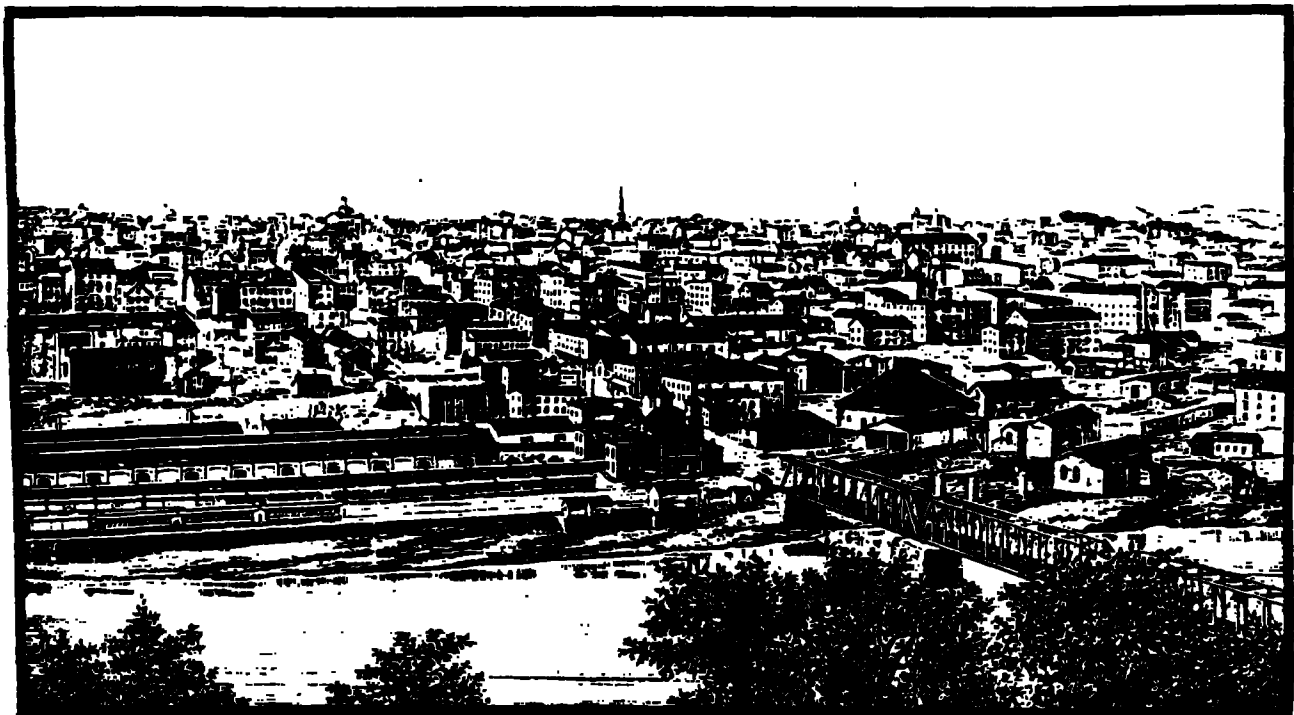


CP-43

**HISTORIC ARCHITECTURAL SURVEY
COLLEGE HILL
LYNCHBURG, VIRGINIA**



**VIRGINIA DEPARTMENT OF HISTORIC RESOURCES
221 GOVERNOR STREET
RICHMOND, VIRGINIA**

Prepared by:

Greenhorne & O'Mara, Inc.



9001 Edmonston Road

Greenbelt, Maryland 20770

FINAL REPORT
HISTORIC ARCHITECTURAL SURVEY
COLLEGE HILL NEIGHBORHOOD
LYNCHBURG, VIRGINIA

Submitted by:

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SEPTEMBER 15, 1993

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I. ABSTRACT

A. Purpose and Location of Survey

The Historic Architectural Survey of the College Hill neighborhood in Lynchburg, Virginia was conducted between December 20, 1992 and September 15, 1993. This survey grew out of a request in 1991 by the City of Lynchburg of the Virginia Department of Historic Resources (VDHR) as to whether the College Hill neighborhood might satisfy the National Register of Historic Places Criterion C (an explanation of the National Register criteria is contained in Appendix A).

The goals of the survey were threefold: 1) to conduct a comprehensive architectural survey, to VDHR standards, of all resources, both historic and non-historic, within the boundaries of the College Hill survey area; 2) to prepare a written and illustrated survey report which would include an historic context statement for the entire downtown area of Lynchburg; and, 3) to evaluate the surveyed resources against the National Register criteria.

B. Scope of Work and Methodology

The survey of the 454 resources within the approximately 37-block (60-acre) survey area in the College Hill neighborhood of Lynchburg was conducted by the firm of Greenhorne & O'Mara, Inc. (G&O).

The survey consisted of five phases: 1) public involvement; 2) archival research; 3) fieldwork; 4) data entry; and 5) written and public presentation of findings. Public meetings, coordination of volunteers, and close cooperation between the G&O architectural historians, City of Lynchburg officials, and neighborhood residents constituted the public involvement phase of the survey by G&O Architectural Historians. During the fieldwork phase, a total of 448 resources was surveyed at the reconnaissance level and six resources were surveyed at the intensive level. Photographs of surveyed properties were taken by volunteers from the Historic Lynchburg Foundation. Research was conducted at local and regional libraries and archives, municipal record offices, and the Historic Lynchburg Foundation, and included several interviews with local historians and interested citizens. All survey information collected was entered using the Integrated Preservation Software (IPS) data entry system. This written report discussing the survey, its purposes, and findings is the end product of this survey.

C. Existing Conditions and Survey Findings

The survey area contains one resource, the Kentucky Hotel (VDHR # 118-177) on 5th Street, already listed on the National Register of Historic Places. The College Hill Baptist Church (VDHR # 118-226-091) at 1101 Floyd Street in the survey area was determined eligible for listing on the Virginia Landmarks Register in 1983. Eleven resources within the survey area, located on the north and south sides of Jackson Street between 10th and 12th Streets, are already included in the Federal Hill National Register

Historic District. That portion of the survey area excluding the resources contained within the Federal Hill Historic District properties was determined eligible for listing on the Virginia Landmarks Register by VDHR in November 1991.

The principal finding of the survey is that the portion of the College Hill survey area previously determined eligible for the Virginia Landmarks Register possesses the necessary architectural and historical significance as well as architectural integrity for listing as an historic on the National Register of Historic Places under Criteria A in the areas of ethnic/immigration, transportation, religion, domestic architecture, and Criteria C in the area of architecture. Four resources, including three buildings and one object, may possess the necessary architectural and historical significance and architectural integrity for an individual listing on the National Register of Historic Places, under Criterion A or C.

Recommendations include: 1) Nomination of the College Hill Historic District to the National Register of Historic Places, 2) nomination of four individual resources to the National Register of Historic Places and the Virginia Landmarks Register, and 3) designation by the City of Lynchburg of the College Hill National Register Historic District as a local historic district.

II. ACKNOWLEDGEMENTS

This project was completed with the assistance, support, and cooperation of the City of Lynchburg and its citizens. Greenhorne & O'Mara, Inc. (G&O) is especially indebted to Annette Chenault of the City of Lynchburg Department of Community Planning and Development and William Inge from the Office of the City Assessor, both of whose insights into and knowledge of Lynchburg, preservation planning, and previous historic district surveys were invaluable. In addition, Bill Inge graciously shared his detailed knowledge of numerous buildings in the College Hill and Diamond Hill South neighborhoods, as well as several important primary resources from his extensive personal library of Lynchburg history.

G&O also appreciated the assistance of Mr. Robert D. Obey, Executive Director of Diamond Hill Neighborhood Watch and Restoration, Inc.; Mrs. Hortense Colmore of Marshall A.M.E. Church; Elder Anthony Hammond of the Good Samaritan (formerly Good Shepherd Episcopal) Church; Rev. Daniel Upshaw and the staffs of College Hill Baptist and Westminster Presbyterian Churches; Mr. S. Allen Chambers; Mr. Donald Pendleton, Chairman of the Lynchburg Board of Historic and Architectural Review; Travis McDonald, Irene Smith, Nancy Weiland, Bill Withers, and Bill Burruss of the Historic Lynchburg Foundation; Dr. Eldorado Johnson, sister of Dr. R. Walter Johnson; Mr. Chauncey Spencer, son of the poetess Anne Spencer; as well as the ever-helpful staff of the Jones Memorial Library in Lynchburg.

Al Chambers and Travis McDonald graciously consented to review first drafts of this report and their comments greatly improved the final product.

Emily Hotaling Eig and the staff of Traceries, Inc. of Chevy Chase, Maryland were of invaluable assistance during the data entry phase of the survey.

The staff of the Virginia Department of Historic Resources (VDHR) was also extremely helpful throughout this project. In particular G&O thanks Julie Vosmik, David Edwards, Ann Miller Andrus, John Wells, Jim Hill, and Joe White of the VDHR.

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MAPS

- Map A:** Location of Lynchburg, Virginia and College Hill Study Area.
- Map B:** Boundaries of National Register Historic Districts in Lynchburg, Virginia.
- Map C:** Map of College Hill Neighborhood Survey Area, Lynchburg, Virginia.
- Map D:** Map of College Hill Historic District (Determined Eligible by the Virginia Department of Historic Resources, Lynchburg, Virginia.
- Map E:** Downtown Lynchburg.
- Map F:** The Original "Seven Hills" of the City of Lynchburg.
- Map G:** 1864 Map of Battle of Lynchburg. Source: Library of Congress Geography and Maps Division.

IV. INTRODUCTION AND DESCRIPTION OF SURVEY

A. Project History, Purpose, and Goals

1. Introduction

The architectural survey of the College Hill neighborhood was conducted in Lynchburg, Virginia. (Map A) Lynchburg, a major manufacturing and former tobacco center located on the south bank of the James River in south-central Virginia, contains a wealth of historic resources dating from the late 18th century to the present. Many of these resources are contained within the city's National Register Historic Districts centered around the famous "Seven Hills" of Lynchburg. These include the Court House Hill, Daniel's Hill, Diamond Hill, Federal Hill, and Garland Hill Districts, as well as the Lower Basin Historic District. (Map B) The Court House Hill District is a locally designated district and the Court House Hill District, only.

2. Project Background

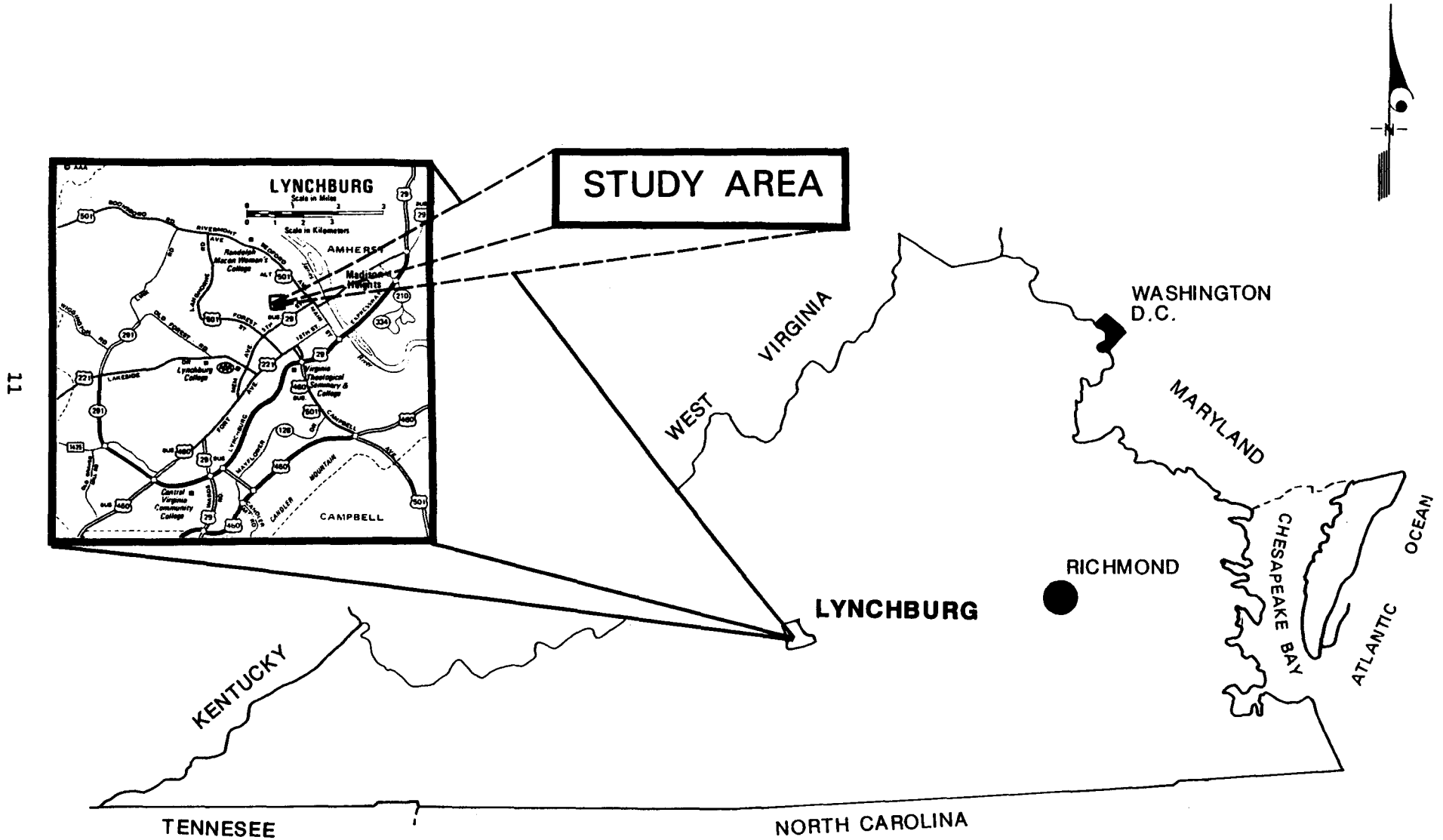
The College Hill Redevelopment Project (VDHR File #90-948-F), involving the demolition of sub-standard residences, has the potential to affect historic resources within the College Hill neighborhood. The City of Lynchburg, fulfilling the Federal obligations for identification of cultural resources in the undertaking's area of potential effect, inquired of the Virginia Department of Historic Resources (VDHR) whether the College Hill neighborhood, with its high concentration of older residences, might satisfy the National Register of Historic Places Criterion C (see the explanation of the National Register Criteria, including Criterion C in Appendix A). By letter of November 22, 1991 VDHR notified the city that the College Hill neighborhood (Map C and D) is eligible for listing on the Virginia Landmarks Register and the National Register of Historic Places. (Appendix B) To provide a better basis for decisions on the eligibility of individual resources, VDHR recommended a comprehensive survey of the neighborhood.

In November 1992 the City of Lynchburg, a certified local government (CLG), solicited bids to conduct a comprehensive historic architectural survey of the College Hill neighborhood. On December 20, 1992 the City of Lynchburg contracted with Greenhorne & O'Mara, Inc. (G&O) to conduct this survey.

B. Scope of Work

The scope of the project included a comprehensive survey of the College Hill neighborhood. Approximately 450 resources were to be surveyed on the reconnaissance level using the VDHR Reconnaissance Level Survey Form. One photograph was to be taken of each resource, and important contributing secondary resources. Survey information was to be entered into a data base using the Integrated Preservation Software (IPS). The scope also was to include a written survey report describing the results of the survey and to include a historic context for the entire downtown area of Lynchburg.

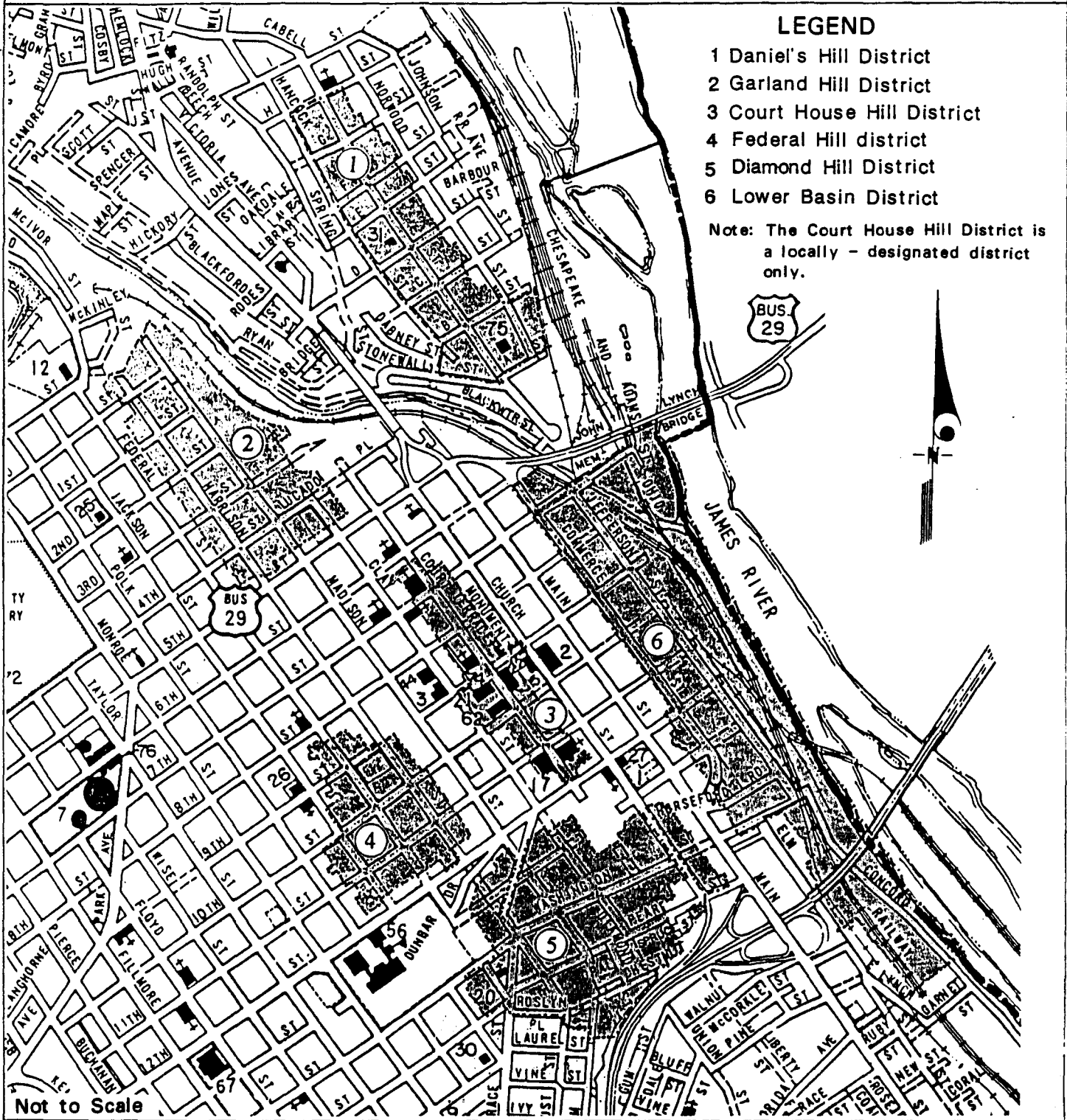
MAP A - LOCATION OF LYNCHBURG, VIRGINIA AND COLLEGE HILL STUDY AREA



Not to Scale

Source: Greenhorne & O'Mara, Inc.

MAP B - BOUNDARIES OF NATIONAL REGISTER HISTORIC DISTRICTS IN LYNCHBURG, VIRGINIA



LEGEND

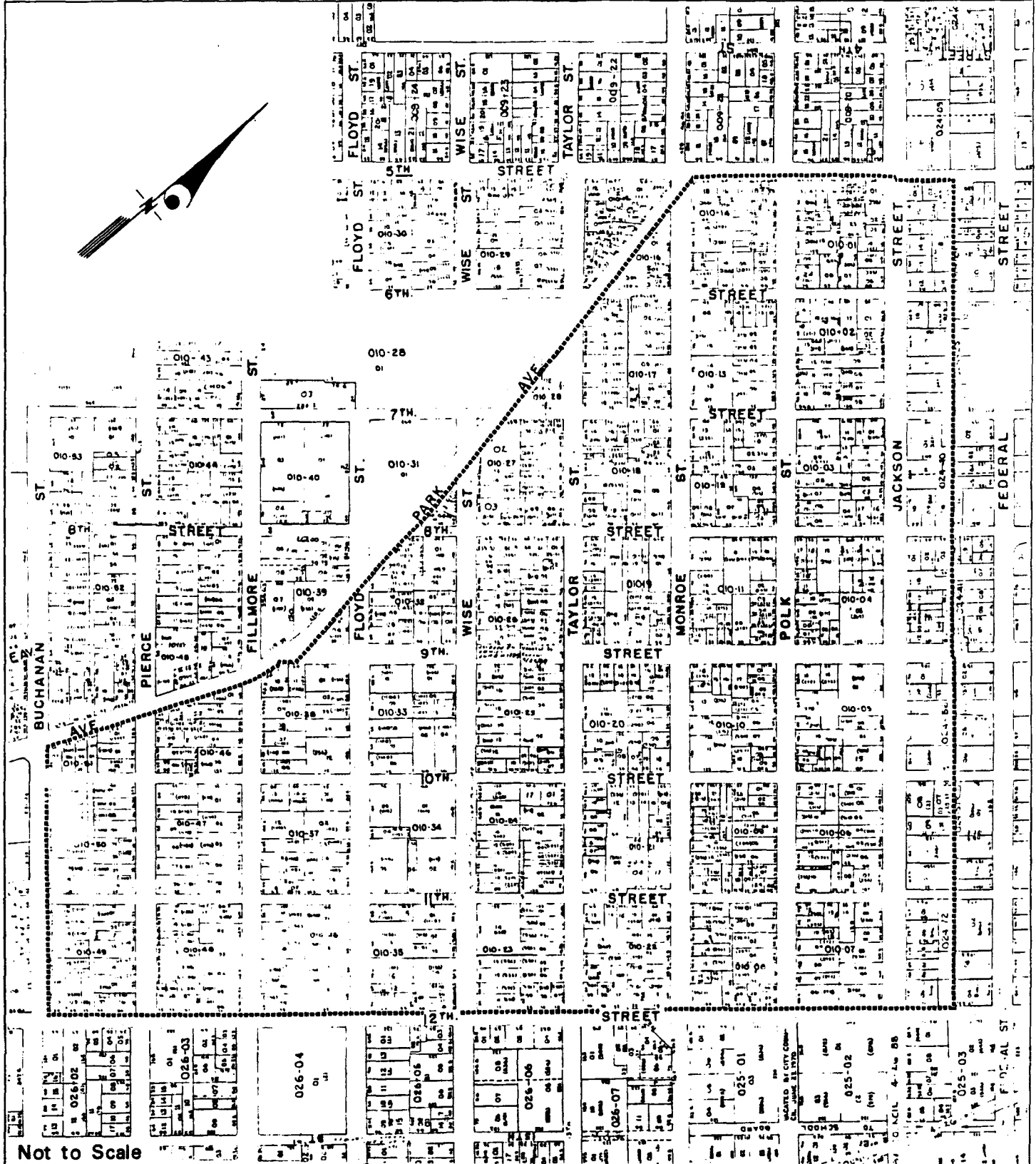
- 1 Daniel's Hill District
- 2 Garland Hill District
- 3 Court House Hill District
- 4 Federal Hill district
- 5 Diamond Hill District
- 6 Lower Basin District

Note: The Court House Hill District is a locally - designated district only.



Not to Scale

MAP C - BOUNDARIES OF COLLEGE HILL NEIGHBORHOOD SURVEY AREA




Not to Scale

Source: City of Lynchburg Office of Assessments

MAP D - BOUNDARIES OF COLLEGE HILL HISTORIC DISTRICT (Determined Eligible by Virginia Department of Historic Resources)



Key

-  College Hill Historic District

Source: USGS Topographic Quadrangle Map; LYNCHBURG, VA. (1963, PR. 1984)

D. Survey Area and Coverage

This historic architectural survey was conducted entirely within the College Hill neighborhood and within the corporate limits of the City of Lynchburg, an independent city in south-central Virginia (Map A locates Lynchburg in Virginia and the location of the survey area). The College Hill neighborhood, an approximately 37-block and 60-acre area, is situated in the northern half of the city.

The boundaries of the study area were established prior to the beginning of the survey by the Lynchburg Department of Planning and Community Development (LPCD), in consultation with VDHR, and are shown on Map C. The study area is bounded by the rear property lines of properties on the north side of Jackson Street on the north, the west side of 12th Street on the east, the north side of Buchanan Street on the south, and the east side of 5th Street and Park Avenue on the southwest and west. The survey area includes eleven resources located on the north and south sides of Jackson Street between 10th and 12th Streets already included in the Federal Hill National Register Historic District. Survey coverage was 100 per cent of the project area.

E. Dates of Investigation and Staff Composition

The historic architectural survey of the College Hill neighborhood was conducted between December 20, 1992 and July 31, 1993. The survey was conducted by Geoffrey Henry (Project Manager) and Katherine Holmes and Elizabeth Hughes (Architectural Historians) of G&O. Additional support services at G&O were supplied by Julianne Mueller (Editor), Curtis Jordan (Graphic Artist), and Carolyn West (Secretary). Photographs were taken by volunteers from the Lynchburg Historical Foundation including Irene Smith, William Withers, William Burruss, and Nancy Weiland. Labelling and cataloguing of photographs was conducted by Roger Hall of Earlysville, Nancy Weiland of Lynchburg, and Dawn Pulliam of G&O.

HISTORIC CONTEXTS FOR DOWNTOWN LYNCHBURG



Figure V.A.1: Circa 1845 view of Lynchburg from Amherst County. Source: Henry Howe, Historical Collections of Virginia.

V. HISTORIC CONTEXTS FOR DOWNTOWN LYNCHBURG

"An historic context is a body of information about historic properties organized by theme, place and time. It is the organization of information about our pre-history and history according to the stages of development occurring at various times and places."¹

This historic context statement was written for the entire downtown area of Lynchburg, including the College Hill neighborhood. The context statement includes a brief historical overview of Lynchburg, as well as a discussion of the historic resources of Lynchburg organized according to the 18 historic themes developed by VDHR. These themes are: Subsistence/Agriculture, Domestic, Government/Law/Political, Health Care/Medicine, Education, Military/Defense, Religion, Social, Recreation/Arts, Transportation/Communication, Commerce/Trade, Industry/Processing/Extraction, Landscape, Funerary, Ethnicity/Immigration, Settlement Patterns, Architecture/Landscape Architecture/Community Planning, and Technology/Engineering.

Lynchburg, an Independent City within the governmental system of the Commonwealth of Virginia, is located on the south bank of the James River in the Lower Piedmont region of south-central Virginia. It is bounded by the James River and Amherst County on the north, Bedford County on the west, and Campbell County on the south and east. Located at latitude 37 degrees 25 North and longitude 79 degrees 10 West, with an average altitude of 800 feet, the city lies near the foothills of the Blue Ridge Mountains.

A. Historical Overview of Downtown Lynchburg

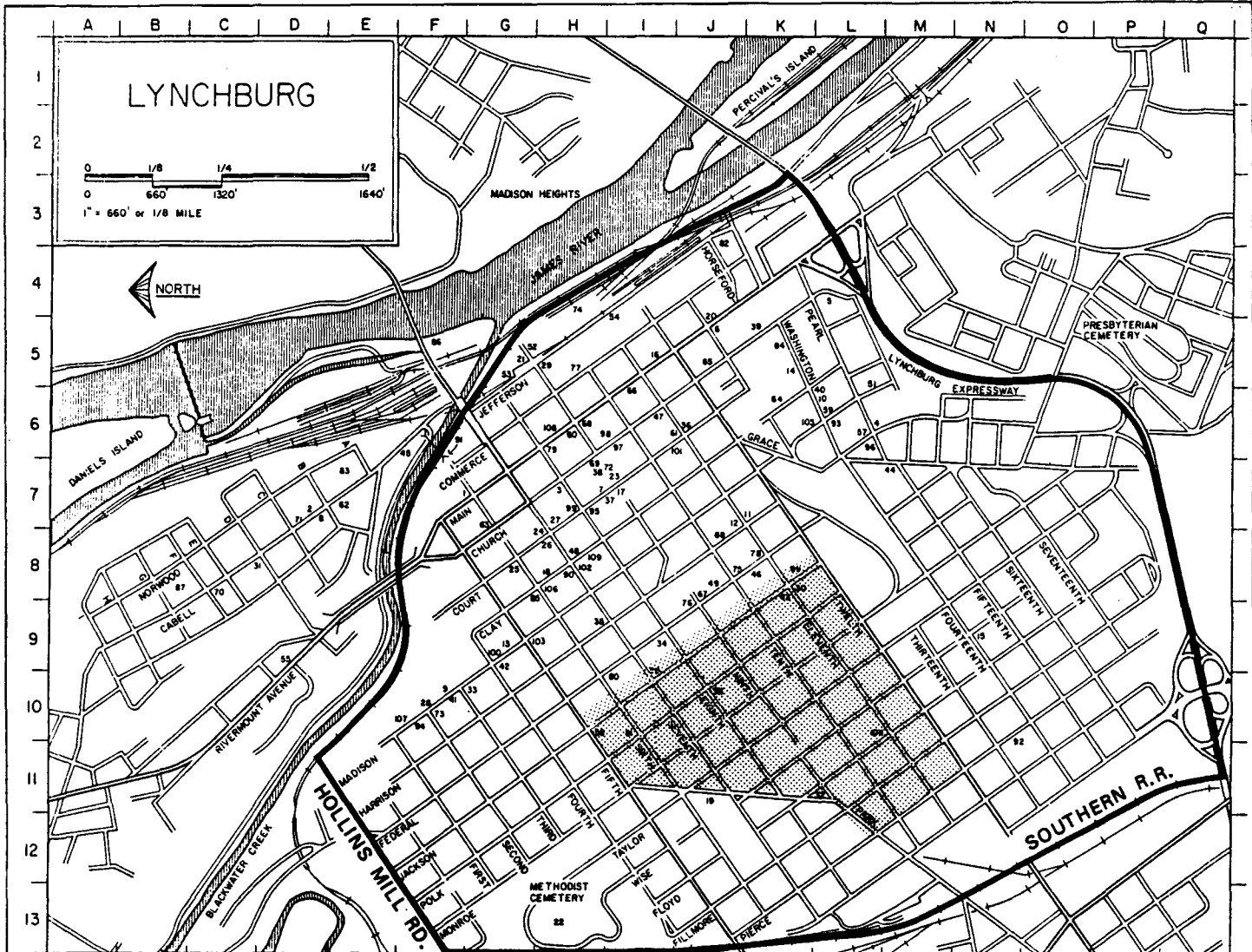
1. Introduction

This historic context examines that part of Lynchburg known generally as "downtown", bounded on the north by the James River, on the east by the Lynchburg Expressway (U.S. Route 29), on the south and southwest by the tracks of the Southern (Norfolk Southern) Railroad and Hollins Mill Road on the northwest. (Map E) Since the founding of Lynchburg in 1786 until only recently, this area has been the center of the city's commercial, retail and industrial activity and contains the majority of Lynchburg's historic resources.

Any overview of Lynchburg's history must begin with an examination of the city's notoriously hilly topography, as the establishment and growth of Lynchburg upon this impossible terrain would seem to have defied all logic. Begun in 1786 as a small settlement on the banks of the James River, the city expanded in several stages in the 19th century to include the hills to

¹ U.S. Department of the Interior--National Park Service, Bulletin 16-A Guidelines for Completing National Register of Historic Places Forms (1986), page 7.

MAP E: DOWNTOWN LYNCHBURG



1 ACADEMY OF MUSIC F 7	27 COURT STREET, TOO BLOCK H 7	59 JONES MEMORIAL LIBRARY O 9	83 POINT OF HONOR E 7
2 ADAMS, W. D., HOUSE O 7	28 CRADDOCK, JOHN W., HOUSE F 10	66 JORDON, EZEKIAH, HOUSE J 10	84 POWELL HOUSE K 8
3 ALLIED ARTS BUILDING H 7	29 CRADDOCK-TERRY SHOE COMPANY H 8	57 KEAN, ROBERT BARLICH HILL, HOUSE L 6	85 PRICE-TURNER HOUSE AND DEPENDENT H 8
4 BLACKFORD, CHARLES MINOR, HOUSE L 6	30 CROWE HOUSE K 8	80 KENTUCKY HOTEL H 10	86 PUMP HOUSE F 3
5 BRADLEY COTTAGE L 4	31 DANNETT-SCOTT-ADAMS HOUSE O 8	89 KEMNER, JOHN, HOUSE L 6	87 RIVERMONT B 8
6 BOWMAN AND MOORE LEAF TOBACCO FACTORY J 5	32 DANIEL, JOHN WARWICK, STATUE L 11	80 KRISIE BUILDING H 6	88 ROANE-RODES HOUSE J 8
7 BROWN, EDWARD S., HOUSE H 7	33 DUNNINGTON-SARLANG-NOELL HOUSE L 10	81 LATOUR, LOUIS, HOUSE J 6	89 ROCKING CRADLE HOUSE K 8
8 BURKHOLDER, ROBERT CALHOUN, HOUSE O 7	34 EIGHTH STREET BAPTIST CHURCH I 9	82 LEE, JAMES, HOUSE E 7	90 ST. PAUL'S EPISCOPAL CHURCH AND PARISH HOUSE K 8
9 BURROUGHS, AMBROSE H., HOUSE F 10	35 ELLIOTT, PETER, HOUSE H 9	83 LEWIS, HENRY HARRISON, HOUSE E 7	91 SIXTH STREET BRIDGE F 6
10 CARRINGTON, RICHARD A., HOUSE L 6	36 FIRST BAPTIST CHURCH J 6	84 LEWIS, J. M. B., HOUSE K 6	92 SPENCER, ANNE, HOUSE H 10
11 CARROLL, JOHN W., HOUSE K 7	37 FIRST PRESBYTERIAN CHURCH (NOW FIRST METHODIST) I 7	85 LYNCHBURG CITY ARMORY J 5	93 STABLER, ROBINSON, HOUSE L 6
12 CARROLL, WILLIAM, HOUSE J 7	38 FIRST UNITARIAN CHURCH H 7	86 LYNCHBURG FURNITURE COMPANY I 8	94 TABB-SLAUGHTER-DOBBS HOUSE F 10
13 CHRISTIAN, FRANK P., HOUSE E 8	39 THE FOLLY K 5	87 LYNCHBURG HIGH SCHOOL J 8	95 TURNSTAL HOUSE H 7
14 CHRISTIAN, THOMAS, HOUSE K 8	40 GANNAWAY, JOHN E., HOUSE L 9	88 LYNCHBURG NATIONAL BANK H 6	96 TYREE-SLAUGHTER HOUSE L 6
15 CHURCH OF THE GOOD SHEPHERD I 4	41 GARLAND, SAMUEL, SR., HOUSE I 8	89 LYNCHBURG NEWS AND DAILY ADVANCE BUILDING H 7	97 UNITED STATES COURT HOUSE AND POST OFFICE (1809-12) I 6
16 CITY AUDITORIUM AND MARKET I 8	42 BILLIAM, JAMES R., SR., HOUSE O 8	70 MANNING, THOMAS A., HOUSE C 6	98 UNITED STATES COURT HOUSE AND POST OFFICE (1931) I 6
17 CITY COURT HOUSE I 7	43 BORDON HOUSE K 8	71 MERRINE, HENRY E., HOUSE O 7	99 WARWICK, JOHN MARSHALL, HOUSE H 7
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19 COLLEGE HILL RESERVOIR J 11	45 HANCOCK, AMMON, TOBACCO FACTORY F 6	73 MURFELL, EDWARD, HOUSE F 10	101 WATSON, WILLIAM V., JR., HOUSE F 10
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23 CONFEDERATE MONUMENT, NINTH AND COURT STREETS I 7	49 HOUSE, 814 FEDERAL STREET J 8	77 OLESBY-DEWITT BUILDING H 8	105 WILLIAMS, ERNEST, HOUSE K 8
24 COURTLAND APARTMENTS H 8	50 HOUSE, JACKSON AND SEVENTH STREETS I 8	78 OTEY, JOHN MATTHEWS, HOUSE K 8	106 WILLS-DAVIS-GLASS HOUSE H 8
25 COURT STREET BAPTIST CHURCH E 8	51 HOUSE, 1810 MADISON STREET I 8	79 PEOPLES NATIONAL BANK H 8	107 WILSON, WILLIAM V., JR., HOUSE F 10
26 COURT STREET METHODIST CHURCH H 8	52 JONES RIVER AND KANAWHA CANAL BRIDGE E 8	80 PETTIGREW, JOHN P., HOUSE I 8	108 WITT AND WATSONS STORE H 6
	53 JEFFERSON STREET TUNNEL E 8	81 PHAIP, WILLIAM, HOUSE I 10	109 YANKEY, ELIZABETH, HOUSE H 8
	54 JOHNSON HOUSE, JEFFERSON STREET I 8	82 PIEDMONT MALLS J 3	

Key
 College Hill Survey Area
SOURCE: Lynchburg - An Architectural History.

the south. The land on which the present city of Lynchburg is situated rises steeply from the banks of the James River to form a number of prominent hills--known collectively as the "Seven Hills", but in reality closer to twenty--separated from each other by deep ravines and gullies. The city's street system, a result of both legislative fiat and private development, has generally not followed this topography, creating an odd system of disconnected and steeply-inclined streets, some of which terminate at dangerous precipices. As residential development spread south from the riverfront during the 19th century, new buildings clustered around the tops and sides of these hills, creating several clearly identifiable hill neighborhoods whose names and distinct identities have persisted to this day.

Map F illustrates the generally accepted historic and geographic boundaries of some of these hill neighborhoods. The boundaries are drawn with regard to topography only and rarely conform to either the street system or the boundaries of the National Register historic districts. The hill marked "original downtown" is now known as Court House Hill.

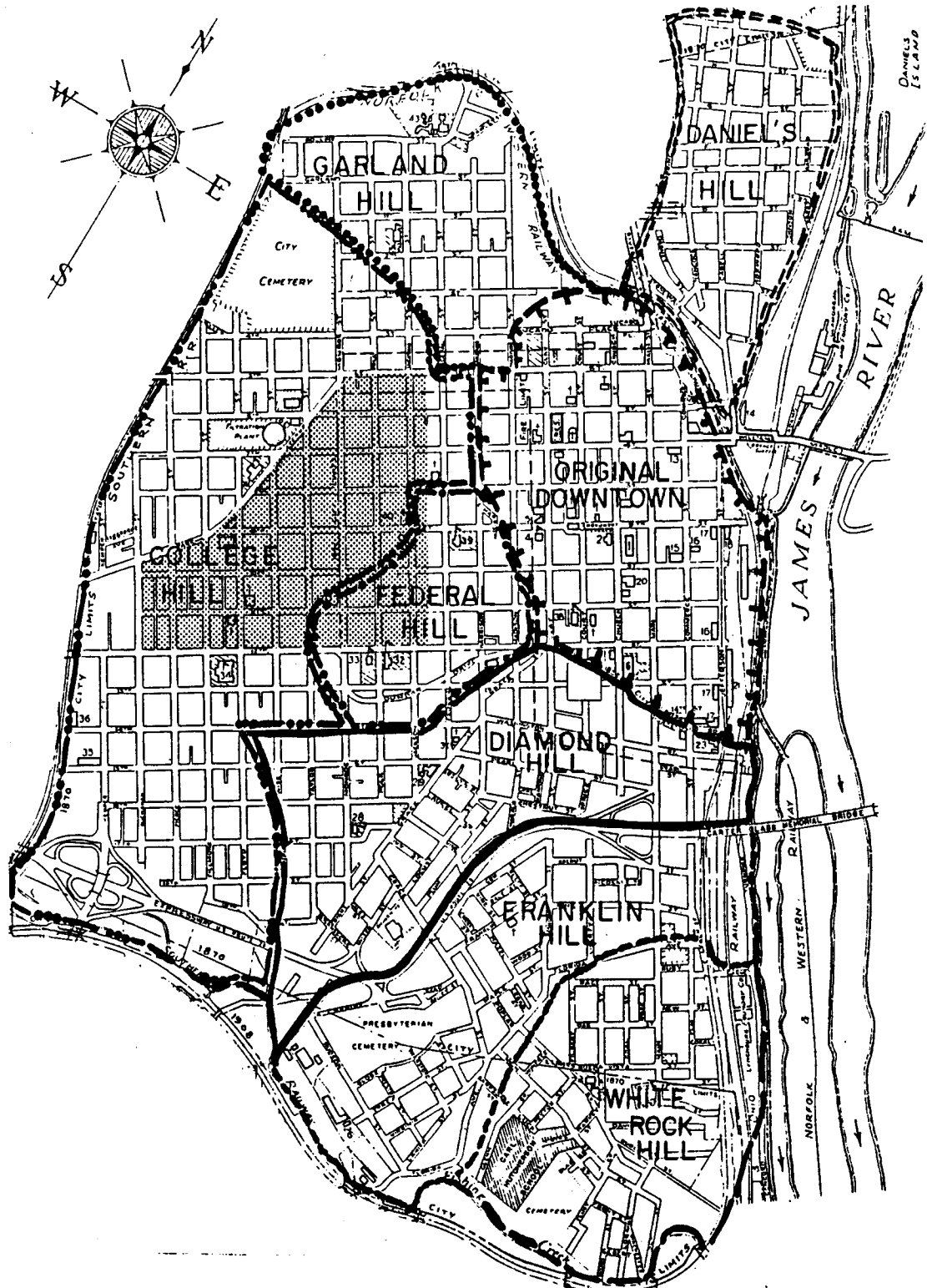
2. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

In the prehistoric period the region of Virginia extending west from the present site of Richmond to the Blue Ridge Mountains and north to the Rivanna River in Albemarle County, was inhabited by the Monocan Indians. By the early 18th century the first English colonists moving west from the Tidewater region entered the Lynchburg area, some of them crossing the James River at what was known as the Horseford. In addition, Scottish Presbyterians from Pennsylvania and Maryland moving up the Valley of Virginia crossed the Blue Ridge Mountains at several points and settled in the Lynchburg area around 1742. Settlement by Quakers moving to the Lynchburg area from Tidewater Virginia and Pennsylvania dates from the 1750s and in 1758 the South River Meeting of Friends was established. As was the pattern throughout Virginia, this growth in population begat a number of new counties. In 1751 Bedford County was formed from part of Lunenburg County and its seat established at New London, located approximately 12 miles southwest from the future site of Lynchburg. By the time of the Revolution, this inland trading center was overshadowed by the river settlement founded by the Quaker merchant John Lynch (1740-1820), who established a ferry across the James River near the Horseford in 1757. He also built a tobacco warehouse, tavern and dwelling house on the south side of the river, and in the 1780s and 1790s, a tobacco warehouse at Madison Heights, across the river in Amherst County.²

Transportation and trade played a vital role in the town's growth from the beginning. Mr. Jefferson noted that lead from mines in western Virginia was shipped from Lynch's ferry to the eastern arsenals during the Revolution. Around 1780 the first of the famous bateaux river boats made

² Phillip Lightfoot Scruggs, The History of Lynchburg and its People (1970), page 2.

MAP F - THE ORIGINAL SEVEN HILLS OF LYNCHBURG



Not to Scale

KEY

 - College Hill Survey Area

 - Boundaries of Neighborhood

Source: Illustrated Lynchburg

their appearance on the James River, transporting hogsheads of tobacco from Lynch's ferry to the markets and warehouses of Richmond. In 1785 John Lynch established a tobacco inspection and storage warehouse adjacent to his ferry and in 1786, "forty-five acres of land, the property of John Lynch, and lying contiguous to Lynch's Ferry" were laid "off into lots of 1/2 acre each, with convenient streets and established as a town by the name of Lynchburg."³

3. Early National Period (1789-1830)

The packing, inspection, and export of tobacco grown in the surrounding countryside was the principal occupation in Lynchburg during the early years of its history. In 1792 a second tobacco warehouse, Spring Warehouse, was built and in 1800 the first permit to process chewing tobacco was granted. By 1806 there were six tobacco warehouses in town.⁴

In 1805 Lynchburg was incorporated and its boundaries extended to include several half-acre lots laid off by Lynch outside of the first town limits. The increase in north-south traffic through Lynchburg (including Mr. Jefferson travelling to and from his retreat at Poplar Forest in Bedford County) necessitated the construction by Lynch in 1811 of a bridge across the James River from the foot of present-day 9th Street replacing his earlier ferry.

By 1810 Lynchburg's population had reached 3,087, of which nearly half were black, mostly slaves. Many of these slaves were leased by their owners to local tobacco warehouses and manufactories. The tobacco industry was the principal employer of both black and white workers during the early 19th century.

During the 1810s and 1820s Lynchburg was a busy and cosmopolitan town supporting several stores, taverns and professional trades, as well as a number of lively but short-lived newspapers. Although damned as the "Seat of Satan's Kingdom" by one dyspeptic minister, Lynchburg was home to a number of active religious denominations, including Presbyterians, Methodists, Episcopalians, Baptists, and Quakers. The latter denomination built a handsome stone meetinghouse to the south of town in 1798 which is still standing and now serves a Presbyterian congregation. Because most Quakers were opposed to slavery, many left the state in the early 1800s. By 1820 Quakers were declining in number and influence in Lynchburg.

In 1817 the town pressed its claim to house a branch of the Bank of the United States. Writing in support of Lynchburg, Mr. Jefferson praised it "as the most interesting spot in the state and the one most entitled to general patronage for its industry, enterprise and correct course."⁵

³ Ibid., page 7.

⁴ Ibid., page 16.

⁵ Ibid., page 33.

One of the most persistent problems in Lynchburg's history has been the provision of readily available drinking water for its citizens, a task made exceedingly difficult by its hilly terrain. The building of pipelines, pumps, and reservoirs to draw water from the James River and other sources occupied engineers in Lynchburg throughout the 19th century. The first of these important engineering projects, a reservoir, began in the 1820s and was highly praised by the diarist Anne Royall in 1830.

4. Antebellum Period (1830-1860)

Several innovations in the sale, marketing, and processing of tobacco in the first half of the 19th century propelled Lynchburg into the forefront of Southern towns. The organized system of tobacco "breaks" where tobacco was opened for inspection and auctioned on the spot rather than in Richmond was instituted in Lynchburg in 1828. The diarist Anne Royall noted in her journal that Lynchburg in 1830 contained seven tobacco warehouses. Although this was only one more than had stood in 1806, the volume of tobacco inspected had grown dramatically to 100,000 pounds, making the town the largest tobacco inspection center in the U.S.⁶ In addition, there were by then 15 tobacco factories in Lynchburg, producing a wide variety of tobacco products. By 1850 Lynchburg's tobacco brands were so universally known that even Connecticut manufacturers were advertising their wares as processed in the "Lynchburg manner."

The profits from this industry were so enormous that by 1851 Lynchburg ranked second only to New Bedford, Massachusetts as the wealthiest city per capita in the United States. Lynchburg's economy was beginning to diversify, however, and the city began to acquire a reputation as a major manufacturing center. Among the early industries were flour milling and iron founding.

A further stimulus to Lynchburg's economic growth was the construction of the James River and Kanawha Canal, a 196-mile long earthen canal between Richmond and Buchanan, Virginia, that reached Lynchburg in 1840. The canal, which carried both passenger and commercial traffic, proved a tremendous boon to Lynchburg's economy in the antebellum period and was extended to Buchanan in 1851.

The 1850s were momentous years in Lynchburg's history. In 1850 its population had grown to 8,171 and the city contained 108 manufactories of all kinds, including 35 tobacco factories. In 1851 a handsome Greek Revival-style courthouse designed by local architect W.S. Ellison was erected on the highest hill in Lynchburg overlooking the James River, and in 1852 the city received its municipal charter. In that same year the Lynchburg Gas Company was established. In 1856 Lynchburg College was founded and an impressive campus of intriguing Gothic Revival design erected on Wise and Floyd Streets in the present College Hill neighborhood. In 1854 the Southside Railroad was completed from Petersburg to Lynchburg

⁶ Ibid., page 56.

and in 1856 the Virginia & Tennessee Railroad connected Lynchburg with Bristol. A north-south route through Lynchburg was opened up by the Orange & Alexandria Railroad in 1860.

By this time considerable residential development had occurred in the College Hill, Diamond Hill, Garland Hill, and Daniel's Hill neighborhoods, which were partially laid out and subdivided into building lots, although none of these were formally annexed by the city until 1870. This out-migration to the suburbs produced an actual decline in the city's population, which held 6,853 inhabitants in 1860.

5. Civil War (1860-1865)

Although it was a strategic manufacturing and transportation center, Lynchburg survived the Civil War largely untouched:

"Perched among its hills and defended by nature's fortifications, Lynchburg had seen little of the immediate horrors of war. Her sons had gone down to death, but her fields had not been ravaged . . . (and) children had not been startled by the cry of the Yankee at the gates."⁷

The city, however, did become a major hospital and military encampment center, with troops quartered at the Fair Grounds (now Miller Park), Camp Davis (in the present Diamond Hill South neighborhood), and the grounds and campus of Lynchburg College on College Hill. In 1863 the body of the revered General "Stonewall" Jackson was brought to Lynchburg by train before being conveyed by packet boat to Lexington for burial.

A determined effort was made by Union General David Hunter to capture Lynchburg in 1864, but the city's armed forces, commanded by General Jubal Early, repulsed the attack during the Battle of Lynchburg on June 18, 1864. The city surrendered to Union forces in 1865 and remained under military occupation until 1870. The remains of some of these defensive earthworks are still visible in the city and are memorialized by historical markers.

6. Reconstruction and Growth (1865-1914)

Lynchburg's economically vital railways were quickly repaired after the War, and in 1866 one observer wrote that "the old place looks much as it did in the old days, with new buildings and improvements of various kinds progressing rapidly."⁸ In 1870 the city annexed five hill neighborhoods--Daniel's, Garland, Franklin, College, and Diamond Hills--and thereby increased its population to 12,020, nearly half of which was black. For a brief period in the 1870s and 1880s blacks served on the City Council, with most of these councilors residing in either the College Hill or Diamond

⁷ W. Asbury Christian, Lynchburg and Its People (1900), page 197.

⁸ S. Allen Chambers, Lynchburg: An Architectural History (1981), page 208.

Hill South neighborhoods. A number of important public buildings were erected during the 1870s including three public schools, a new city market, and the College Hill Reservoir and waterworks, as well as a new bridge across the James River to replace John Lynch's old covered bridge. The 1870s and 1880s also witnessed the construction of numerous new factories, mills, and jobbing houses in the Lower Basin waterfront area.

Although Lynchburg's economy was beginning to diversify as early as the 1850s, tobacco was still the primary industry in the city for many years after the War. The invention and manufacture of the Bonsack cigarette-making machine in 1881 proved a mixed blessing to Lynchburg, temporarily pushing tobacco manufacturing levels to new heights while simultaneously creating a demand for the "Bright Leaf" smoking tobacco of Danville over Lynchburg's dark chewing tobacco. Nonetheless, several new fortunes in tobacco were spawned in this period, as well as a general prosperity--this had the effect of creating an unprecedented building boom throughout the city, in the wealthy areas like Diamond Hill, Court House Hill, Daniel's Hill, and Garland Hill, as well as the more middle and working class areas, such as College Hill and portions of Diamond Hill south of Grace Street. As formerly vacant or sparsely populated areas of the city were built up, a new influx of residents invigorated the downtown area.

Public building in the 1870s and 1880s continued apace as well, directed by the city's architect and engineer, the Swede Augustus Forsberg. Forsberg was responsible for the construction of the Biggers School, the Clay Street and College Hill Reservoirs, and the imposing steps and terrace leading down from the City Courthouse to Church Street.

By the city's centennial in 1886, Lynchburg had reached a stage of seasoned maturity, with a population of 18,891. The downtown and riverfront areas were still the heart of the city's commercial activity and the nearby hill neighborhoods, such as Garland, Court House, Daniel's and Diamond Hills were the seat of the fashionable sector of the population. By 1890 a number of land development companies had been formed to plan new suburban areas west and south of the city. The Rivermont Company was the most successful of these, spawning the development of the Rivermont area west of Blackwater Creek.

Lynchburg's economy by the turn of the century had moved away decisively from the wholesale dependence on tobacco manufacture and river transportation true of the antebellum period. The canal ceased operation in 1880, and the volume of tobacco sales declined steadily after the late 1880s. Taking their places in Lynchburg's economy were the extensive railroad system and a diversified range of heavy industries. By 1900 Lynchburg was a major manufacturing center in Virginia and the South, producing iron and steel products, textiles, tannin, shoes, boxes, and wagons. Iron foundries lined the waterfront, along with mills, shoe jobbing houses, and railroad yards.

Lynchburg was also acquiring many of the amenities of a larger city, including the Miller Park and Zoo, a gift of philanthropist Samuel Miller; Randolph-Macon Women's College and Sweet Briar College; the Jones Memorial

Library; and several handsome government buildings. In 1904 construction began on a dam and gravity pipeline to bring purer mountain water from the Peddler River to the city's reservoir, loosening another tie between Lynchburg and the James River.

Although in 1900 half of the city's population was black, very few political and economic rights were accorded blacks during this period. During the early years of the new century "Jim Crow" laws passed on both the state and local level sharply defined the limits of black political participation, access to equal medical care and schools, and even the ability to own homes or businesses in certain areas. Nonetheless, blacks supported a large and thriving number of their own businesses and trades, churches and entertainment facilities. The Jackson Street Methodist Church in College Hill hosted speeches by nationally known black leaders such as Booker T. Washington and Frederick Douglass. Residential patterns established by the end of the 19th century persisted well into the 20th century with wealthy white residents concentrated in the hilltop neighborhoods, menial and domestic workers living in tenements on the sides of these hills, and middle and working class residents living in the College Hill and Diamond Hill South neighborhoods, as well as the fringes of Daniel's Hill, among others.

Lynchburg in the late 19th and early 20th centuries produced several political leaders prominent in Virginia and national government, including U.S. Senator John Warwick Daniel, who served between 1887 and 1910, and Carter Glass--newspaperman, Congressman, Treasury Secretary in President Woodrow Wilson's cabinet--and finally, U.S. Senator, until his death in 1946.

7. World War I to World War II (1914-1945)

The 1900-1920 period was one of great physical expansion in Lynchburg, with large, architecturally ornate residences being built in the Diamond Hill and Garland Hill areas, as well as along Rivermont Avenue. Some of Lynchburg's best known architects practiced during this period, including Edward G. Frye, Aubrey Chesterman, and J.M.B. Lewis. Public construction, including the Post Office and Courthouse, the City Market, and the new Williams Viaduct and Rivermont Bridge indicated Lynchburg's participation in the national City Beautiful movement.

In 1920 Lynchburg adopted the city manager form of municipal government. In the same year the city's population had reached 30,000 and in 1926 Lynchburg added new territory and population through annexation, the tenth in its history. By that time residential development was occurring mostly outside of the old downtown, although several small-scale apartment houses were going up around the city.

The Depression, which affected both the city's manufacturing sector and the agricultural economy of the surrounding counties, temporarily slowed the Lynchburg's continued progress. Aided by an efficient transportation network, low taxes, and the general lack of troublesome unions, Lynchburg was able to hold onto most of its industries and even attract new ones.

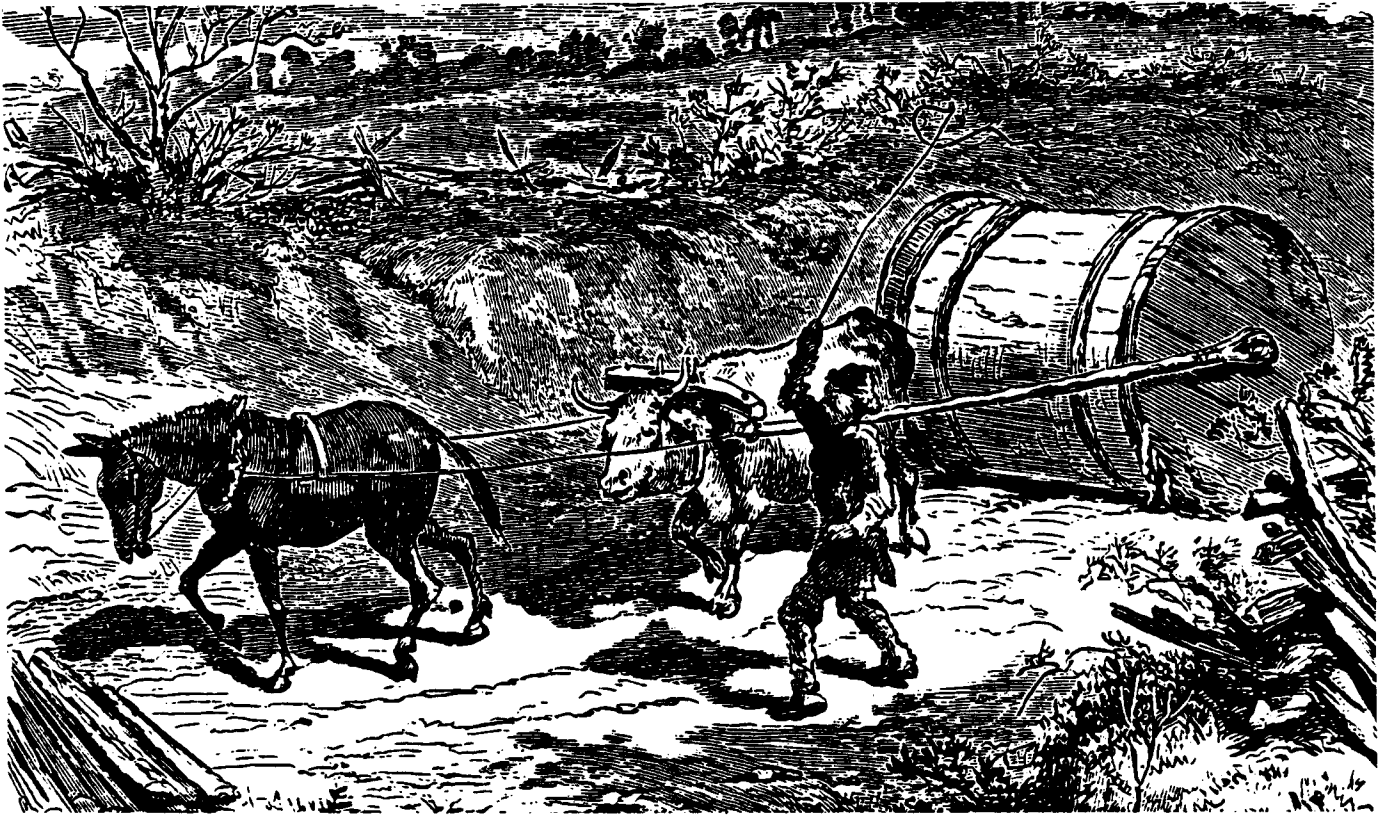
There were also a few public buildings projects in downtown including the construction of a new Post Office (1933) and a jail (1935) that provided some work for the city's unemployed. In 1931 the city's first (and for many years only) skyscraper, the Allied Arts Building, was built in downtown to the design of architect Stanhope Johnson. In 1936 the Sesquicentennial fostered much civic pride and unity equalled only by the determined war effort Lynchburg conducted during World War II.

8. Post-War Period (1945-Present)

Lynchburg has experienced many changes, some not altogether beneficial, since the end of World War II. The decline of the railroad industry nationally affected the city's importance as a transportation center, and led to the move of many industries to undeveloped space south and east of the city where access to highways was better. Social turmoil as a result of the civil rights movement and the integration of public schools and other facilities in the 1960s fostered a "white flight" to the suburbs. Many formerly fashionable areas of the city, including Garland and Diamond Hills, declined as the once grand mansions were converted into rooming houses or apartments. Many retail establishments fled from the downtown area around Main Street in the 1970s, depriving downtown Lynchburg of a viable retail core.

Historic preservation has made great inroads in Lynchburg in recent years. Spurred by enterprising homeowners seeking affordable and distinctive housing, Diamond Hill, Garland Hill, Federal Hill, and other parts of downtown have been rehabilitated. Many of the grand homes on Court House Hill have been converted to law and other professional offices. Lynchburg now contains five National Register Historic Districts (the Court House Hill Historic District is a locally designated district only), including the Lower Basin district encompassing the city's old manufacturing core. The James River Bateaux Festival, an annual fair commemorating the city's heyday as a river port, has also attracted many visitors to the historic downtown.

SUBSISTENCE/AGRICULTURE THEME



**Figure V.B.1: Circa 1875 view of rolling tobacco hogsheads to market.
Source: King The Great South.**

B. Subsistence/Agriculture

The subsistence/agriculture theme explores the different strategies that cultures develop to procure, process, and store food. Property types include barns, agricultural buildings, and dairies.

Agriculture was the mainstay of the economy of this region for many years, with tobacco being the principal crop of the surrounding counties until World War II. Lynchburg developed as a tobacco shipping and processing center and became urbanized rather quickly in its history. Evidence of Lynchburg's agricultural history is almost non-existent today.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

Agriculture has served as a mainstay of the Virginia economy for almost 400 years. Tobacco was grown in Jamestown almost immediately after its settlement in 1607 and was cultivated wherever the colonists established new settlements in Virginia. Charles Lynch grew tobacco on his farm in the Lynchburg area after 1751, as did his son, John Lynch, the founder of Lynchburg. It was not as a grower, but rather as a marketer and processor of tobacco for which John Lynch was noted. The town he founded in 1786 eventually grew into the largest dark tobacco market in the world and the second greatest tobacco manufacturing and processing city in the United States. Lynchburg served as the nucleus of a regional transportation system to which tobacco farmers from throughout the productive Piedmont tobacco growing region brought their tobacco for auction, shipment, and manufacture. (Figure V-B-1) With the growth of the tobacco and other industries, Lynchburg soon lost its rural and agricultural character. None of John Lynch's original farm buildings survive, although a two-story frame house built by Lynch for one of his daughters in 1787 still stands at 19 First Street in the Garland Hill neighborhood.

2. Early National Period (1789-1830); Antebellum Period (1830-1860); Civil War (1860-1865); Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

By the early 1880s, the agricultural areas of Lynchburg were subdivided, pushing farming activities out to Campbell County. As the city expanded throughout the 19th and 20th centuries, this farmland disappeared, along with the agricultural buildings associated with this way of life. No resources associated with agricultural pursuits are known to stand within the downtown area of Lynchburg today.

DOMESTIC THEME



Figure V.C.1: Miller-Claytor House (built 1791), Lynchburg. Source: Lynchburg - An Architectural History.

C. Domestic

The domestic theme relates broadly to the human need for shelter, a home place, and community dwellings. Property types include residences and associated domestic outbuildings such as kitchens and privies.

Because Lynchburg's population has grown throughout the 19th and 20th centuries, the city contains domestic buildings representing a wide range of types, plans, styles, and periods. Several early 19th century vernacular dwellings remain in the downtown area of Lynchburg, particularly in the College Hill neighborhood. Larger, architect-designed residences were built in Lynchburg beginning in the late antebellum period. The majority of the city's residential buildings date from the late 19th and early 20th centuries, a period of unparalleled business activity. Most of Lynchburg's hill neighborhoods are residential in character and are marked by a wide variety of domestic building types and forms. The type and size of domestic architecture in Lynchburg depended on several factors, including topography, wealth of the home owner, function, access to building materials, and period of construction.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

Although Lynchburg was primarily a commercial and transportation center during its early years, residential areas also developed during this period. Early dwellings houses in Lynchburg were built by John Lynch and his family, as well as residents associated with the Lynch milling, ferry, and tobacco operations. An early house, definitively dated to 1787 and probably built by Lynch for one of his daughters, stands at the northwest corner of 1st and Harrison Streets in Garland Hill. The house is notable for the use of brick nogging apparent on the south elevation.

Despite the large number of Quakers in Lynchburg in its early years, the domestic architecture of the period was more akin to the Tidewater area of Virginia than to the stone construction usually associated with this sect. The Miller-Claytor House, built in 1791, (Figure V-C-1) is the only other surviving example of architecture from this early period. Moved from its downtown location to Miller Park, the house is typical in its use of frame construction, a gable roof, front and rear porches, sash windows, and gable-end chimneys.

2. Early Republic Period (1789-1830)

Because of Lynchburg's importance as a tobacco center and its situation along a north-south transportation route, the city contained a number of taverns and ordinaries. These buildings were important centers of civic life during this period, often the site of public meetings, theatre productions, and even religious services. Their scale and design was entirely domestic, however, and they were almost indistinguishable from the houses of the period. Two important reminders of this building type are the Western Hotel (Nicholls Tavern), and the Kentucky Hotel (Figure V-C-2), in the College Hill neighborhood and both on 5th Street (U.S. 29 Business).



Figure V.C.2: Kentucky Hotel (built circa 1816).
Source: Greenhorne & O'Mara, Inc.

- The Cross Keys Tavern on Main Street is a much-altered example of an early 19th-century tavern.

Several additional domestic types were built in Lynchburg during the early 19th century. Small-scale houses, usually housing members of the working and middle classes, were numerous. These usually were one- or one-and-one-half-story frame or brick houses with a gable roof, gable-end chimneys, and a minimum of architectural ornamentation. Interior plan types included the hall-parlor or side-passage plans, derived from English precedents.

Several of Lynchburg's oldest vernacular residences are located in portions of the city's College Hill neighborhood, including the one-story vernacular house standing at the corner of 7th and Jackson Streets (Figure V-C-3), and the William Phaup House on 6th Street. Both date from the early 1800s and are typical of much of Lynchburg's building stock from this period.

For the wealthier citizens of Lynchburg, builders constructed larger and more architecturally sophisticated residence. Point of Honor, the country seat of Dr. George Cabell in Daniel's Sill, is a large Federal-style residence displaying several of the architectural refinements of that period, including a polygonal facade and elaborate interior plasterwork. Such houses were generally quite rare, however.

Domestic outbuildings, such as slave quarters or kitchens, are almost non-existent from this period although one does remain as an adjunct to the Price-Turner House on Clay Street. None are known to exist in Diamond Hill South.

3. Antebellum Period (1830-1860)

By the 1830s, the rural and unkempt appearance of Lynchburg was giving way to straight streets lined with handsome two-story brick and frame houses. As in many urban environments, these houses were oriented towards the streets laid out by the civil authorities, with dependencies located behind the main residence and along alleys. Such houses as the Carter Glass house on Clay Street and the boyhood home of Senator John Warwick Daniel on Court Street, illustrate the typical appearance of the townhouse form. Usually it featured a raised basement, prominent cornice, tall sash windows and a prominent front entrance, sometimes with a porch. The townhouse was usually designed in the Federal, Greek Revival, or Italianate style. Generally they were free-standing houses; there were few duplexes or attached row-houses in Lynchburg at this time. Interior configurations usually featured the side-passage plan or the center-hall Georgian plan.

The nationally-popular I-house form, characterized by a single-pile with either a hipped or gable roof and attached ells, central-passage/plan, gable-end chimneys, a prominent cornice, and a central entrance was well-represented in Lynchburg neighborhoods beginning in the years shortly before the Civil War. (Figure V-C-4) A good example is seen at 1104 15th Street in the Diamond Hill South neighborhood. Dating from the 1850s, it is also a rare example in Lynchburg of a brick Greek Revival style residence.



Figure V-C-3: One of many typical, small-scale antebellum houses in the College Hill neighborhood.
Source: Greenhorne & O'Mara, Inc.



Figure V.C.4: A typical I-House located in the Diamond Hill neighborhood. Source: Greenhorne & O'Mara, Inc.

The steep topography of Lynchburg dictated that the rear portions of most houses were built on stilts; the unsightliness of this feature was often criticized by observers and writers of the day. Few domestic outbuildings, including slave quarters, privies, and kitchens remain from this period of Lynchburg's architectural history.

Hotels were developed as a distinct building type in America during this period and were taking over from taverns as the more popular type of accommodation for travelers by the 1840s and 1850s. Several hotels were built in Lynchburg during this period, such as the large frame Lancaster House of Charles Lynch, which was later moved to Madison Street, where it served as a tobacco factory until it burned in the late 19th century.⁹ No hotels from this period are known to be extant.

4. Civil War (1860-1865); Reconstruction and Growth (1865-1914)

Unlike many Southern cities, Lynchburg escaped virtually unscathed by the Civil War, doubtless accounting in part for the large stock of antebellum buildings still in the city. In addition, there was still much room in which the city could expand physically.

A building boom occurred in Lynchburg after the Civil War. Whereas Daniel's Hill, Court House Hill, and Federal Hill had been the desirable neighborhoods during the antebellum period, such areas as Diamond Hill and Garland Hill became home to some of the city's wealthiest residents, who built expansive homes at the crest of these hills, alongside the homes of the neighborhoods' already established residents. Their houses reflected the wide variety of architectural styles from which late 19th century builders could choose, including Queen Anne, Italianate, Romanesque revival, Shingle, and Georgian Revival. They were executed in a variety of materials including frame, brick, and stone. Along with the residence, most of these properties contained several outbuildings, including garages or carriage houses, separate servant's quarters and garden structures. Superlative examples of these late-19th century homes can be seen along Madison Street in Garland Hill and Washington Street in Diamond Hill; many of these houses still retain their original outbuildings as well. The house at 1103 Wise Street in the College Hill neighborhood includes a garage linked to the main house by an arcaded breezeway.

Lynchburg was well-served by an extensive rail network and builders had access to a wide variety of building materials and decorative finishes. Thus, the rather plain and unornamented I-house of the antebellum period gave way to houses ornamented with turned and sawn woodwork trim, usually at the eaves and along the porch. By the end of the century the residences of the middle and working classes were given individuality by these decorative devices. The visual monotony of the rows of frame two-story houses situated along such streets as Monroe, Pierce, and Taylor Streets in

⁹ Christian, Lynchburg, page 173.

the College Hill and Diamond Hill South neighborhoods is relieved by the different architectural decorations seen on gables and along the eaves. In addition, elements of the Queen Anne Style, including irregular rooflines, turrets and patterned gables were common in the Diamond Hill South neighborhood. (Figure V-C-5)

Hotels were quite elaborate during this period, although none of the fine 19th century hotels once standing in downtown Lynchburg remain. The Hotel Carroll was the city's leading hotel, and was a tall stone and brick building with an impressive facade and spacious lobby. The Westover Hotel, a frame structure once located on the grounds of present Lynchburg College was a typical resort-style hotel with Queen Anne turrets.

5. World War I to World War II (1914-1945)

Three important architectural styles developed in the early 20th century that had an impact on the residential building stock of Lynchburg: the Bungalow or Craftsman, the American Four Square, and the Period Revival (Georgian, Tudor and Colonial) styles. The bungalow was a cheap and easily constructed, one-story frame residence with a low pitched roofline and wide porch. Many were manufactured by such mail-order companies as Sears & Roebuck, and Montgomery Ward. Both the Bungalow and American Four Square style were particularly popular in the burgeoning suburban areas of the city, as well as in the Diamond Hill South neighborhood. The large, architecturally significant period revival style houses were located primarily in the Rivermont, Peakland, and Fort Hill neighborhoods outside of the downtown area, although a few were located in downtown as well. Along with the house, residential properties at this time often included a garage or small shed for an automobile.

Only a few hotels were built in downtown Lynchburg during this period, although the Virginian hotel took over from the Hotel Carroll as Lynchburg's leading hostelry. One interesting historical relic, however, is the Kidd Tourist Home, a private residence on Pierce Street. It was operated by its owners as an inn serving black customers in the years before integration. Blacks were refused admittance in most hotels in the South, and these tourist inns were a vital resource for blacks who travelled to or through Lynchburg.



Figure V.C.5: A typical vernacular Queen Anne-style house,
located in the Diamond Hill neighborhood.
Source: Greenhorne & O'Mara, Inc.

GOVERNMENT/LAW/POLITICAL THEME

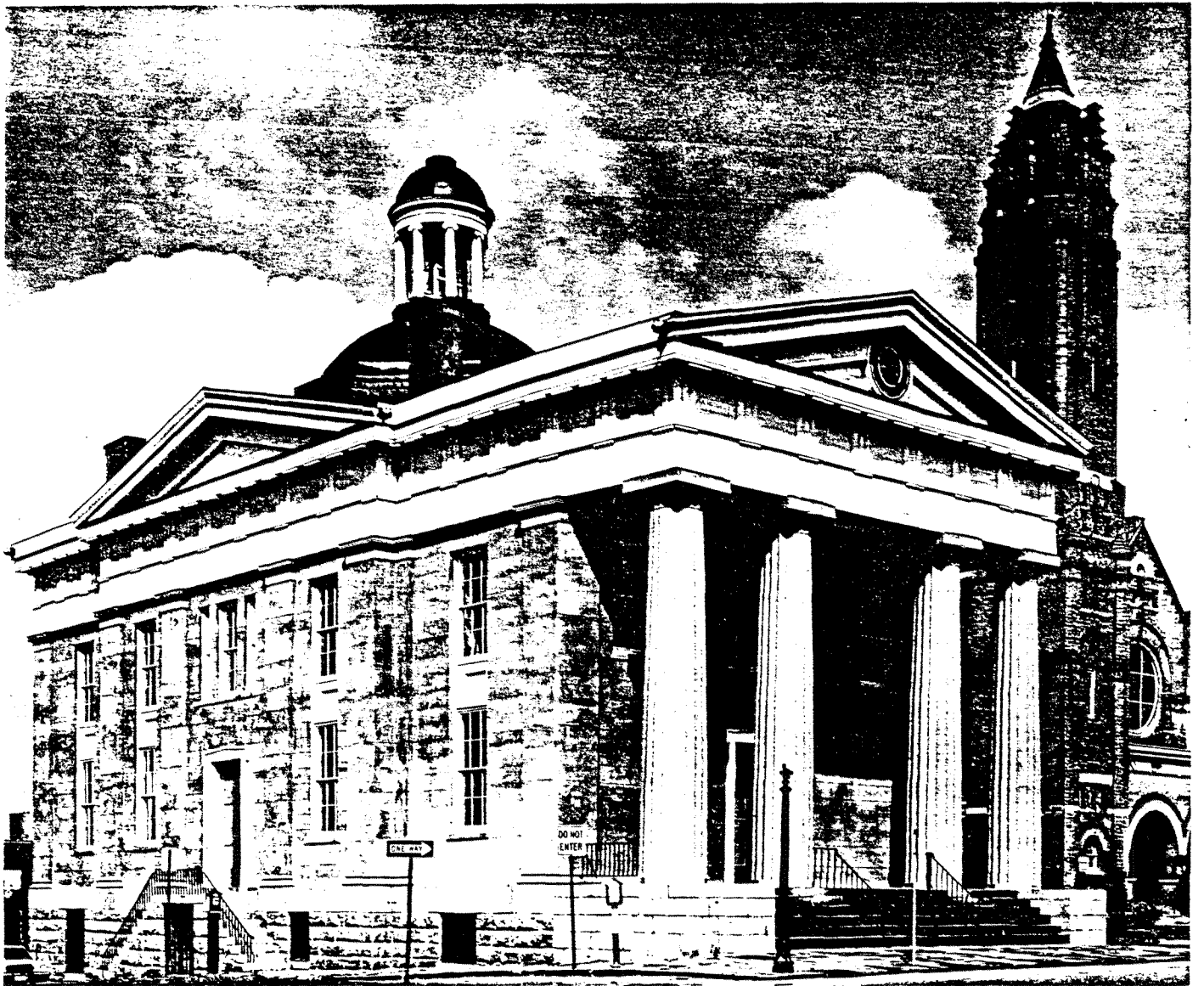


Figure V.D.1: City Courthouse (built 1851-1855), Lynchburg. Source: Lynchburg - An Architectural History.

D. Government/Law/Political

The government theme relates primarily to activities related to politics and government and the enactment and administration of laws by which a nation, state or other political jurisdiction is governed.

As a vital and growing city, Lynchburg required government buildings in which civic business is transacted. None of its earliest public buildings have survived, however. One of the most significant Greek Revival public buildings in the state, the City Courthouse, was built in Lynchburg in 1851. Lynchburg also contains several Federal government buildings from the early 20th century.

1. Settlement to Society (1607-1750)

As the English colonists moved west from their first settlements in the Tidewater region and other settlers moved south from Pennsylvania and Maryland, the Piedmont area grew steadily in population. Along with this general growth came the demand by the colonists for smaller administrative units or counties and more convenient county seats. The site of Lynchburg was located in Lunenburg County at that time. Since it was not established until 1786, no governmental buildings were erected in Lynchburg during this period.

2. Colony to Nation (1750-1789)

New London, a small trading community located 12 miles southwest of Lynchburg, became the seat of Bedford County in 1761 but was soon surpassed economically by the town of Lynchburg, established at John Lynch's ferry by Act of the General Assembly in 1786. The act authorized "gentlemen trustees" to lay out the 45-acre town into lots of half an acre each with "convenient streets" and specified uniform dimensions for dwellings. As the town was not a county seat no initial provision was made for any square to be set aside for a courthouse or jail. No public buildings dating from this period survive in Lynchburg today.

3. Early National Period (1789-1830)

In 1805 the town was incorporated, its boundaries extended, and its officials given the power to erect work houses, houses of correction, prisons, and other public buildings. Both a jail and a market house were built shortly thereafter, but both were replaced within a decade. In 1814 the town's boundaries were enlarged again, this time to the south to include Federal Hill, and once more in 1819 as far as Taylor Street. (Map G) The eastern and western limits, at 3rd and 14th Streets respectively remained the same.

In 1812 the town appointed a commission to enquire into the cost of building a brick courthouse. The completed courthouse, located on a lot conveyed to the town by John Lynch on Court Street, measured 24 by 40 feet and by most accounts was singularly unimpressive--it was described in 1835

as being "in a style of architecture which does no credit to the place."¹⁰ In 1814 a new stone market house replaced the old one on 9th Street. Both admired and derided for its picturesque, tumble-down quality, it was torn down in 1873. In 1826 a stone jail, "supposed to be the best in Virginia and equal to any in the U.S."¹¹ replaced the log one built in 1814. Although torn down in 1935, a portion of its stone walls is visible on Clay Street adjacent to the present jail.

4. Antebellum Period (1830-1860)

The most important public edifice built during this period was the City Courthouse dramatically situated atop Court House Hill. (Figure V-D-1) One of the finest Greek Revival public buildings in Virginia, it marked a departure from the Jeffersonian Roman Revival courthouses built in the previous decades in Buckingham, Goochland, and Lunenburg counties. In 1853 the Committee of the Common Council accepted the proposal of Andrew Ellison, Jr., proprietor of the Piedmont Iron Works and his brother, architect W.S. Ellison to design and build the courthouse. In 1856 it was reported by the city's finance committee: "This handsome edifice, the pride and ornament of our city, is at length completed according to the original contract."¹²

Designed in the Grecian Doric style, the brick courthouse building was covered in stucco scored to look like stone and features a raised stone basement, pedimented portico, and a Roman dome with lantern cupola. Architectural detailing on the exterior and interior indicate the designer may have consulted Minard Lafever's The Modern Builder's Guide. The interior features a spacious hall, formerly the hustings courtroom, and a magnificent stairhall. In 1956 a new courthouse on Court Street rendered the old one obsolete and in 1976 the old one was painstakingly restored for use as the Lynchburg Museum.

5. Civil War (1860-1865)

Although part of the slave holding South, Lynchburg voters in the pivotal presidential election of 1860 cast a solid majority for John Bell, candidate of the moderate Constitutional Union party. In 1861 it sent two pro-Union delegates to the secession convention in Richmond. Nonetheless, when Virginia joined the Confederacy in April 1861, the city and its political leaders rallied around the Southern cause. Because Lynchburg was never under military rule or Federal occupation until the last days of the War, its government functioned as before. On April 12, 1865 the city peacefully surrendered to Union forces and was put under military rule.

¹⁰ Joseph Martin, Gazetteer of Virginia and North Carolina (1835), page 92.

¹¹ Christian, Lynchburg, page 102.

¹² Chambers, Architectural History, page 135.

6. Reconstruction and Growth (1865-1914)

Lynchburg remained under a largely benign military rule until 1870 when Virginia was readmitted to the Union and Lynchburg's status as an independent city was restored. In 1870 the General Assembly authorized the wholesale annexation by Lynchburg of its surrounding suburban neighborhoods--Franklin, Diamond, Colledge, Daniel's, and Garland Hills--causing the city's population to nearly double.

The 1870s and 1880s were marked by much publicly-funded building activity, due in large part to the creation of the post of City Engineer in 1872. This post was occupied for many years by the talented Swedish architect Augustus Forsberg. Among Forsberg's first projects was a new City Market House (completed in 1873 and demolished in 1909). This was followed in succession by the Colledge Hill reservoir (1878), the Pump House of the City Water Works (1880) at the foot of Orange Street, the Grace Street Fire Station (1883) in Diamond Hill, (still the oldest surviving firehouse in Lynchburg) (Figure V-D-2), the Biggers School (1881) at 5th and Clay Streets, the Clay Street reservoir (1883-1885), and the steps built in 1883 to connect the City Courthouse and 9th Street. Only the fire station and portions of the two reservoirs remain.

In 1882 the U.S. Congress authorized the construction of a Federal Courthouse and Post Office. This Romanesque-Revival Courthouse and Post Office, located on Church Street, was completed in 1888 to the design of Mifflin Bell, Supervising Architect of the Treasury.

In 1900 the city annexed the Rivermont residential area, as well as Miller Park and Spring Hill Cemetery. Among the public buildings erected in the early years of the 20th century were Lynchburg High School, designed by Edward G. Frye, and a still newer city market and auditorium, designed by the firm of Frye and Chesterman. The most important federal building from this period was the new U.S. Post Office and Courthouse built in 1910 at the south corner of Church and 9th Streets. This new Classical-Revival structure replaced the old one of only 25 years earlier at the same site and was completed to the design of John Knox Taylor, Supervising Architect of the Treasury.

The homes of two prominent leaders in the political life of Virginia during the post Civil War era are located in downtown Lynchburg. Carter Glass (1858-1946)--newspaperman, Congressman, Secretary of the Treasury under Woodrow Wilson, and U.S. Senator--resided at the circa 1827 Willis-Davis-Glass House between 1907 and 1922. It is listed on the Virginia and National Historic registers, and is a National Historic Landmark. (Figure V-D-3) John Warwick Daniel (1842-1910) served in the Virginia House of Delegates from 1869 to 1872, and in the Virginia Senate from 1874 to 1881. Known as the "Lame Lion of Lynchburg" after a Civil War injury, he also served in Washington, D.C. as a Congressman and U.S. Senator until his death in 1910. He was born at the circa 1826 John Marshall Warwick House (V-D-4) and is commemorated by a statue designed by the sculptor Sir Moses



Figure V.D.2: Grace Street Fire Station (built 1883). Source: Jones Memorial Library.



Figure V.D.3: Carter Glass House (built 1827). Source: Greenhorne & O'Mara, Inc.



Figure V.D.4: John Marshall-Warwick House (built 1826). Source: Lynchburg
- An Architectural History.

Ezekiel in 1914 that stands at the corner of Park Avenue and Floyd Streets at the crest of College Hill.

7. World War I to World War II (1914-1945)

In 1920 Lynchburg's population was 30,070; in 1930 it had grown to 40,661 due in part to an extensive annexation in 1926. Lynchburg continued an extensive building and civic improvement program in the inter-war years, including the construction of Monument Terrace (1924-1926) designed by Lynchburg architect Aubrey Chesterman, with its World War I "Doughboy" statue as the centerpiece. This architectural tour-de-force, which replaced August Forsberg's stairway at the same location, has become Lynchburg's civic symbol, as well as its architectural trademark. Several monuments to the city's war dead have been installed at different levels of the stairs. Also built during this period were the new U.S. Post Office, dating from 1933 (Figure V-D-5) and an armory (1931).

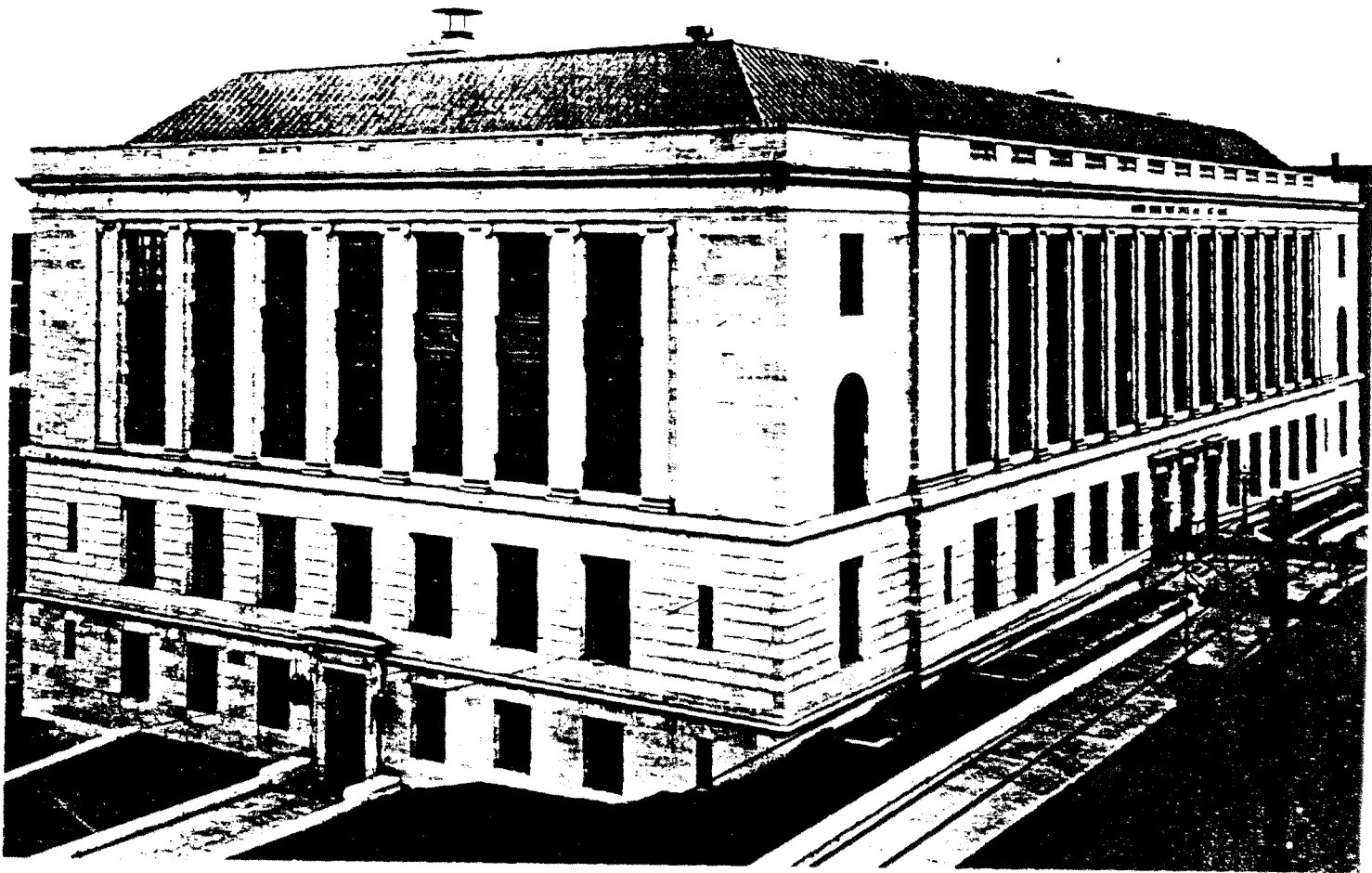


Figure V.D.5: U.S. Post Office and Courthouse (built 1933).
Source: Jones Memorial Library.

HEALTH CARE/MEDICINE THEME



**Figure V.E.1: Guggenheimer Hospital, Grace Street,
Lynchburg. Source: Greenhorne & O'Mara, Inc.**

E. Health Care/Medicine

The health care/medicine theme refers to the care of the sick, elderly, and disabled, and the promotion of health and hygiene. Property types include hospitals and doctor's offices.

Medical buildings existed in Lynchburg almost from the beginning of its history, usually in the form of doctor's offices. The Pest House, located on the grounds of the City Cemetery, housed patients with contagious diseases. During the Civil War Lynchburg was a major medical center with hospitals established in converted school and industrial buildings. Public hospitals were not established in the city until after the war, however. Several late 19th and early 20th century hospitals remain in Lynchburg.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830); Antebellum Period (1830-1860)

Doctors and physicians were among the first residents in Lynchburg. Dr. John Cabell owned a large house on Main Street built in 1809 (demolished), and Dr. George Cabell, who attended Patrick Henry in his last illness, built Point of Honor on Daniel's Hill. Both of the properties may have contained separate doctor's offices at one time. Other doctor's offices may have existed elsewhere in town, but none are known to exist. The circa 1840s medical office of the beloved Quaker Dr. John Jay Terrell, originally located at his Rock Castle farm home in Campbell County, was moved to the City Cemetery in 1987.

In the early 1800s, Lynchburg residents who contracted such contagious diseases or smallpox were quarantined in the Pest House, originally located near 4th and Wise Streets within the old City Cemetery. The medical care and standards of cleanliness were virtually non-existent and most patients died. The dead were buried a few yards away.

2. Civil War (1860-1865)

During the Civil War Lynchburg became a major center of troop movements, and, because of its central location and excellent transportation system, received numerous trainloads of wounded soldiers and prisoners. The buildings of Lynchburg College (demolished) in the present College Hill neighborhood served as Army hospitals, as did many of the cavernous tobacco warehouses. Most of these antebellum tobacco warehouses no longer survive, and the few that do show no evidence of their important wartime use.

During the War, the Pest House was used as the quarantine hospital for Confederate soldiers. Dr. John Jay Terrell discovered the wretched conditions in the Pest House and volunteered to assume responsibility for the soldiers. He later wrote that

"I put my carpenters and painter to work, using lime and yellow paint on the outside and black on the inside to save my patient's eyes. To overcome the offensive odor, I had dry white sand on the floor. With a graveyard on one side, quartermaster's glanders stables on the other,

and smallpox hospital in the middle, one is reminded of the mortality of man."¹³

The reforms enacted by Dr. Terrell reduced the mortality rate at the Pest House from 75 percent to 5 percent. A monument to the memory of the 365 soldiers who died of small pox during the Civil War is near the entrance to the adjacent Confederate section of the Old City Cemetery. The Pest House, no longer standing, is commemorated by a historical marker.

After the war, Lynchburg had no permanent hospital for more than 20 years.

3. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945).

Dr. A. I. Clark, physician and legislator, launched the movement to establish Lynchburg's first hospital. The Marshall Lodge of Masons decided at a meeting on May 5, 1885 to establish a charitable infirmary and rented the Henry Langhorne residence at the corner of Washington and Church Streets. In 1888, the S. M. McCorckle property at 15th and Grace Streets was purchased for \$6,500 as a permanent home for the infirm.¹⁴ This two-story residence with cupola still remains, partially obscured by the later additions on the north designed by the firm of Craighill and Cardwell in 1922. (Figure V-E-2) In 1919 the institution, known as the Home and Retreat, was incorporated as the Marshall Lodge Memorial Hospital.

Mrs. Max Guggenheimer, Jr., who named the Marshall Lodge Hospital in her will, also made provisions for a Guggenheimer Memorial Hospital, which originally incorporated the former Guggenheimer residence at 1902 Grace Street in the Diamond Hill South neighborhood. The facility now serves as a children's hospital and maternity clinic. The original portions of the building were demolished in 1969, but the Classical Revival wing designed in the late 1920s by Pendleton Clark still remains. (Figure V-E-1)

Virginia Baptist Hospital, established in 1924, is situated on Rivermont Avenue outside of the downtown area in a handsome Georgian style facility designed by architect Stanhope Johnson.

Hospitals, like most public and semi-public facilities in the South, were racially segregated until after World War II. Hospitals in Lynchburg were no exception and provided generally inferior medical care to black residents, who historically have made up nearly half of the city's population. In the 1950s a move was begun to establish a first-class, but still separate hospital for blacks in Lynchburg. Such pioneering black physicians as Dr. R. Walter Johnson, whose house still stands at the corner of Pierce and 15th Streets in the Diamond Hill South neighborhood, and who

¹³ "The Pest House Medical Museum", brochure prepared by the Lynchburg Visitor's Information Center.

¹⁴ "Four Hospitals Serve Lynchburg", Lynchburg News and Advance (September 5, 1948).



Figure V.E.2: Grace Lodge (Marshall Lodge Hospital),
Grace Street, Lynchburg. Source: Greenhorne & O'Mara, Inc.

practiced medicine in an office on 5th Street, as well as his sister, Dr. Eldorado Johnson, led the movement to integrate Lynchburg's existing hospitals rather than continue a racially segregated system.

EDUCATION THEME



Figure V.F.1: Biggers School (demolished), Lynchburg. Source: Lynchburg
- An Architectural History.

F. Education

The education theme relates to the process of conveying or acquiring knowledge or skills through systematic instructions, training or study, whether through public or private efforts. Property types include schools and colleges, both public and private.

Although private education existed in Lynchburg in its early years, formal private academies were not established until the 19th century. Lynchburg College was established in 1856 and was housed in a handsome collection of Gothic Revival buildings, since demolished. A public education system was established in Lynchburg after the Civil War and several large school buildings were erected in the city during the late 19th and 20th centuries.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830)

In rural colonial Virginia, education was often entrusted to private tutors who taught the children of wealthy planters. The founding of formal schools and places of learning in colonial Virginia followed many years after the laying out of towns and establishment of business, courts, and ferries. The New London Academy, chartered in 1795 and located in New London 12 miles southwest of Lynchburg, presumably satisfied the educational needs of the area. The Quakers, who settled in this area beginning in the 1750s, had a strong educational tradition, but usually taught their children at home. The former Anglican chapel located near Court Street reportedly served as a school after 1777, but it burned in 1802.

The need for educational facilities in Lynchburg did not go unnoticed, however. A writer for the local Star newspaper in June 1806 claimed that "we do not know of a place where a properly conducted academy is more wanted and where it is presumed most probably good effects would result from such an institution than in Lynchburg."¹⁵ Not coincidentally, perhaps, the same issue of the newspaper ran an announcement for the first formal academy to be established in Lynchburg, 20 years after the town's founding. Projected for opening in November of that year, the school never came into being, due to the death of its patron, the Presbyterian minister James Thompkins.

Education during the first third of the 19th century was supplied by small private schools or academies, usually in the home of the teachers or academy head. Newspaper advertisements and announcements of schools during this period were frequent; among those mentioned were the female school of John and Sarah Pryor, the English academy of Joab Watson, and the boys school of Thomas A. Holcombe.

¹⁵ Scruggs, History of Lynchburg, page 23.

In 1822 a public meeting, chaired by the mayor, was called to organize the Lynchburg Charity School, presumably only for white students. This school, the beginning of Lynchburg's public education system, was established to educate poor children, for, said, one speaker "genius is often repressed by the chilling hand of poverty."¹⁶ In that same year the Lynchburg Literary and Library Company was incorporated by the General Assembly with the purpose of establishing a library, a goal that remained unfulfilled for many years.

The education of slaves was prohibited by law in Virginia, and, except for the Quakers who educated free and enslaved blacks under threat of heavy penalties, was of little concern to the general population until after the Civil War.

2. Antebellum Period 1830-1860; Civil War (1861-1865)

Education in Lynchburg was still largely supplied by small academies and private schools, although the "Lynchburg Primary School Association" for popular education was formed in 1842 with few results. The best known school locally during this period was the Lynchburg Female Seminary, established in an imposing brick building at the corner of 12th and Court Streets in 1848 by the Misses Gordon. Later, the building was used for several public gatherings and as a hospital during the Civil War. It is no longer standing.

In 1855 Lynchburg College was established by Southern-leaning faculty members as an offshoot of Madison College in Uniontown, Pennsylvania. (It is no relation to the present Lynchburg College). A public subscription was initiated for the construction of academic buildings and in 1856 the school purchased two parcels of land in southwest Lynchburg between Floyd and Wise Streets to build their new college complex. As completed the following year to the design of architect James T. Murfree, the college was a castellated complex in the Gothic Revival style. (Figure V-F-2) Its existence was short-lived, however; with the coming of the Civil War, most of its students left and the school was converted for to a hospital. After the War, the campus was used as barracks by the Federal troops occupying the city. Parts of the building were dismantled and other portions sold as residences, two of which stood on Floyd Street until torn down in the 1960s. The surrounding College Hill neighborhood takes its name from this vanished educational institute.

3. Reconstruction and Growth (1865-1914)

The Lynchburg Public School system began in 1871 with the appointment of Abram Biggers, a descendant of John Lynch, as Superintendent of Schools for the City of Lynchburg and Campbell County. In that year nine schools, occupying rented buildings, opened for students. A total of 580 students were enrolled during this first session. High School education for whites was begun in 1871, and for black children in 1881. Black high school

¹⁶ Christian, Lynchburg, page 79.

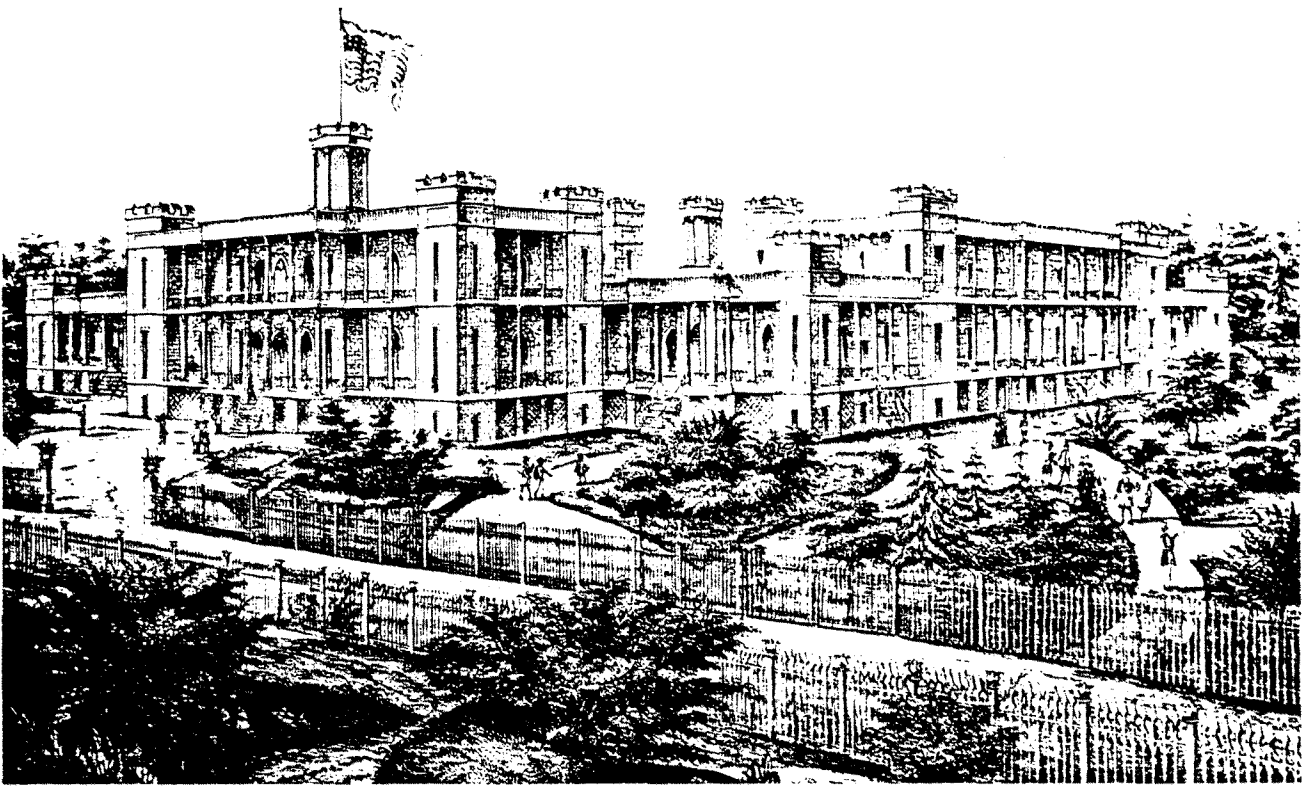


Figure V.F.2: Artist's Conception of Old Lynchburg College, circa 1855.
Source: The Iron Worker.

students were educated in a number of different buildings in Lynchburg for many years before they were moved to the new Dunbar High School in 1923.

1872 was a seminal year in the history of public education in Lynchburg; three public schools were erected in the city in that year. The old Court Street school and four rooms of the original Monroe Street School were built for white students, with a school on Jackson Street built for black students. None of these buildings is still standing.

School construction intensified in the 1880s and 1890s. The Biggers School was constructed in 1881 by architect Augustus Forsberg as the city's high school, and was for many years the city's largest school building. (Figure V-F-1) It is no longer standing. The Floyd Street School was built in 1884 and Payne School was completed in 1885. Payne School, constructed for black students, was razed in 1953.

The impressive Lynchburg High School on Federal Street was completed in 1899 to the design of well-known Lynchburg architect Edward G. Frye. (Figure V-F-3) Commanding a high promontory on Federal Hill, it has been a local landmark for years, and was spared the wrecker's ball when it was converted to apartment use in the 1970s.

4. World War I to World War II (1914-1945)

Most school construction after World War I occurred in Lynchburg's growing suburban neighborhoods, although a few schools were built in the downtown area as well. Among the major changes in the city's school system after the First World War was the institution, following a national trend, of a junior high school curriculum. The Robert E. Lee School (now the R.S. Payne School) at 12th and Floyd Streets in the Diamond Hill South neighborhood was built in 1926 as the city's first junior high school. The impressive Georgian Revival brick building was designed by architect J. Bryant Heard and built at a cost of \$320,000. (Figure V-F-4). The interior, with its elaborate terrazzo floors and spacious auditorium, indicated the care expended on the construction of schools during this period. (Figure V-F-5) Other schools from this period include the first E.C. Glass School on Park Avenue and the Garland Rhodes School in Rivermont, the latter designed by architect Stanhope Johnson.

The integration of public schools in Lynchburg did not occur until after World War II. In 1962, eight years after the Brown vs. Board of Education decision that outlawed segregation nationally in public education, two black students were admitted to E.C. Glass High School, located on Memorial Avenue. This school, replacing the Park Avenue structure as the city's high school for white students, had opened in 1953.

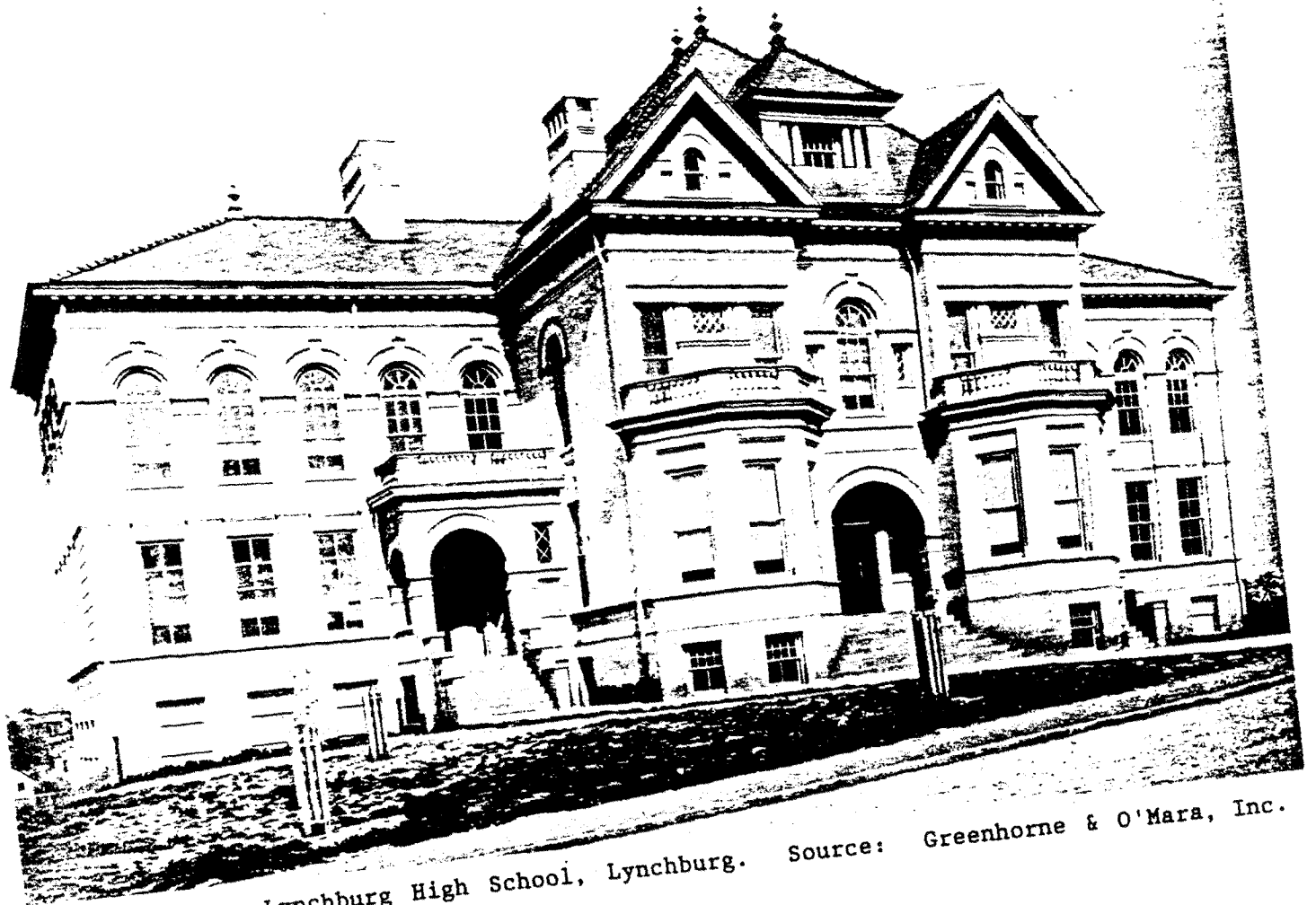


Figure V.F.3: Lynchburg High School, Lynchburg. Source: Greenhorne & O'Mara, Inc.



Figure V.F.4: R.S. Payne (Robert E. Lee) School.
Source: Greenhorne & O'Mara, Inc.

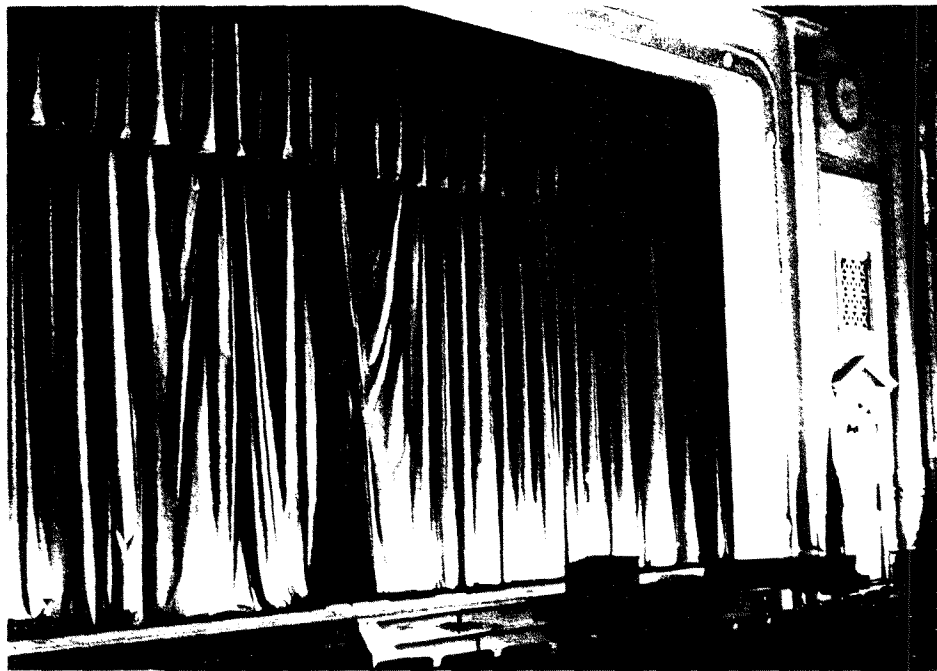


Figure V.F.5: R.S. Payne (Robert E. Lee) School. Interior of Auditorium. Source: Greenhorne & O'Mara, Inc.

MILITARY/DEFENSE THEME



Figure V.G.1: Confederate Monument, Lynchburg (built 1900).

Source: Lynchburg - An Architectural History.

G. Military/Defense

The military theme relates to the system of defending the territory and sovereignty of a people and encompasses all military activities, battles, strategic locations, and events important in military history.

Unlike many regions of Virginia, Lynchburg has experienced very little military action during its history. Its establishment post-dated the Revolution and its territory was not invaded during the War of 1812. A military engagement occurred near Lynchburg near the end of the Civil War, during the Battle of Lynchburg. A few physical reminders have remained from this brief battle, as have several memorials.

1. Civil War (1861-1865)

Lynchburg's one and only brush with military activity occurred during the Civil War. In April 1860, Lynchburg's first volunteers departed in railroad boxcars for action elsewhere in Virginia: "It was a solemn scene and one that thrilled every heart . . . Grey-haired fathers and mothers were there, parting with two or three sons and some giving up their only boy . . . None doubted that the Lynchburg boys would do their duty as soldiers."¹⁷

Served by three railroads and the James River and Kanawha Canal, Lynchburg was a vital transportation center for the Confederacy--Lincoln reportedly referred to it as the "guts of the South". It also became a major hospital center and assembly area for troops from within and outside the state. The buildings of Lynchburg College (now demolished) were turned into a hospital, as were many of the old tobacco warehouses and taverns. Troops were camped either at the fair grounds, later to become Miller Park, or at Camp Davis, a then largely wooded area south of Diamond Hill bounded by 12th, 16th, Pierce, and Kemper Streets. Prisoners were kept at both sites as well.

With most of the Civil War military action shifting to Virginia by 1864, Lynchburg's strategic importance as a supply center grew. Only one railroad line serving the city had been seriously damaged, and the city's foundries--Deane and Phoenix foundries--were still producing needed materiel for the Confederacy. In June 1864 General Grant dispatched General David Hunter to Lynchburg to capture the canal and railway lines. "It would be of great value to us to get possession of Lynchburg for a single day," said Grant to Hunter before he left.¹⁸ Hunter left Staunton and the Shenandoah Valley for Lynchburg, but wasted much time in destructive raids on the Valley and Lexington, giving Lynchburgers time to mobilize troops and erect defenses. The first set of earthen defenses,

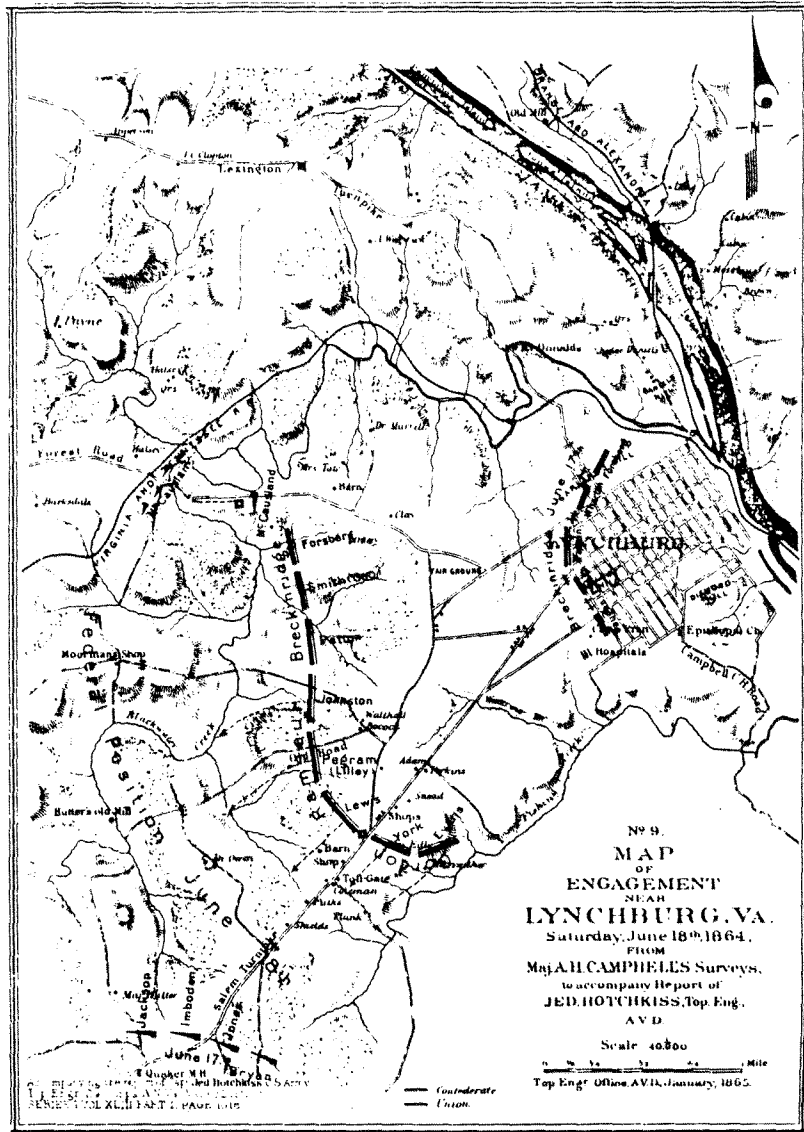
¹⁷ Scruggs, Lynchburg and Its People, page 132.

¹⁸ Ibid, page 141.

called the "inner defenses" stretched in an uneven line through the College Hill and Diamond Hill South neighborhoods. (Evidence of some of these can still be seen in the vicinity of 5th Street). These soon were recognized as being too close to the city to be practical, and a second set of outer defenses were built a mile and a half away by troops commanded by General Jubal Early.

Hunter's troops, dissuaded by the supposed strength of the city's defenses, and tricked into believing Confederate troop reinforcements were arriving daily, made only a half-hearted attack on the city on June 18, 1864, and then quickly withdrew. (Map G) The city remained unscathed physically by the war and surrendered peacefully to Union troops on April 12, 1865.

Two major memorials to the Confederate cause are located in downtown Lynchburg. One is the statue of a Confederate soldier opposite the City Courthouse on Court House Hill. The other is the Confederate Memorial located in the City Cemetery, which commemorates the 2,701 Southern soldiers who died of various causes in Lynchburg. The graves of these soldiers have been identified and marked. (Figure V-G-1)



Map G: 1864 Map of Battle of Lynchburg. Source: Pictorial History of Lynchburg.

RELIGION THEME



Figure V.H.1: Former St. Paul's Episcopal Church (demolished). Source: Lynchburg - An Architectural History.

H. Religion

The religion theme concerns the organized system of beliefs, practices, and traditions regarding the world view of various cultures and the material manifestations of spiritual beliefs. Property types include churches, rectories and meetinghouses.

Lynchburg contains a significant number of historic churches belonging to several different denominations and spanning the period between the 1840s and the 1920s. Churches and meetinghouses were built by members of the Quaker, Baptist, Episcopal, Presbyterian, and Methodist sects in a variety of architectural styles. These churches add significantly to the architectural fabric of the city; Lynchburg is in fact often known as the "City of Churches." In addition to reflecting the diversity of the city's religious makeup, many of these churches are architecturally significant in their own right.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

Situated at an early transportation crossroads, the Lynchburg area was traversed and eventually settled during the colonial period by a wide variety of national groups who brought with them their own distinctive religious beliefs and practices. Although Virginia's religious affairs were officially under the purview of the Anglican Church, the colonial government encouraged the settlement of the Piedmont and Blue Ridge mountain areas by adherents of other dissenting sects, including Scotch-Irish Presbyterians and Quakers. The Scotch-Irish Presbyterians were the first to move into this area, settling at Hat Creek in Campbell County in the 1740s. The South River meeting of Friends was established in 1757, with Sarah Lynch, wife of Charles Lynch listed as member. A log meeting house was built near the site of the present 1798 stone meeting house south of Lynchburg in 1758 and enlarged in 1763. The Quakers, who abjured military service and generally did not own slaves were somewhat removed from the political life of the area, but nonetheless exercised a strong influence on the economic history of the Lynchburg area, generally directing their full attention to commerce and trade.

The Anglican Church in the Lynchburg area was represented after around 1765 by a small chapel described in one contemporary account as "a frame house, one story high, eighteen by 24 feet", located, along with an adjoining cemetery, between present Court and Clay Streets.¹⁹ The Anglican Church was disestablished in 1777 and the chapel converted to a school. It burned in 1802.

2. Early National Period (1789-1830)

As the number of religious sects multiplied in the early 19th century, so did the need for adequate worship space. In 1801 the local Masons opened

¹⁹ Christian, Lynchburg, page 28.

up their hall, located at 9th and Church Streets, for divine worship "to every sect of Christians". Used by nearly every local sect (except for the Quakers who were proscribed from contact with Masons because of their "exercise of swords and musical instruments"²⁰), the hall became primarily associated with the rise of Methodism in Lynchburg. In 1805 the local Methodists, under the direction of Rev. Stith Mead bought a lot for the construction of the first church in the town limits. Located on Church Street, it was torn down in 1814. In 1811 the church established a short-lived national publication, the Lynchburg Evangelical Magazine.

The Anglican Church, reconstituted as the Episcopal Church after the Revolutionary War, drew its membership largely from the more conservative and wealthy segments of Lynchburg's population and built, in the words of Bishop Meade, a "neat and convenient brick church" (St. Paul's) at Church and 7th Streets in 1825.²¹ In 1835 a bell and town clock were added. Portions of this church survive in the newer structure still standing at this site, although the clock was saved and removed to the new city courthouse.

In 1830 the diarist Anne Royall enumerated "one Presbyterian church, two Baptist churches, two Methodist churches, and one Episcopal church (a fine building and has a large organ)."²² Most of these churches, including the 1827 Second Baptist Church, the 1843 St Francis Xavier Catholic Church, and the 1829 Reformed Methodist Church were located along Third (Church) Street, establishing this as the religious heart of Lynchburg. These churches were generally deplored for their simplicity, "one or two only having any pretensions to architectural propriety or ornament."²³

In 1804 the eccentric preacher Lorenzo Dow damned Lynchburg as a "deadly place for the worship of God".²⁴ Nonetheless, Lynchburg, in addition to its growing number of churches, was also host to several religious conferences and meetings during this period. Bishop Asbury among others attended the Virginia Methodist Conference in 1808, the state convention of the Episcopal Church met in Lynchburg to dedicate its new church in 1826, and in 1827 the town hosted the Presbyterian Synod of Virginia.

3. Antebellum Period (1830-1860)

Church building intensified in Lynchburg in the 1850s, reflecting the growth in population in general and the growth of the worshipping population in particular. The Greek Revival-style Court Street Methodist

²⁰ Christian, Lynchburg, page 38.

²¹ Chambers, Lynchburg Architectural History, page 88.

²² Christian, Lynchburg, page 102.

²³ *ibid*, page 101.

²⁴ Scruggs, Lynchburg History, page 38.

Church (1850) and a new Gothic Revival St. Paul's Episcopal Church (1851) were built on the sites of earlier churches (neither of these newer churches is still standing). St. Paul's and the Second Presbyterian Church were both designed by William S. Ellison, architect of the city's new courthouse. (Figure V-H-1) Most of these churches were replaced by larger successor churches in the 1880s and 1890s. One of the few churches of this era that survived into the 20th century was the former Universalist Church (now much altered) built in the 1840s at the southeast side of 12th Street near Main Street.

In 1843 the congregation of 1st Baptist Church adopted a preamble and resolution concerning the 197 black members of the little church on the north side of Church Street between 8th and 9th Streets:

"In consequence of the large increase of the colored part of the church, as well as our inability to accommodate in our present house of worship the colored congregation at the same time and place with the white, it is deemed expedient and necessary to provide for the colored people a separate house of worship.

Whereupon, it was resolved that we proceed to buy or build a meeting house for the colored part of the congregation and that it be called the African Baptist Church of Lynchburg."

4. Civil War (1861-1865); Reconstruction and Growth (1865-1917)

The post-Civil War period marked the full flowering of religious building in Lynchburg. Many of downtown's most architecturally significant church buildings date from this period. Clustered along Court and Clay Streets, they create an imposing addition to Lynchburg's skyline, earning it the sobriquet "City of Churches". These churches reflected the maturing of Lynchburg's religious life, with many congregations financially able to replace their inadequate antebellum buildings with splendid, architecturally sophisticated churches.

The proliferation of congregations and the demand for new buildings was the result of population growth, the splitting off of splinter groups from older congregations, and the growth of separate black congregations. Before the war, black slaves had often worshipped along with their owners in the city's churches. After the war, blacks formed several separate congregations of their own, spurring the building of several historically important churches.

Among the earliest of these churches was the Jackson Street Methodist Church in the College Hill neighborhood built in 1868, which has been attributed by one source to local architect Augustus Forsberg.²⁵ The church hosted several nationally prominent black orators during the late

²⁵ "100 Years at Jackson Street United Methodist Church", commemorative program prepared by the Jackson Street United Methodist Church (1966).

19th and early 20th centuries, including Frederick Douglass and Booker T. Washington and was remodelled, probably by either architect J.M.B. Lewis or Edward G. Frye in 1907. The small frame Marshall African Methodist Episcopal chapel at 1307 Fillmore Street in Diamond Hill South is the first and only church of that denomination built in Lynchburg. (Figure V-H-2) It was constructed in 1877 and remodelled in 1909. Nearby in Diamond Hill South is the Chapel of the Good Shepherd, a mission chapel established by the Episcopal Church for black worshippers. (Figure V-H-3)

Two churches probably most important to the city's black history are the Court Street and Diamond Hill Baptist Churches. Court Street Baptist Church is an imposing brick edifice completed in 1880. (Figure V-H-4) The construction of this church had been bitterly resisted by white residents in the area, which only galvanized the black congregation and made them more determined not to be pushed out of this area. The construction of the church was financed entirely by a cash subscription of the congregation. Diamond Hill Baptist Church on Grace Street in Diamond Hill was built in 1888, and displays some of the most impressive patterned brickwork seen anywhere in the city, executed by Louis Bolling, a black member of the congregation.

At least two congregations in Lynchburg turned to nationally prominent architects for the design of their new churches. Among these were John Rochester Thomas of New York, responsible for the design of the imposing First Baptist Church (1884) on Court Street (Figure V-H-5), and Frank Miles Day of Philadelphia, the architect for St. Paul's Episcopal Church (1889-1891) on Clay Street.

At the turn of the century, the design of new churches in Lynchburg was virtually monopolized by the local architect Edward G. Frye. A skilled practitioner of the Romanesque Revival styles, he was responsible for the design of the 8th Street Baptist Church (1898), the First Presbyterian (now First Methodist) Church, built in 1899 (Figure V-H-6), the Court Street Methodist Church (1899), the campanile of the Holy Cross Catholic Church (1899), and the First Christian Church (demolished), built in 1903.

Although the majority of churches in downtown Lynchburg were built on the crest of Court House Hill along Court and Clay Streets, significant examples of religious architecture are present in other parts of downtown. The College Hill Baptist Church on Floyd Street in College Hill is a striking Romanesque-Revival brick church built in 1897, probably to the design of local architect J.M.B. Lewis. (Figure V-H-7)

5. World War I to World War II (1914-1945)

By 1920 the demand for new churches in the downtown area had been largely satisfied, a result of stagnant population growth in the downtown area and rapid growth in the surrounding suburbs. Two significant exceptions were the first Unitarian Church, precariously sited on the stone steps next to Monument Terrace and designed by local architect Aubrey Chesterman in 1926, and the imposing Westminster Presbyterian Church, a late Gothic Revival-style edifice located on Floyd Street on the crest of College Hill and



Figure V.H.2: Marshall A.M.E. Chapel, 1307 Fillmore Street (built 1877). Source: Hortense Colmore.



Figure V.H.3: Good Shepherd Episcopal Chapel, 1401 Wise Street, (built early 20th century). Source: Greenhorne & O'Mara, Inc.

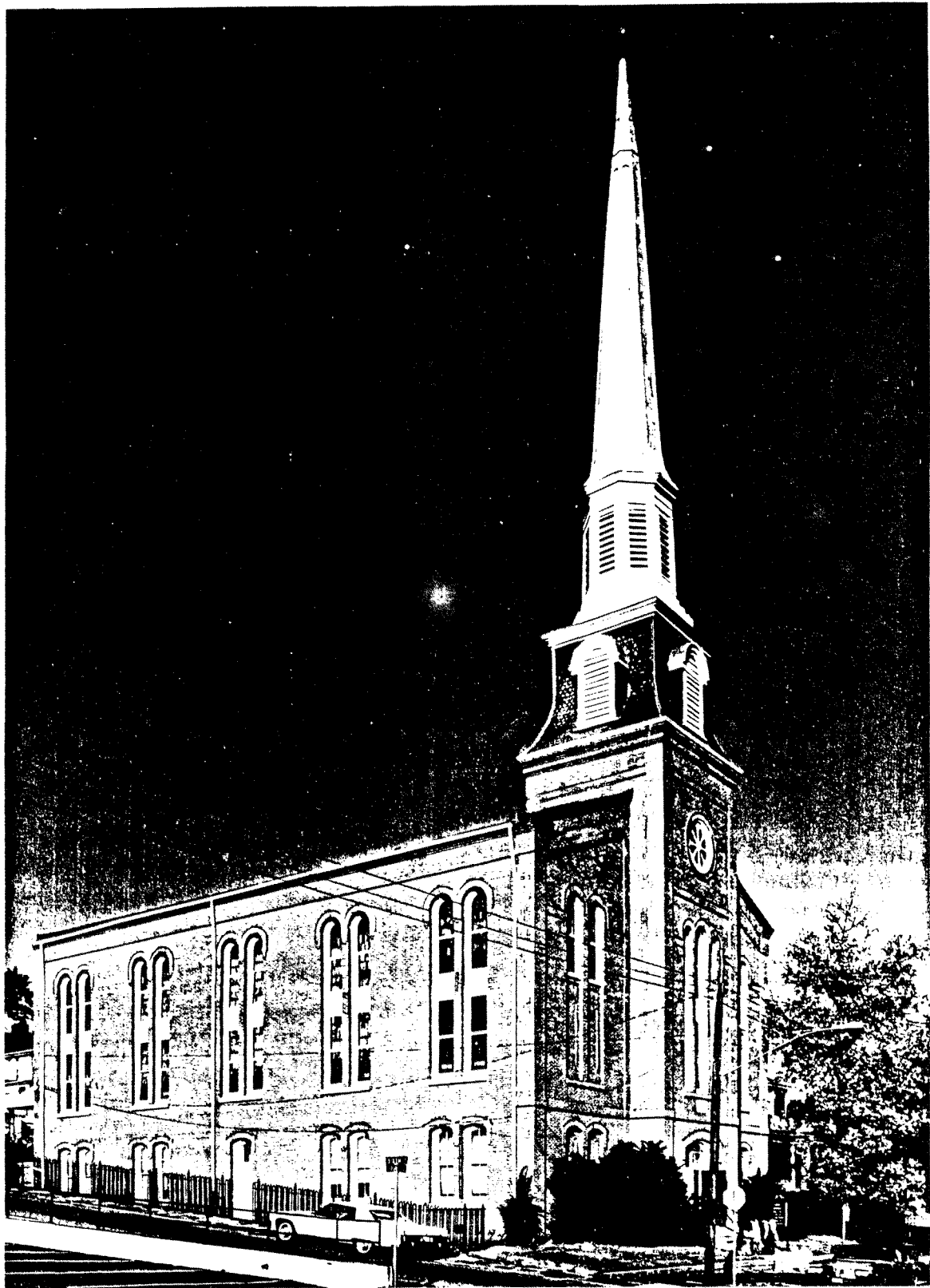


Figure V.H.4: Court Street Baptist Church (built 1879). Source: Lynchburg - An Architectural History.

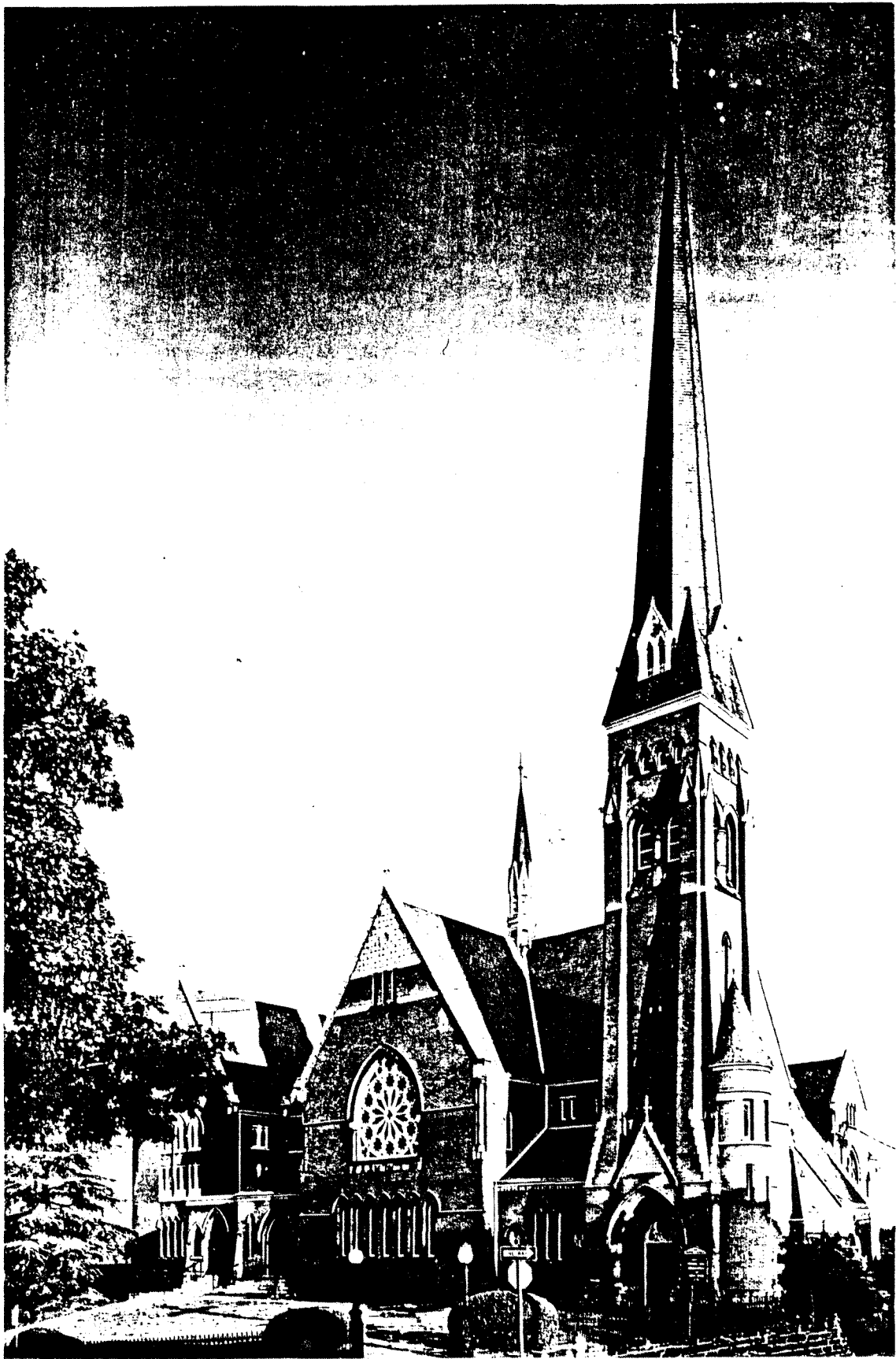


Figure V.H.5: First Baptist Church (built 1884). Source: Lynchburg - An Architectural History.

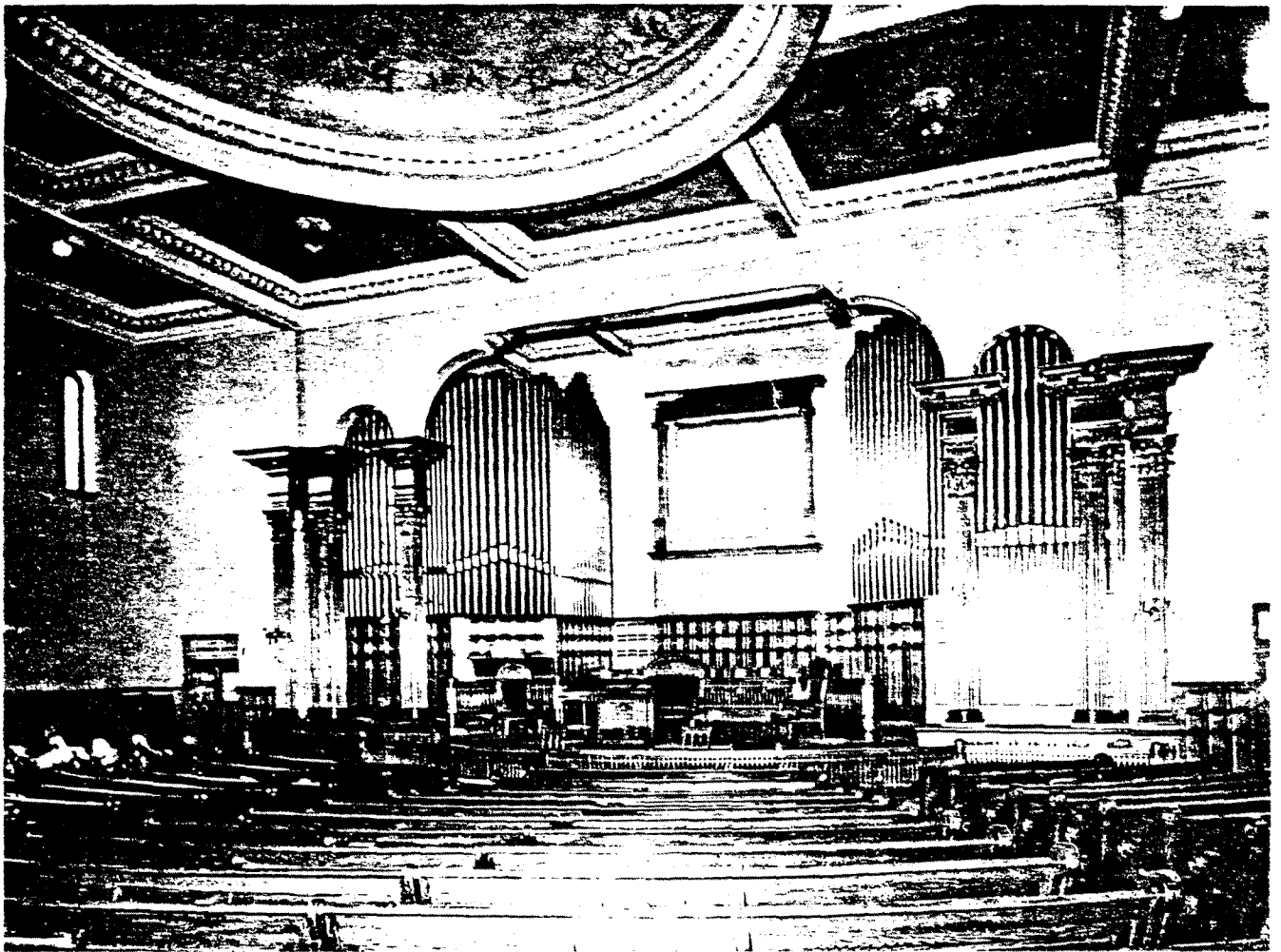


Figure V.H.6: First Presbyterian Church (built 1899). Source: Lynchburg
- An Architectural History.



Figure V.H.7: College Hill Baptist Church
(built 1897). Source: Greenhorne & O'Mara, Inc.

designed by architect Walter Crowe in 1926. The latter was Lynchburg's last major church in that style and was built on the site of an earlier Baptist Church. (Figure V-H-8)

Several small churches and chapels were built in the by-then predominantly black neighborhood of Diamond Hill South, south of Grace Street, including the Central Baptist Church on Kemper Street, and the Wayside Gospel Church on Pierce Street. These small chapels served the increasingly diverse black population of this area, previously served by the older Marshall and Good Shepherd Chapels.

Important centers of black spiritual and social life since Reconstruction, many of these churches formed the moral nucleus of the Civil Rights movement in Lynchburg after the Second World War. The congregation and minister of Diamond Hill Baptist Church in particular played pivotal roles in the Civil Rights struggle in the 1950s and 1960s. One of the few white leaders in this movement in Lynchburg was the Rev. John Teeter, rector of the Good Shepherd chapel.



Figure V.H.8: Westminister Presbyterian Church (built 1926).
Source: Greenhorne & O'Mara, Inc.

SOCIAL THEME



Figure V.I.1: Piedmont Club, Church and 10th Streets (demolished).
Source: Jones Memorial Library.

I. Social

The social theme examines social activities and institutions, as well as charitable and fraternal organizations. Property types include meeting and masonic halls, as well as civic centers and auditoria.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830)

Social and fraternal groups date from Lynchburg's earliest years. The Hiram Lodge of Masons, now known as the Marshall Lodge, was organized in 1793. Their lodge building, completed in 1794, was one of the most significant early buildings in Lynchburg, and was a two-story, gable-roofed frame house designed by the builders Rowland and Curle. The hall served a multitude of functions, including the city hall and courthouse, theatre, and even the home of several churches.

2. Antebellum Period (1830-1860); Civil War (1860-1865)

In 1846 a new Masonic Lodge, built by William Phaup, was erected on Church Street in Lynchburg. The two-story brick structure, totally domestic in appearance, continued to house a number of civic functions during its life, and although much remodelled, is still extant.

Lynchburg also contained a number of literary and charitable societies, the physical reminders of which are few. In 1845 a charitable group contracted to build the Ann Norvell Orphan Asylum. Still located on Federal Street, between 1st and 2nd Streets, the building is now a residence.

3. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

The Y.M.C.A., which had occupied the old First Baptist Church on Church Street after 1886, commissioned the architect/engineer Augustus Forsberg to remodel the church for the group's headquarters. In 1906 they moved to new headquarters. The club headquarters the Piedmont and Elks Clubs were also imposing buildings, the former designed by the firm of Frye and Chesterman. The Hill City Masonic Lodge (1897), also designed by Edward G. Frye, is an imposing Classical Revival building located at Church and 11th Streets. (Figure V-I-1). The other major club-related building of this period is the Y.W.C.A. building on Church Street, designed by architect Stanhope Johnson.

RECREATION/ARTS THEME



Figure V.J.1: Academy of Music (built 1900). Source: Greenhorne & O'Mara, Inc.

J. Recreation/Arts

The Recreation/Arts theme relates to the arts and cultural activities and institutions associated with leisure time and recreation. property types includes theatres and auditoria, statues and other artwork, and sports facilities.

Although Lynchburg has often been known primarily as a center of commerce and business, its citizens have also shown a taste for the arts as well. Theaters have been an integral part of its cultural life since the early 19th century, with the Academy of Music building being the best and most opulent example of these theatres still remaining. Artwork can also be found in the city, including several significant statues.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830); Antebellum Period (1830-1860); Civil War (1860-1865)

Public theatres existed in Lynchburg almost from its founding in 1786. By 1820 a large but unprepossessing theatre was built on Court Street to replace an even earlier theatre once located opposite the Franklin Hotel. Here were held performances by the Thespian Society and other groups, as well as travelling shows, especially minstrel troupes.

By the 1840s and 1850s Lynchburg was home to several literary and library societies, and its citizens were entertained by both travelling opera singers and circuses. Several buildings were used for these purposes, including the various Masons halls, the YMCA center and even some churches. The former Third Street Methodist Church was converted to a theatre in the 1860s and renamed Holcombe Hall.

2. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

One of the most important buildings in Lynchburg after the War was the Opera House, designed by Baltimore architect John Niernsee and built in 1879. Well-known throughout Virginia in its day, it hosted a number of nationally prominent singers and musical productions. It declined in popularity after 1900 however, and by 1903 was torn down.

The theatre was replaced by the even more ornate Academy of Music in 1905. After a fire in 1911 the facade of the building was replaced with a handsome classical design, designed by the architectural firm of Frye and Chesterman. The interior is even more elaborate, with much of it painted with murals. It too has suffered a decline along with the general demise of the downtown area and has been the center of many restoration plans. Its fate is uncertain after a disastrous windstorm in 1993.

Lynchburg has several significant examples of civic sculpture dating from this period. These include the statue atop the Clay Street reservoir, the Confederate Soldier statue in front of the City Courthouse, the statue of a World War I Doughboy (formally known as "The Listening Post"), and the

seated statue of Senator John Warwick Daniel at the intersections of Park, Floyd and 9th Streets in College Hill. It was sculpted by the American Sir Moses Ezekiel. Ezekiel (1844-1917), a native of Richmond, studied sculpture in Germany and remained in Italy for most of his life.

TRANSPORTATION THEME

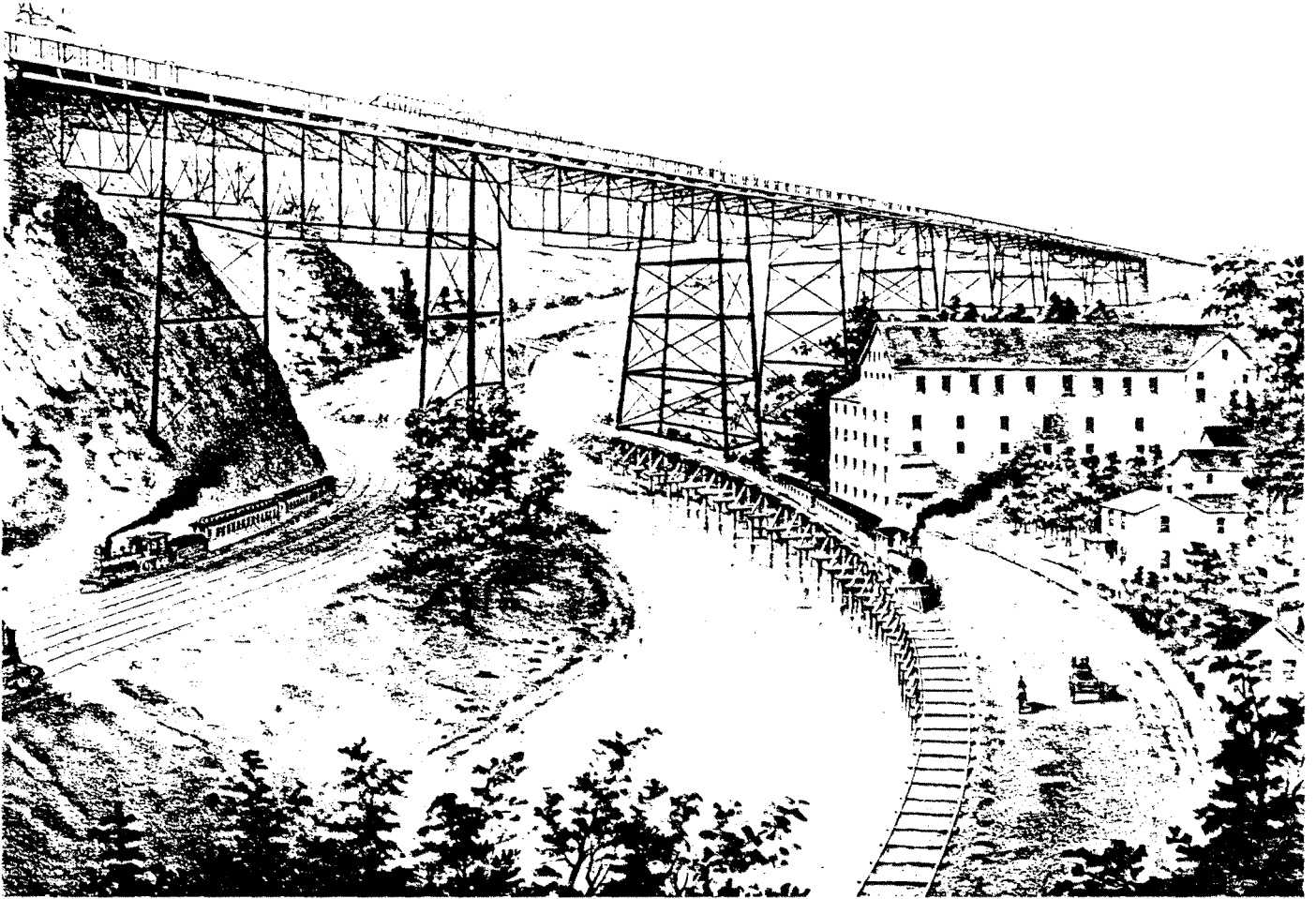


Figure V.K.1: Circa 1890 view of Rivermont Bridge and rail lines. Source: Lynchburg - An Architectural History.

K. Transportation

The transportation theme relates to the process and technology of conveying passengers, materials, and information. Property types include canal, road, and rail resources such as depots and stations, locks, and bridges.

Transportation has played a critical role in the growth of Lynchburg since the late 18th century. Established at the southern point of a ferry across the James River in 1786, Lynchburg benefited from its access to river transportation. Its economic link with Richmond increased with the construction of the James River and Kanawha Canal in 1840. The coming of the first of several rail lines in 1849 connected Lynchburg with other Virginia cities and was crucial to the city's economic progress, opening up markets for its tobacco and other manufactured products. The Lower Basin teemed with activity during the late 19th century, despite the relocation of a major rail yard to Roanoke in the 1870s. Automobile transportation and the modern highway system expanded Lynchburg's markets, while encouraging the dispersal of many of its industries.

Despite a generally inhospitable topography, Lynchburg was a central point for the distribution and shipment of its many manufactured products. However, each advance in transportation technology has tended to obliterate evidence of the previous transportation system, leaving Lynchburg with few visible reminders of its ferry, canal, and railroad system.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National (1789-1830)

Migrating Indian tribes had crossed the James River at the Horseford, at the site of present-day Lynchburg, and their north-south route was used by the earliest colonists. In 1757 John Lynch established a ferry across the James River near the Horseford, with the southern terminus near the foot of present-day 9th Street. Only a commemorative boulder marks the spot of Lynch's ferry and ferry house.

Tobacco was the region's principal cash crop and was inspected and packed at the warehouses established by Lynch and others in the 1780s and 1790s. The tobacco leaves were prized into wooden hogsheads or barrels by the farmers and the hogsheads were pulled by horses or rolled from the outlying farms into town. These "rolling roads", although notoriously rutted and impassable in the spring and fall, were the region's first transportation system, with Lynchburg at its hub.

Around 1780 Anthony Rucker of Amherst County invented the bateaux river boat, a flat-bottomed vessel uniquely able to navigate the often treacherous waters and rapids of the James River. (Figure V-K-2) During the Revolution these boats left from Lynch's ferry with iron and lead for Tidewater arsenals, and after the War were utilized for the transport of tobacco. After inspection in the warehouses, the hogsheads were shipped by boat down the James River to Richmond, where they were sold and the tobacco was sent to foreign ports. These bateaux, which docked near the present



Figure V.K.2: View of reconstructed bateaux near Scottsville, Virginia (June 1993). Source: Greenhorne & O'Mara, Inc.

Lower Basin area of Lynchburg, at one time employed nearly 500 men, mostly black, and created a crowded scene at the waterfront.

2. Antebellum Period (1830-1850)

The antebellum period saw the arrival of two important and eventually competing transportation systems to Lynchburg: the canal and the railroad. The city was planned as the "Grand Terminus" of the first division of the 196-mile James River and Kanawha Canal running west from Richmond. This canal, like so many other canals constructed throughout the United States beginning in the 1820s, was built to open up Eastern cities, such as Richmond, to western products and markets. The building of the canal in Lynchburg brought a large influx of Irish workers, who, in addition to constructing the canal bed and tow-path, excavated the large holding pond known as the Lower Basin, where the packet boats docked and turned around. In 1840, the first packet boat reached Lynchburg and was greeted with much fanfare. The packet boats were a colorful addition to the Lynchburg waterfront. (Figure V-K-3)

During its life, the canal provided a vital link between Lynchburg and the tobacco marketing city of Richmond, with which it maintained a fierce economic rivalry. The canal, originally planned to terminate in present-day West Virginia, was built only as far west as Buchanan, Virginia, which it reached in 1851. Thus, the promise of expanded western markets was only partially fulfilled by the canal. It existed, ever more tenuously as the railroad took over its market share, until 1879. In that year the canal was acquired by the Richmond & Allegheny Railroad, which filled the bed in to lay its own track. Few visible remnants of the canal remain in downtown Lynchburg. The best-preserved is the 9th Street Bridge, a stone arched bridge with its center keystone inscribed "Built A.D. 1839 by J.S. King."

Beginning in the 1830s, Lynchburg's enterprising business and civic leaders lobbied intensively for a railroad route through the town, but they were thwarted by business interests in Richmond, who prevented them from realizing their dream until 1849, when the Virginia & Tennessee (V&T) railroad arrived in town.²⁶ In 1851 the line was extended to Bristol, and at last Lynchburg was joined to the gateways to the West. Lynchburg was the eastern terminus of the V&T's line and the center of its operations. Tracks were laid and a handsome depot built in the increasingly crowded area at the foot of 9th Street. Later these were augmented by an engine house, roundhouse, machine shops, and other facilities. None of these structures is still standing. The V&T was joined by two other lines, the Southside Railroad, connecting Lynchburg with Petersburg in 1854, and the Orange & Alexandria Railroad, which arrived in 1860, just in time to be utilized by the Confederacy in the Civil War. The effect of these railroads on Lynchburg's economy was substantial.

Tobacco processed in Lynchburg was able to be shipped to many points of the state and nation, increasing the national reputation of its dark leaf

²⁶ Christian, Lynchburg and Its People, page 142.

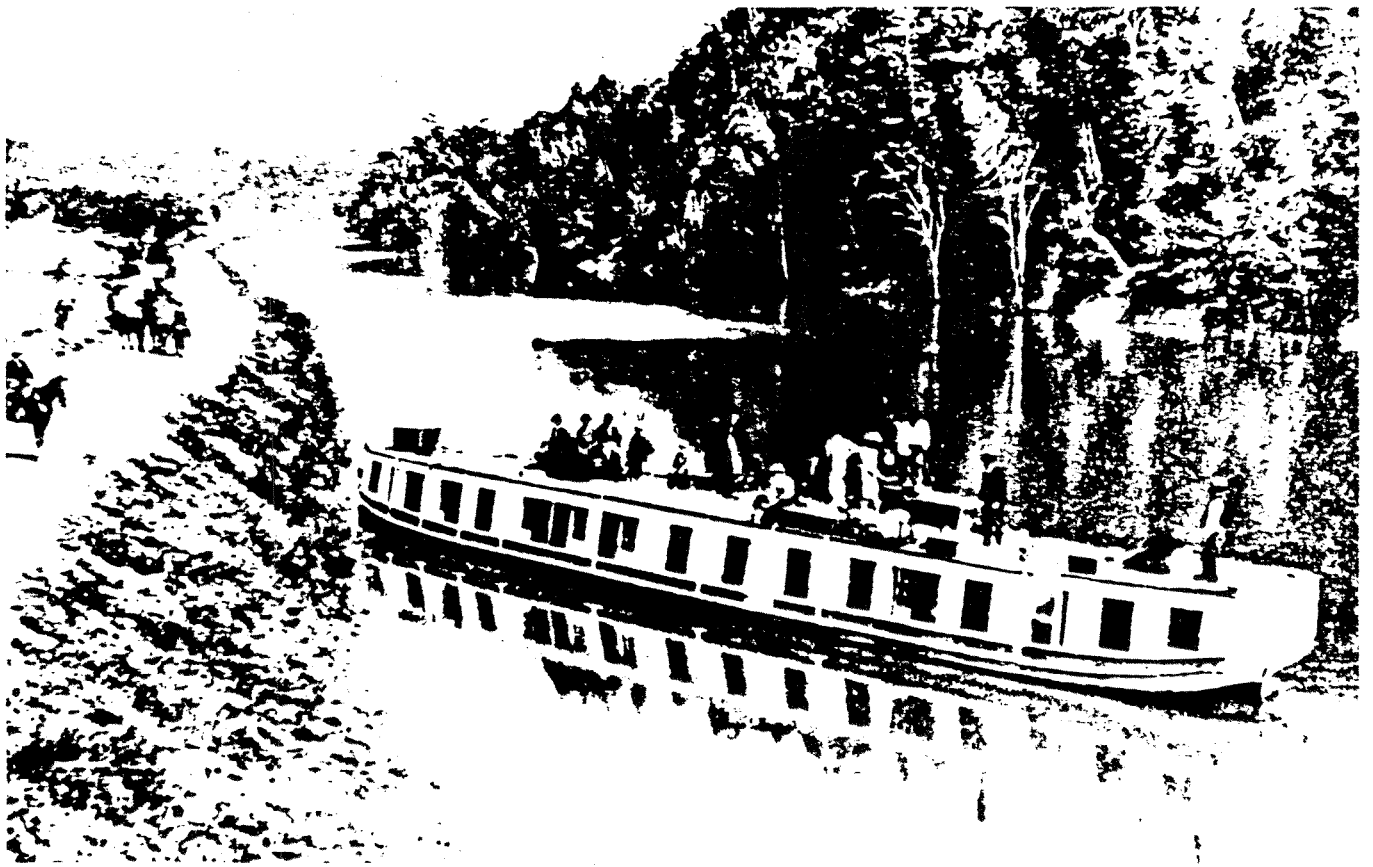


Figure V.K.3: The packet boat, "John Marshall" on the James River and Kanawha Canal near Lynchburg, circa 1888. Source: The Iron Worker.

tobacco. In addition, Lynchburg's other industries, including iron and steel manufacturing and flour milling, greatly increased their access to raw materials and markets.

3. Civil War (1860-1865); Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

As a major transport center, Lynchburg played a crucial role during the Civil War, serving as a point for troop deployment and as a major hospital center. However, the city was not attacked by Union forces until near the end of the War. Only the lines of the Orange & Alexandria Railroad, which served Lynchburg in a north-south direction, were damaged to any great extent.

Lynchburg was served by two additional railroad lines after the War, including the Richmond & Allegheny and the Lynchburg & Danville railroads. In 1880 the many railroads along the waterfront caused a visitor to remark: "A bewildering scene meets the eye of the traveller as he alights. . . in Lynchburg. Such a medley of railways and watercourses is rarely seen outside, and still less, inside of a city."²⁷ However, virtually none of the railroad-related structures of the post-war period, such as depots, machine shops, and repair shops remain. In the 1870s, the Norfolk & Western--a consolidation of several lines, including the V&T--relocated their rail yards from Lynchburg to Big Lick (later Roanoke), thus stripping Lynchburg of its major status as a rail switching and repair center. The Southern Railroad--a consolidation of several lines including the Orange & Alexandria--continued its major operations in the city, however. In 1890 a handsome Union Station, serving Lynchburg's major passenger rail carriers, was built on the site of the V&T shops and roundhouses. (Figure V-K-4) In 1910 the Southern Railroad built its own passenger station on Kemper Street, south of the downtown area. It remains as the only passenger station in Lynchburg. (Figure V-K-5)

Physical remnants of the once-extensive rail operations carried out in the Lower Basin area of the downtown are few. The Norfolk & Western Railroad's freight depot (circa 1880), in the 900 block of Jefferson Street, is an impressive one-story, gable-roofed building extending nearly 400 feet. Once graced by a monitor roof and flanked by loading platforms, the depot still retains its utilitarian character. The former C&O railroad depot, located on Jefferson Street as well, burned, and only the loading platforms remain. The Richmond & Allegheny Railroad's freight depot, also on Jefferson Street, is now used as a cold storage building. The Norfolk & Western signal tower on Orange Street is another relic of this important period in the city's transportation history.

In 1901 the Lynchburg Traction and Light Company was formed to consolidate the various street-car and trolley lines serving different parts of the

²⁷ Richmond and Danville Railroad Company, Summer Resorts and Points of Interest of Virginia, Western North Carolina, and North Georgia, (New York, 1884), page 31.



Figure V.K.4: Union Station (demolished), Lynchburg. Source: Lynchburg-
An Architectural History.



Figure V.K.5: Kemper Street Station, Lynchburg.
Source: Greenhorne & O'Mara, Inc.

city. In 1907 the company built its facilities in an area between 5th and Main Streets. One of the car barns of this company, now considerably altered and in rather derelict condition, still stands on 6th Street and Park Avenue in the College Hill neighborhood.

As the railroads had supplanted the canal in the 19th century, highways overtook the railroad as Lynchburg's principal transportation link with outside markets after World War II. Roads had not been an important part of the region's transportation system since colonial days, but as roads were paved, their importance and efficiency increased. Such major highway routes as U.S. 29, 460, and 501, built in the 1920s, pass through Lynchburg. The effect of this move was to distribute the city's manufacturing concerns over a much wider area, and causing the decline of the Lower basin as the city's only manufacturing area. As railroad activity declined in the Lower Basin after World War II, many of the old jobbing houses, factories and freight operations closed, leaving the area largely vacant for the first time since the city was established.

COMMERCE/TRADE THEME

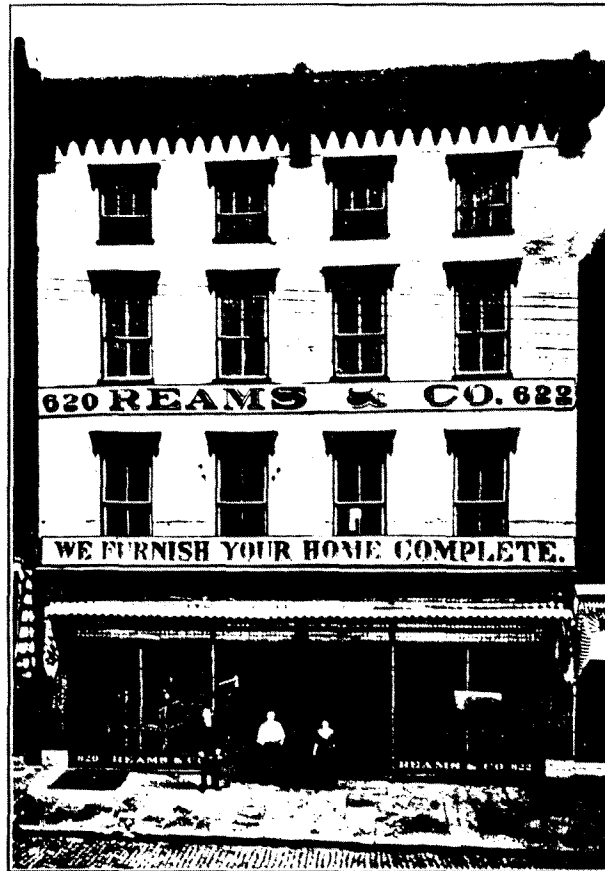


Figure V.L.1: Reams & Co., 620-622 Main Street, Lynchburg (photo circa 1912). Source: Jones Memorial Library.

L. Commerce/Trade

The commerce theme examines the process of trading goods, services, and commodities. Property types include stores, banks, and warehouses.

Commercial activity has taken place in Lynchburg since its earliest days. Lynchburg throughout the 19th century has supported a wide variety of commercial establishments ranging from large department stores and trading companies, to small corner retail stores. Most of Lynchburg's historic commercial structures are concentrated along Main Street, the city's historic retail core.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830)

The growth of commercial activity went hand in hand with the growth of Lynchburg as a tobacco processing and shipping center. Because of Lynchburg's developing transportation system, it had access to a wide variety of goods for its local residents as well for farmers in the counties to the north and south. A store was opened on Jefferson Street between 8th and 9th Streets in 1790 by William Wilson, who also lived above the store. The building was later occupied by a Mr. Niger and was called the Niger House for many years.²⁸ It is no longer standing.

Lynchburg built a market house around 1806, but quickly outgrew its small size. A new one, measuring 50 by 16 feet, was built in 1814. The Lynchburg Press praised the new trading facility, forecasting "good effects from the erection of this building. There will be no more tiresome traipsing from door to door inquiring who wants to buy."²⁹ Often derided for its tumbledown appearance, it was torn down in 1870.

Among the businesses advertising in the newspapers of 1806 were tailors, coachmakers, milliners, tailors, barbers, and druggists.³⁰ Most of these businesses were concentrated along Main Street, then as now the center of the city's retail district.

Banks were established in Lynchburg early in the city's history. William Brown, an enterprising Scotsman, was a merchant as well as a banker, who held the accounts of many of the leading citizens of the city, including Mr. Jefferson. Both the Farmers Bank of Virginia, and the Exchange Bank of Virginia had established branches in Lynchburg by 1814.

Few, if any commercial buildings from this active period of Lynchburg's commercial history remain, most having been replaced by newer and larger

²⁸ Christian, Lynchburg, page 25.

²⁹ Ibid., page 50.

³⁰ Ibid., page 37.

buildings. (Taverns and ordinaries, sometimes considered commercial structures, are discussed under the Domestic Architecture theme). Most were domestic in scale and appearance, with few architectural embellishments.

2. Antebellum Period (1830-1860); Civil War (1860-1865)

Lynchburg continued to acquire new commercial enterprises as its industries and population multiplied. In 1855 the city contained three commercial banks and three savings banks, as well as 150 stores in which total annual sales exceeded two million dollars.³¹ By that year, the city contained most of the usual stores and businesses including clothing and "fancy goods" stores, druggists, jewellers, watch and clock makers, milliners, dry goods stores, grocers, and tobacco stores. Most of the buildings housing these enterprises are no longer standing, although a significant example of commercial architecture, the J.W. Wood building, still stands on Jefferson Street. The building is significant architecturally for its iron front facade, and is listed on the National Register of Historic Places. (Figure V.L.2)

3. Reconstruction and Growth (1865-1914)

The post-Civil War period was one of rapid industrial expansion in Lynchburg, and with this expansion came another burst of commercial activity. Most of Lynchburg's commercial buildings date from this period, giving the Main Street corridor its distinctively Victorian character. (Figure V-L-3) Most of these buildings are small in scale, usually two- or three-story brick buildings, with high false fronts and decorated gable ends. The Lynch House, a combination store and hotel, was constructed in the Second Empire Style by architect Robert Burkholder around 1873. Another significant building was the J.P. Bell Store on Main Street which featured a cast iron facade. Neither are still standing.

In 1881 the Guggenheimer & Co. concern opened a large dry goods store in a large iron-front building on Main Street. (V-L-4) Long known as the city's leading department store, this building was replaced by a new brick building in the 1920s. One of the most charming of Lynchburg's 19th-century store buildings is the former Bragassa's toy store on 12th Street. The plain, two-story brick building with its tall front windows is now the home of the Historic Lynchburg Foundation. (Figure V-L-5) One building still standing from this era is the Lynchburg Furniture Store building on Main Street, distinguished by its cast iron facade. (Figure V-L-6)

Commercial buildings erected after the turn of the century possess many classical and Beaux-Arts characteristics, particularly banks. A new City Market was built on Main Street to the design of the firm of Frye and Chesterman. The People's Bank Building and the Lynchburg National Bank, the latter designed by the English architect Alfred Bossom (later Lord

³¹ Richard Edwards, Statistical Gazetteer of the States of Virginia and North Carolina, (Richmond, 1855), page 299.



Figure V.L.2: Woods Building (built 1852). Source: Lynchburg - An Architectural History.



Figure V.L.3: View of Main Street, Lynchburg (1993).
Source: Greenhorne & O'Mara, Inc.

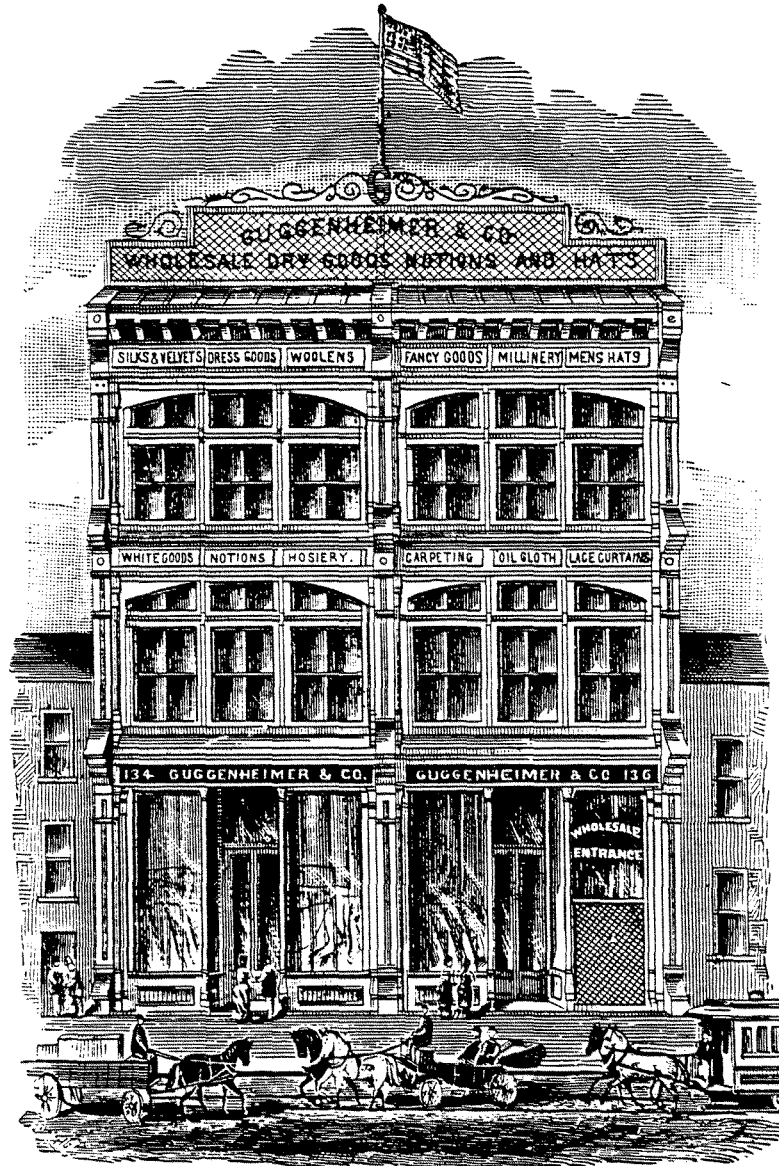


Figure V.L.4: Guggenheimer & Co., Main Street
(built 1880; demolished).

Source: Helper Centennial Souvenir.



Figure V.L.5: Bragassa's Toy Store, now the Lynchburg Historical Foundation. Source: Greenhorne & O'Mara, Inc.

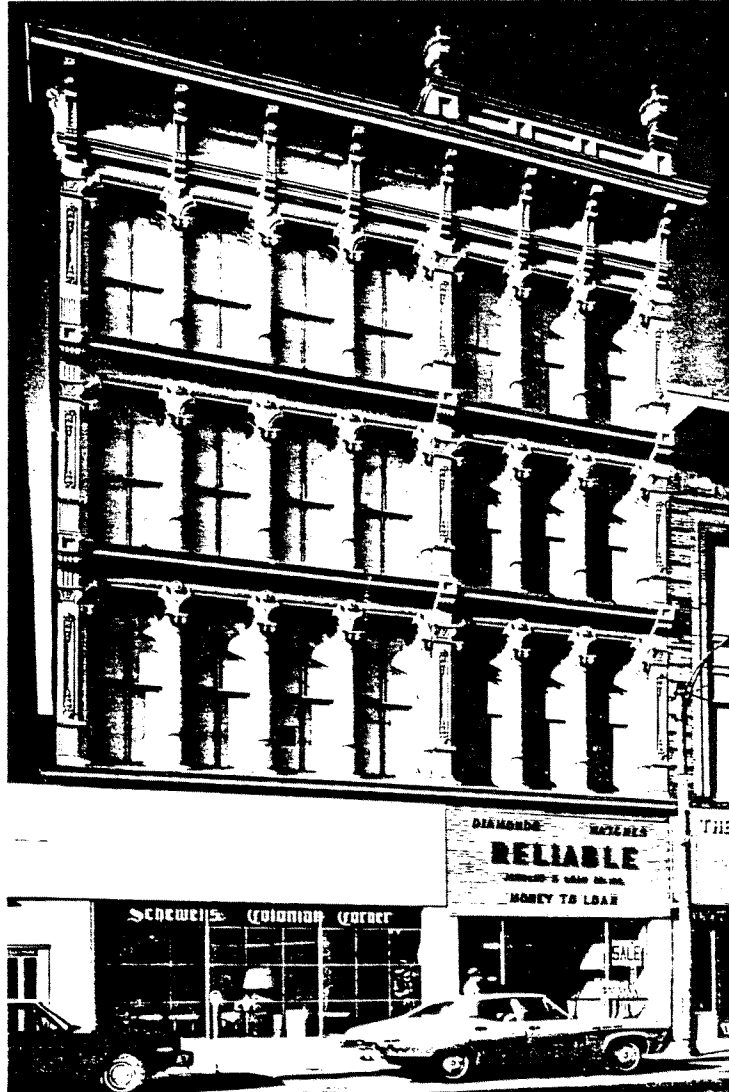


Figure V.L.6: Lynchburg Furniture Co., Main Street (built 1887). Source: Lynchburg - An Architectural History.

Bossom) added a stately classical note to the thriving retail core of the city. (Figure V-L-7) Both the Peoples Bank and Krise Buildings date from this period as well.

4. World War I to World War II (1914-1945)

Several Art Deco buildings were erected in Lynchburg during this period, which along with such buildings as the Krise Building and Peoples Bank Building, both built in the early 1900s, gave the downtown an urban appearance.

Several changes occurred in the downtown retail core after the First World War. Local retail establishments faced competition from national chain stores such as Sears & Roebuck, Woolworth's and other five-and-dime companies, as well national supermarket chains. All of these companies located along Main Street, driving out some local stores. Many older late 19th century store buildings were "modernized" with metal, stone, or glass block facades.

Many smaller businesses are located along two of the city's north south routes, 5th and 12th Streets in the College Hill and Diamond Hill South neighborhoods. These businesses, usually small grocery stores and garages, still remain, but have experienced a decline similar to the neighborhoods in which they stand.


Lynchburg's manufacturing enterprises declined after World War II. The railroad became of less importance as the paved system of U.S. highways were built. The first of several shopping centers was established at the Plaza on Memorial Avenue in the late 1950s. Other major shopping malls were built outside of the downtown area in the 1970s and 1980s. The Main Street area has witnessed a steady decline in its economic viability since that time.



Figure V.L.7: Lynchburg National Bank (built 1915). Source: Greenhorne & O'Mara, Inc.


Courtesy of Lynchburg Museum System, Lynchburg, Va.

WORLD RENOWNED
SARATOGA
SMOKING TOBACCO.



NOTICE: The manufacturer of this Tobacco has complied with all requirements of Law - Every person is cautioned under the penalty of the Law, not to use this package for Tobacco again.

FACTORY NO. 89, 5TH DISTRICT, VIRGINIA.

JOHN W. STONE,
MANUFACTURER,  **LYNCHBURG,**
VIRGINIA.

REGISTERED IN U.S. PATENT OFFICE, FEBRUARY 1873.

Figure V.M.1: Saratoga Smoking Tobacco Label Source: Jones Memorial Library.

M. Industry/Processing/Extraction

The manufacturing theme explores the technology and process of managing materials, labor and equipment to produce goods and services. Property types include factories, mills, and distribution centers.

1. Settlement to Society (1607-1750)

As was true throughout much of colonial Virginia, tobacco cultivation served as the basis of Lynchburg's economy during the early settlement period. Tobacco was first grown in Jamestown in 1607 and spawned the plantation system, in which settlers acquired large tracts of land on which to grow this lucrative crop. As the soils of the Tidewater area became exhausted, settlers moved west, entering the Piedmont region and the Lynchburg area in the 1740s. In 1747 a 1000+ acre tract located at the confluence of the James River and Blackwater Creek was surveyed for Charles Lynch, who moved there in 1751 and immediately began growing tobacco. Thus the site of present-day Lynchburg was from the beginning tied to the pervasive tobacco economy.

2. Colony to Nation (1750-1789)

During the colonial period the government rigidly controlled the manufacture and sale of tobacco, enacting elaborate laws to regulate the quality and price of tobacco. These laws also established a system of tobacco warehouses and inspection stations. It was hoped by the colonial government that towns, and a town-based economy, would grow up around these tobacco warehouses, but few ever actually materialized. New London, established at a site twelve miles southwest of present-day Lynchburg in 1751, was for a while a notable exception and was mentioned by Mr. Jefferson in his Notes on the State of Virginia. Being an inland town however, it lacked an outlet for its tobacco products and in 1785 John Lynch, son of Charles Lynch, built a tobacco warehouse and inspection station near his ferry on the James River, as well as another warehouse on the Amherst County side of the river. In 1786 the town of Lynchburg was established around his warehouse. This warehouse, which stood on the corner of Commerce and 8th Streets in downtown Lynchburg until it was torn down in 1978, was a large, one-story, gable-roofed brick building and was the prototype for scores of other warehouses in Lynchburg. (Figure V-M-2)

3. Early National Period (1789-1830)

Other tobacco warehouses soon followed Lynch's, including Spring Warehouse, located at 12th and Commerce Streets (no longer standing), built by Lynch in 1792. In 1796 its inspectors claimed to have handled more tobacco in that year than any other in Virginia. By 1806 the other warehouses in Lynchburg included Martins (1801), Liberty (1805), Union (1805), Planters (1806), and Friend's (1806), most of them concentrated along Commerce Street in the Lower Basin. None are still standing.



Figure V.M.2: Spring Warehouse (built 1792; demolished). Source: Lynchburg - An Architectural History.

Up until 1830 Lynchburg was the largest market center in Virginia and the U.S. for inspection of tobacco in hogsheads, creating plentiful employment for its workers. The diarist Anne Royall, writing in 1830, observed that "there are 500 bateaux employed between this and Richmond which keep 1500 hands employed."³²

Lynchburg was important not only as a shipping and storage point for tobacco, but as a tobacco processing center as well. In 1800 Thomas Higginbotham received permission from the Campbell County Court to process tobacco and in 1804 Charles Johnson began the first stemming operation in town.

The profitability of tobacco processing resulted from a shift in popular preference around 1800 from pipe and snuff tobacco to chewing tobacco, as well as from a sharp rise in domestic consumption. This resulted in the decline of shipping of loose tobacco by hogshead to foreign destinations, in favor of the auction and manufacture of tobacco at large processing centers such as Lynchburg and Richmond. Around 1828 the system of tobacco "breaks", in which hogsheads were broken up, the leaf inspected, and immediately sold at auction was formalized in Lynchburg, resulting in increased profits for the warehouse and jobbing house owners.

Around 1810 the formula for using plug or chewing tobacco developed by William Heald of Baltimore--chopping the leaf, treating it with licorice, pressing it and then cutting it into squares--was brought to Lynchburg, where it was perfected by such tobacco magnates as Jesse Hare, Samuel Miller, and Augustine Leftwich. Lynchburg chewing tobacco, long known for its quality, was so often imitated that even Connecticut manufacturers advertised their tobacco as being made "in the Lynchburg manner." (Figure V-M-1)

4. Antebellum Period (1830-1860)

After 1830 Lynchburg's economy began to diversify somewhat, although tobacco was still clearly predominant. Lynch's Mill established in 1786, was the first of several important grain and flour mills built in Lynchburg during the antebellum period. The Langhorne Mills, erected around 1827, were described as being "on a much larger scale than any in the upper country."³³ In 1836 the cotton mill of the Lynchburg Manufacturing Company was built near Blackwater Creek. According to one observer, it represented the first attempt of any importance to carry on cotton manufacture in Southwest Virginia. In addition, Lynchburg in 1830 possessed one brass foundry, three chair factories, three ropeworks, and several coachworks and carpenters.³⁴

³² Christian, Lynchburg, page 101.

³³ Chambers, Architectural History, page 86.

³⁴ Christian, Lynchburg, page 103.

Iron foundries, now a mainstay of the local economy, emerged as an important enterprise in Lynchburg around 1840. Because of great improvement in foundry technology and the use of coke instead of charcoal for fuel, Lynchburg's foundries of the 1830s were a great improvement over the small-scale forges of the colonial era. By the 1840s they were expanding their product line beyond stoves, firebacks, and tools, to produce railway cars and agricultural machinery. The two major iron works were the Piedmont Foundry and the Phoenix Foundry, the latter located near Langhorne's Mill on the Canal. Neither is still standing.

5. Civil War (1861-1865)

Almost no important enterprises were established in Lynchburg during the War. Their markets in the North and elsewhere cut off after 1860, Lynchburg's mills foundries, and tobacco manufacturers were also faced with declining demand in the Southern states and a consequent decrease in production. Emancipation upset the established employment practices in Lynchburg's tobacco foundries, which had heretofore been worked largely by slaves leased to the factories by their owners. Lynchburg's industrial buildings emerged physically unscathed from the War, although most have been demolished since then.

6. Reconstruction and Growth (1865-1914)

Foundries and related machine shops thrived during this period, although the removal of most of Lynchburg's railroad-related machine shops to Roanoke in the 1870s dealt a setback to this segment of the economy. The C.W. Hicks machine shop in the Lower Basin area is a large and typical example of machine shops from this period. The two most important foundries in the city, Lynchburg Foundry and Glamorgan Pipe Company were built during this period. (Figure V-M-3) Among other products manufactured at both foundries were cast-iron pipes, a product for which Lynchburg was well known. Significant examples of industrial architecture in their own right, the foundries are among the two largest building complexes in the City. Both were leading foundry companies in Virginia and the South.

Tobacco remained Lynchburg's economic mainstay for several years after the Civil War, providing employment to a plurality of the city's workers. The invention of the Bonsack cigarette machine in 1881 (it was first manufactured in Lynchburg at the Glamorgan Foundry), greatly increased the national popularity of cigarettes. The Bonsack Cigarette Machine Company was headquartered in Lynchburg for many years. The growth in cigarette use nationally came at the expense of chewing tobacco made from Lynchburg's stronger-flavored, dark-leaf tobacco. Tobacco declined in importance as a source of wealth in Lynchburg after 1900; in that year 28 million pounds of tobacco were sold in the city, by 1914 the figure had shrunk to 12 million pounds. Nonetheless, several important tobacco processing buildings in Lynchburg date from the 1890s and early 1900s, including the Bowman & Moore Leaf Tobacco Factory at 1301 Main Street (Figure V-M-4), the G. Bruning Tobacco Extract Company building on Washington Street, and the Piedmont Storage and Leaf Tobacco warehouse at 1323 Jefferson Street.

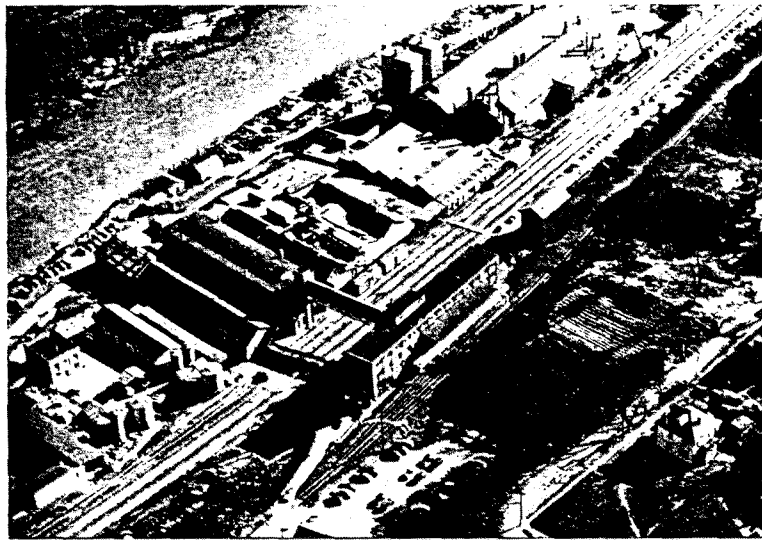


Figure V.M.3: Aerial views of the Lynchburg Foundry and the Glamorgan Pipe Factory, Lynchburg.
Source: Jones Memorial Library.



Figure V.M.4: Bowman & Moore Leaf Tobacco Factory (built 1880).
Source: Greenhorne & O'Mara, Inc.

Despite the decline of the tobacco industry, Lynchburg's economic base continued to expand in the post-Civil War period. Grist milling continued as an important enterprise, with the circa 1870s Piedmont Mills on Jefferson Street the most important physical reminder of this industry.

Around 1880 jobbing houses, essentially warehouses run by middlemen who sold manufactured products to merchants and wholesalers, were built in the Lower Basin area of Lynchburg, ideally located near the city's excellent rail system. Several large jobbing houses, tall multi-story brick buildings, stand on Commerce and Jefferson Streets, including the Bailey-Pleasants Company warehouse, the Kinner-Montgomery warehouse, and the Craddock-Terry Shoe Company warehouse.

The Craddock-Terry Company was formed by C.W. Craddock, A.P. Craddock, and T.M. Terry in 1888 and initially confined its operations to shoe jobbing. In 1898 the company established its manufacturing operations on the corner of 9th and Jefferson Streets. The shoe industry continued as Lynchburg's single largest industry for many years, although manufacturing operations at the Lower Basin plant ceased in the 1950s. A number of the company's warehouses also stand on Jefferson Street. Two homes associated with the Craddock and Terry families are located on opposite sides of Wise Street at 11th Street in the College Hill neighborhood.

7. World War I to World War II (1914-1945)

No significant changes occurred in the makeup of Lynchburg's industrial base during the interwar years, with iron and steel products, pipes, and shoes comprising the bulk of the city's manufactured output. Industrial activity was still centered on the Lower Basin and waterfront area. Many large jobbing houses and warehouses were built in this area, indicating the high volume of industrial production and the popularity of Lynchburg's products. The Swift and Company Warehouse and the Farmer's Feed Warehouse on Main Street date from this period.

However, as the road and highway system improved both nationally and in Virginia, and rail transportation declined, many industries moved farther away from this crowded area. This trend intensified after World War II when a number of industrial parks were built outside the city in Campbell County.

By 1945 the sale and manufacture of tobacco had all but left Lynchburg for cities in the "Bright Leaf Belt" in Virginia and North Carolina, particularly South Boston and Danville. Most of the warehouses and factories associated with this former economic leviathan in Lynchburg have been demolished.

LANDSCAPE THEME

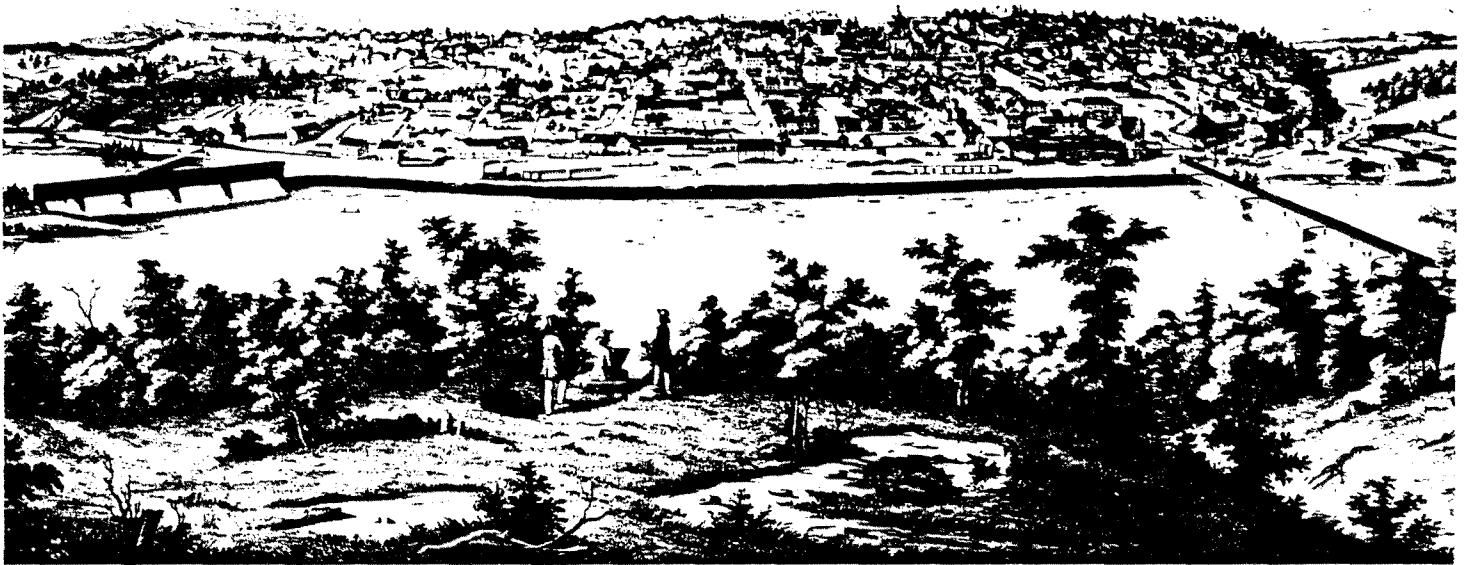


Figure V.N.1: 1855 Panoramic view of Lynchburg. Source: Lynchburg - An Architectural History.

N. Landscape

The theme explores the historic, cultural, scenic, visual, and design qualities of cultural landscapes, emphasizing the reciprocal relationships affecting the natural and the human built environment.

As an urban environment, Lynchburg has lost much of its formerly green open spaces. Its hilly topography also determined the scarcity of open parkland. There are few public parks in Lynchburg and these are located outside of the downtown area. In addition, the industrial development of the riverfront has destroyed this once scenically beautiful part of the city.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830); Antebellum Period (1830-1860)

From its formation in 1786, the provision for planned landscapes has apparently ranked low on the list of Lynchburg's priorities. The town was laid out by legislative fiat, and incorporated a grid plan that took little cognizance of Lynchburg's notoriously hilly terrain. No open spaces were provided in this plan for Lynchburg, or any of the later plats as Lynchburg expanded in the 19th century. There are several reasons for the lack of significant examples of landscape resources in Lynchburg. The extremely hilly topography proved a formidable obstacle to the cultivation of anything but terraced gardens. The overriding activity in Lynchburg during the 19th century was business and manufacturing, and vacant land was not viewed as open space to be enjoyed, but rather as land yet to be developed and parceled into lots and streets. Although there were several millionaires in Lynchburg by the Civil War, none were moved by a philanthropic spirit to provide for landscaped open space. In many cities in America, cemeteries were elaborately landscaped and provided welcome green space and recreational areas for urban dwellers. Although Lynchburg possessed two large cemeteries by mid century, neither was landscaped to any great degree. One exception to this rule was the Spring Hill Cemetery which was laid out by the famed architect John Notman of Philadelphia in 1855.

Nevertheless, Lynchburg presented a fascinating contrast of scenery in the early 19th century, containing a teeming industrial and manufacturing core, stately houses and well-groomed gardens as well as shacks, and dusty roads and busy railroad lines set against a beautiful and scenic backdrop. (Figure V-N-1) The diarist Anne Royall wrote in 1830 that:

"Lynchburg discloses some of the richest pictures of activity and scenery to be found in Virginia . . . The banks of the river are lined with towering trees--the enormous sycamores with their outstretched branches. To this we may add freight boats, the skimming wild ducks, farms and pleasure grounds, falling gardens, rolling carts, rattling stages, thundering wagons, and a busy

multitude; the long warehouses, the gay shops and elegant buildings present a most life-stirring scene."³⁵

2. Civil War (1860-1861; Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

As the downtown developed and previously open spaces filled with residences, churches and businesses, still no provisions were made for landscaped areas in Lynchburg. Several magnificent private houses were built on Diamond and Garland Hills, many with formally landscaped gardens, but they were rarely integrated with the overall plan of the city, nor were they accessible to the general public.

At his death in 1870, the philanthropist Samuel Miller gave several important gifts to the city, including money for the construction of the Female Orphan Asylum and the College Hill Reservoir, as well as land which became the park bearing his name. The College Hill Reservoir was at one time encircled by a decorative iron fence and was planted with flowers all around it, and was used as a park and recreation area by local residents.

Except for the Rivermont development, the private developments that sprang up outside of downtown on the west and south of Lynchburg in the 1890s continued the rigid grid plan that had existed in Lynchburg since colonial days. However, they did incorporate green spaces into their design. Rivermont Park, located off of Rivermont Avenue, outside of downtown, is a large and popular recreation area developed as part of the Rivermont development. The Miller Park, laid out outside of the downtown area, contained several handsome amenities, including an aviary, zoo, and bandstand.

The downtown area is not totally without landscaped spaces, however small. Monument Terrace which leads down from the City Courthouse to Church Street was designed by Lynchburg architect Aubrey Chesterman to replace the steps designed by Augustus Forsberg. Magnolia trees recently have replaced the lombardy poplars that once lined the steps and terrace on either side of the terrace, which terminates in Keck's "Doughboy" or "Listening Post" statue that memorializes Lynchburg's World War I casualties.

³⁵ Christian, Lynchburg, page 102.

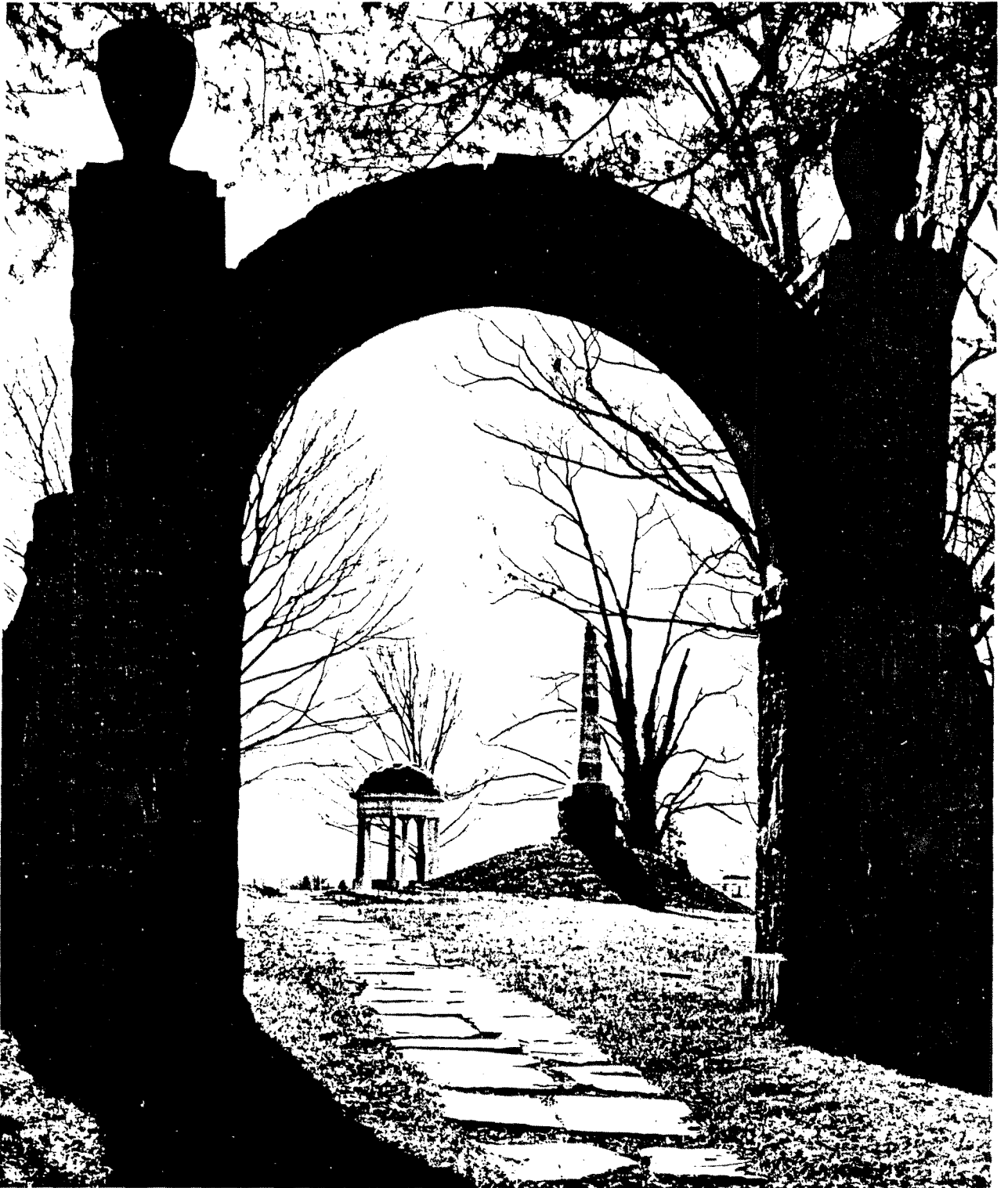


Figure V.O.1: Methodist Cemetery, Lynchburg. Source: Lynchburg - An Architectural History.

O. Funerary

The funerary theme concerns the investigation of grave sites for demographic data to study population composition, health and mortality within historic societies. Property types include graveyards and cemeteries.

Lynchburg contains a number of historic cemeteries within its downtown area. The Methodist or City Cemetery dates from 1806, the Presbyterian Cemetery on Grace Street dates from 1824, and the Spring Hill Cemetery dates from 1855. They are all historically significant for the information they reveal about several of Lynchburg's families, as well as about the Battle of Lynchburg, fought near the city in 1864.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830)

The provision of adequate burial grounds was a concern of Lynchburg's inhabitants from the start. The Quaker cemetery, located adjacent to the Quaker Meetinghouse (now the Quaker Memorial Presbyterian Church) south of the downtown area dates from the 1750s and contains the graves of Lynchburg's founder John Lynch and his wife Sarah Lynch. A cemetery located adjacent to the Anglican Chapel on Court Street was established in the 1760s, but bodies from this cemetery were eventually moved to the Methodist Cemetery after the chapel burned around 1802.

The Methodist Cemetery, also known as the City Cemetery, is located within the downtown area on 4th Street, and was started in 1806 with a gift of one acre of land from John Lynch. He donated an additional acre for an expansion of the cemetery, and the city council ordered that the two acres be enclosed "with locust posts and a fence rail four and a half feet high, the rails sawed and mortised in the posts."³⁶ The first body interred was that of the Rev. James Thompkins, a Presbyterian minister. The cemetery contains the graves of several important citizens from Lynchburg's early history, including Charles Hoyle, proprietor of the Hoyle tavern; Josiah Leake, the city's first commonwealth's attorney; Mayors William Morgan, John Schoolfield, Pleasants Labby, and John Victor; and silversmith James Duffel.

In 1824 the elders of the local Presbyterian congregation purchased two acres of land along the old Campbell Courthouse Road (Grace Street) on the eastern side of the downtown for use as a graveyard. The cemetery has served as the burial place for some of Lynchburg's most prominent families, and a perusal of the headstones reveals much about the political, social, and economic life of the city during the 19th and 20th centuries.

³⁶ Christian, Lynchburg, page 58.

2. Antebellum Period (1830-1860); Civil War (1860-1865); Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

The downtown area was served by two cemeteries during the 19th century, but there was frequent agitation for additional cemeteries. In 1855 Bishop John Early and other citizens planned to open a new cemetery on a piece of ground beyond the city limits along the New London Road. Architect John Notman of Philadelphia was commissioned to design the cemetery, an object of bitter controversy and opposition by neighboring residents.³⁷ This cemetery, known as Spring Hill Cemetery, is the city's sole example of landscape cemetery design.

The Methodist Cemetery was the scene of some activity during the Civil War when it was a campsite for the cadets of Virginia Military Institute.³⁸ In its confines are buried nearly 2,000 Confederate soldiers who died in the city's many hospitals during the War. In 1866 the area around the soldiers' graves was enclosed with a wall and a simple obelisk erected as a memorial to the Confederate dead. (Figure V-0-1) A greenstone arch entrance was erected in 1926.

³⁷ Ibid., pages 170-171.

³⁸ Chambers, Architectural History, page 206.

ETHNICITY/IMMIGRATION THEME



Figure V.P.1: 1875 Scene of black workers in Lynchburg Tobacco Factory
Source: King, The Great South.

P. Ethnicity/Immigration

The ethnicity/immigration theme explores the material manifestations of ethnic diversity and the movement and interaction of people of different ethnic heritages through time and space in Virginia. Property types include residences, churches, and social buildings associated with different racial and ethnic groups.

Popular belief to the contrary, Lynchburg's ethnic makeup does not consist entirely of either the descendants of English settlers or their black slaves. Immigrants came from all parts of the British Isles as well as many European countries. The many business and manufacturing enterprises established in Lynchburg during the 19th century brought an influx of foreign immigrants who nonetheless appeared to have assimilated quickly into the social and cultural life of the city. Lynchburg has historically contained a large number of blacks who have, despite legal and economic obstacles, contributed greatly to Lynchburg's history.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

Lynchburg, situated at the center of several transportation crossroads and home to numerous important manufacturers throughout its history, has attracted immigrants from a number of different ethnic groups. John Lynch, the founder of Lynchburg, was of Irish extraction, and the early colonial period witnessed a migration to the area of Scottish, Welsh, English, German, and Irish settlers.

Tobacco was the mainstay of the area's agricultural economy from the beginning of the colonial period. The crop had been cultivated in Jamestown soon after settlement, with both white indentured workers and black slaves who were first imported from Africa after 1617, employed in its growth and processing. Planters moving west from the Tidewater area in search of more productive farm land brought with them the skills of tobacco cultivation and the system of black slavery.

Although Lynchburg was founded by Quaker settlers, slavery was no stranger to the town, with many, if not all Quakers owning at least one or two slaves. John Lynch is known to have employed a black man on his ferry, which began operation in 1757, as well as in the tobacco warehouses he founded in the 1780s and 1790s.

The historical record of blacks in Lynchburg is extremely fragmentary and incomplete, despite the fact that they have made up nearly half of the city's population for most of its history. Regarded as private property in Virginia for nearly two centuries, and denied many basic rights as citizens for 100 years thereafter, they have figured in few if any of the otherwise excellent published histories of Lynchburg. What information exists often has been gleaned from searches through census and tax records by local researchers and historians.

2. Early National Period (1789-1830)

The early 19th century witnessed an influx of immigrants from the British Isles, including Ireland. Residents of France, Germany, and even Italy arrived in the city during this period and headed up many businesses and trades, such as jewelry shops, funeral homes, and cabinet makers shops. These new residents appear to have assimilated with the resident population rather quickly, often anglicizing their surnames. Because of this Lynchburg was never home to distinct ethnic neighborhoods such as a Chinatown or Little Italy, and lacks much architecture readily identifiable with any one ethnic group.

In 1816 the total population of Lynchburg was 3,087. Of these, 1,017 were white males, 748 white females, "free persons of color" (including Indians) numbered 256, and there were 1,066 slaves. By this time, increasing pressure was being put on slaveholding members of the Quaker sect by their non-slaveholding co-religionists to free their slaves. One effect of this was to put the Quakers at an economic disadvantage relative to their slaveholding competitors and many moved away from the Lynchburg area.

Slaves were employed in a number of occupations in Lynchburg during the early years of the 19th century. Some were trained by their masters to be cobblers, tailors, barbers, and cooks. The pervasive tobacco economy provided employment in the numerous factories and warehouses, where they performed stemming, drying, and rolling of the tobacco leaves (Figure V-P-1). These workers were usually leased by local landowners to the tobacco merchants. In addition, the bateaux, the flat-bottomed boats used to transport tobacco hogsheads from Lynchburg to Richmond on the James River, were piloted almost exclusively by black oarsmen. For the most part, however, blacks were rarely mentioned in the Lynchburg newspapers, unless they were runaway slaves. Advertisements for slave auctions, many held at the old Indian Queen Tavern, also filled the newspapers of the day. A small minority of blacks were free, usually working at the same professions as slaves. A free Negro, John Charleston was listed as a sexton of the local Methodist Church in 1810.

By 1830, employment in the tobacco industry had increased to such a point that blacks comprised nearly half the city's population, numbering 2,136 compared to 2,292 white inhabitants. Other than what has been gathered from census and tax records, and a few contemporary accounts, little is known about the everyday life of this sizable section of the city's population. Black and whites worshipped together in the same churches, often attended the same civic and social functions, and worked side by side in the factories and along the river wharves. Construction of the James River and Kanawha Canal, which reached Lynchburg in 1840, also gave employment to black workers, although most of the work was done by Irish laborers. These Irish workers, some of whom remained in Lynchburg, brought Catholicism to Lynchburg and encouraged the construction of St. Xavier's Catholic Church in the 1840s.

Very few historic resources associated with this period of black history have remained in Lynchburg. In the city, slaves usually lived with their masters in an attic or basement or in slave quarters on the property. One of the few such quarters is the small gable-roofed frame building at the Price-Turner House on the corner of 6th and Clay Streets.

4. Civil War (1860-1865); Reconstruction and Growth (1865-1914)

Civilian blacks are not known to have played an active role in the Civil War, as there was only one major military attack on the city, and this one occurred nearly at the end of the War. The abolition of slavery had a drastic effect on the tobacco industry in Lynchburg; not only were the tobacco plantations deprived of their steady labor, but the tobacco warehouses and factories suffered breaks in their employment as well. In 1865 a Lynchburg Emigration Society was formed to transport freed blacks to Africa, and nearly 150 left the city.

Black citizens gained the franchise in 1866 and voted in their first municipal election in 1867. The Lynchburg News reported that at least one black worker in a tobacco factory lost his job for openly declaring his affiliation with the Republican party.³⁹ The State Constitutional Convention, called in 1867, had a black representative from Lynchburg, Samuel F. Kelso. Kelso, who lived at 8th and Taylor Streets in the College Hill neighborhood, was one of the first black teachers in the city and lobbied the convention unsuccessfully for an equal education provision in the Constitution.⁴⁰

During a brief period in the 1880s Lynchburg's City Council contained a number of black representatives. Many of them were well-known locally and were often mentioned in the local newspapers, marking the first time that black citizens were accorded more than cursory or derogatory coverage in the news media. Their occupations included foreman at a local tobacco factory, superintendent of the Methodist Cemetery, grocer, and a contractor/builder. This builder, James Wilson, was responsible for the construction of several houses along Taylor and Fillmore Streets, although it is not known whether the houses still standing on portions of these streets are the same as built by Wilson.

The addresses of several of these councillors were in the College Hill neighborhood and the neighborhood situated south of Diamond Hill, now known informally as Diamond Hill South. These two neighborhoods were by that time home to a large number of black residents, both domestic workers and members of the middle class. Many were barbers, shoe shiners, grocers, launderers, masons, and carpenters. Among the documented examples are the house at 1100 16th Street, the home of A.R. Stevens, a building contractor.

³⁹ Harry S. Ferguson, The Participation of the Negro in Lynchburg Politics (1950), page 25.

⁴⁰ *Ibid.*, page 36. It is not known at which corner of 8th and Taylor Streets Kelso resided.

William Bolling, a prominent black brick mason lived at 1400 Taylor Street. Nearby at 1306 Pierce Street was the home of Garrett Thornhill, a black plaster contractor.

Churches were an integral part of the black community in Lynchburg. One African Baptist church, located after 1820 in an old theatre on Court Street, was listed in the 1850 census, but before the War most blacks worshipped together with whites.

In 1866 the First Negro Methodist Church was established on Jackson Street. The design of the church has sometimes been attributed to architect Augustus Forsberg, although it was considerably altered by the addition of a new facade in 1907. (The design of this facade has been attributed to either J.M.B. Lewis or Edward G. Frye). The church has long been a center of the black community and hosted such speakers as Booker T. Washington and W.E.B. Dubois. (Figure V-P-2)

The Marshall African Methodist Episcopal Chapel built on Fillmore Street in Diamond Hill South in 1877 and remodelled in 1909 is the only one of its denomination in the city. The Good Shepherd Episcopal Chapel on Wise Street was built in the early 20th century as a mission chapel by the Episcopal Church.

5. World War I to World War II (1914-1945)

The homes of many leaders in Lynchburg's black community from the early- and mid- 20th century are located in the Diamond Hill and College Hill neighborhoods. Some streets, such as Pierce and Fillmore Streets, were known as neighborhoods of the black middle class. The house at the corner of Pierce and 15th Street was the home of Dr. R. Walter Johnson, a leading physician who fought to integrate the city's medical facilities. (Figure V-P-3) Johnson's fame also derived from his years as tennis coach for talented young black tennis players who came from throughout the country to participate in the summer tennis camp run at his house. Among his most famous proteges were Althea Gibson and Arthur Ashe, both of whom were the first black Americans to win singles titles at Wimbledon. The house at 1313 Pierce Street was the home for many years of the famed lyric poet Anne Spencer, a participant in the Harlem Renaissance. Numerous literary and political figures, including Langston Hughes and Martin Luther King Jr., were entertained at this home, which is open to the public and operated as a museum. (Figure V-P-4) Across the street is the home of her son Chauncey Spencer, one of the first black pilots in the Army Air Corps, and a well-known aviator. The home of C.W. Seay, well-known educator and principal at Dunbar High School is also located on Pierce Street. Dunbar High School was the center of the city's black intellectual life until the end of segregation. (Figure V-P-5) Two homes on Monroe Street in College Hill were the homes of Dr. Leon Braswell and school principal John L. Mitchell.



Figure V.P.2: Jackson Street Methodist Church (1866, 1907).
Source: Hortense Colmore



Figure V.P.4: Anne Spenser House, 1313 Pierce Street. Source: Lynchburg
- An Architectural History.



Figure V.P.5: Dunbar High School, 12th Street.
Source: Greenhorne & O'Mara, Inc.

SETTLEMENT PATTERNS THEME

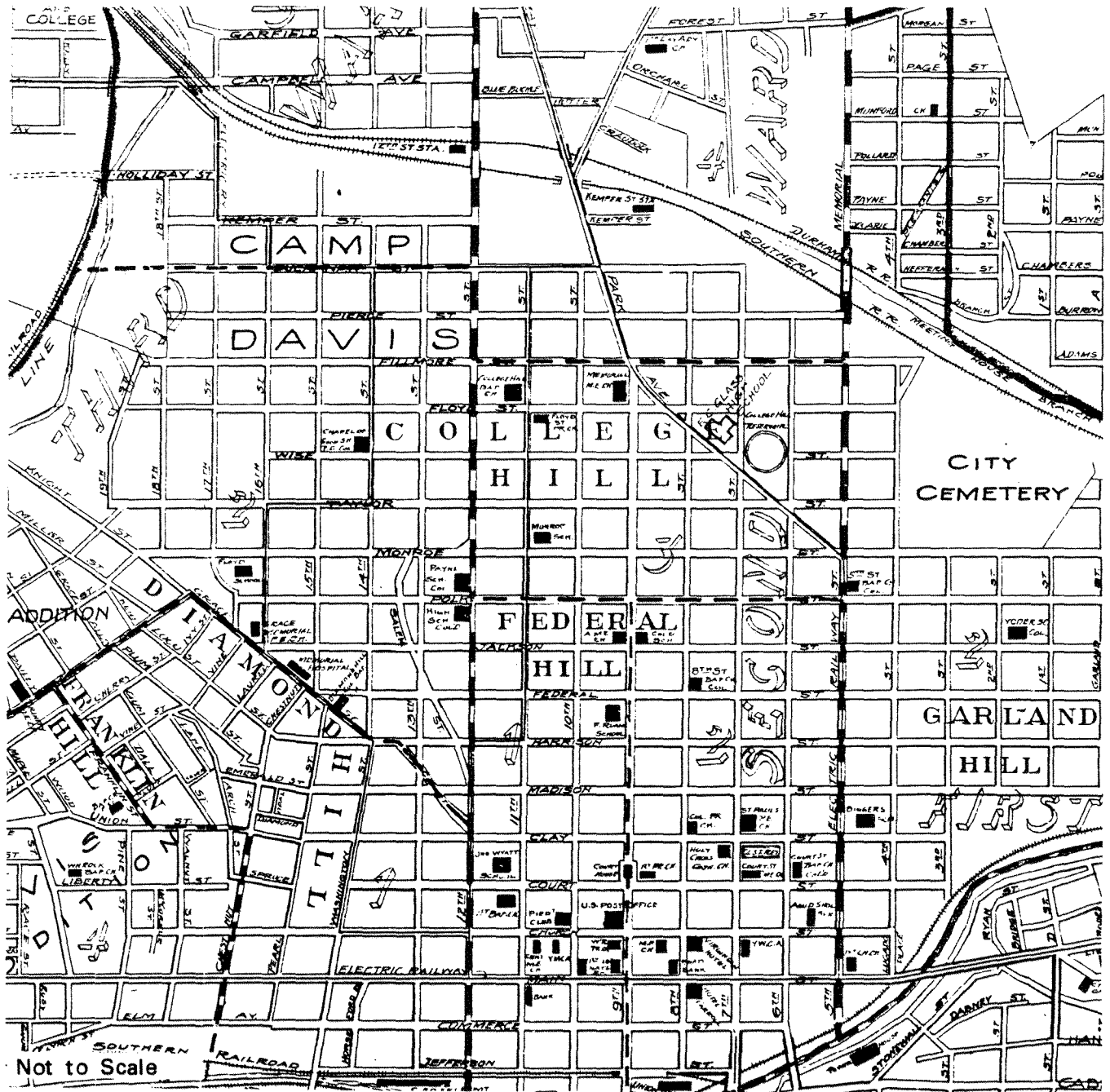


Figure V.Q.1: Detail of Demott and Magruder's New Map of Lynchburg (1922). Source: Library of Congress, Geography and Maps Division.

Q. Settlement Patterns

The settlement patterns theme involves the analysis of different strategies available for the utilization of an area in response to subsistence, demographic, socio-political, and religious aspects of a cultural system.

Settlement patterns in Lynchburg were determined by several factors. The legislative act which established Lynchburg in 1786 mandated the size and distribution of building lots, as well as the size of buildings. Several additions were made to these town boundaries, often as a result of speculation and to encourage new settlement. The city's topography also affected where houses were built in Lynchburg--the wealthy lived at the crest of the city's many hills, with the working class congregated on the sides of hills or in lower areas. By the mid 19th century other important settlement patterns had been established as well, including the concentration of industries along the Lower Basin on the James River and commercial buildings along Main Street. This general pattern has persisted to this day.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

Settlement patterns in the Lynchburg area were for many years determined by John Lynch, founder of Lynchburg. In 1757 he established a ferry at the foot of present-day 9th Street and in the 1780s and 1790s built tobacco warehouses and a grist mill near the waterfront, establishing the commercial and industrial character of the area. In 1786 when part of his land was laid out into a neat grid arrangement of streets and lots, he reserved to himself the land adjacent to the waterfront. The size of the remaining lots, as well as the types of buildings to be built on each lot, were clearly stated in the Act establishing the town.⁴¹ These lots were occupied mostly by residents employed in Lynchburg's emerging industries and included millers, boat men, tobacconists, and other merchants. During this period the principal orientation of business activity and building construction was toward the waterfront.

2. Early National Period (1789-1830)

Settlement in this period continued to be oriented towards the James River waterfront and in 1816 the land between the original town and the river became part of Lynchburg. During this period, Lynchburg became an important transportation center, with boats leaving for Richmond from the waterfront, and north-south traffic crossing over the newly-constructed covered bridge at 9th Street. As Lynchburg expanded south from the waterfront throughout the early 19th century, settlement continued to follow the grid pattern laid out in the 1786 plan, in spite of the hilly topography. The town's land use was decidedly mixed, with residential, commercial, religious, and industrial buildings all built next to each other on Lynchburg's few streets.

⁴¹ Christian, Lynchburg, page 31.

3. Antebellum Period (1830-1860); Civil War (1860-1865)

Beginning in the late 1820s settlement first pushed outside of the town's limits and towards the numerous hills of Lynchburg. Court House Hill, the most northerly of the hills overlooking the waterfront, was one of the first to be subdivided, with Federal Hill soon to follow. Many houses on Federal Hill date from the 1820s and 1830s and are the original structures built on these lots; the buildings on Court House Hill are generally replacements of earlier residences.

Churches to house Lynchburg's numerous religious congregations were situated mainly on Church Street, but by the 1850s were moving to Court and Clay Streets. These streets became known as Lynchburg's streets of churches, and created a dramatic picture of spires along the city's skyline.

Beginning in the 1820s and 1830s, the mixing of residential and industrial buildings within a single neighborhood began to decline. Certain neighborhoods, namely the Federal Hill, College Hill, Daniel's Hill and Courthouse Hill neighborhoods, were becoming strictly residential, while the burgeoning industrial sector of town near the waterfront was driving out lower density residential development. One notable exception were the tobacco factories, which were situated throughout the city, often in residential neighborhoods. This fact was often noted by visitors and travellers to Lynchburg, who remarked on the rich, heavy tobacco smell that permeated the neighborhoods of the city.

The steep topography in Lynchburg affected the pattern of settlement in many ways. A significant pattern that emerged in the antebellum period at this time, and which persisted throughout the 19th century, was the tendency for the most imposing residences and homes of the wealthy to be situated atop the hills, with homes of domestic workers, and even the middle class, built along the sides of hills or within the gullies and ravines that separated the hills. Topography dictated the design of houses too, forcing many of the houses to be built on tall stilts or foundations at the rear, and severely limiting the number and scale of gardens and landscape features.

4. Reconstruction and Growth (1865-1914)

The Diamond Hill, Daniel's Hill and Garland Hill neighborhoods witnessed much residential expansion during the late 19th century. Diamond Hill's second period of expansion dates from the sale at auction in the early 1900s of land belonging to the Fletcher family. It was thereafter subdivided and new and expensive houses built on these smaller lots. In Garland Hill, many large lots were subdivided and earlier houses torn down to make room for the impressive architect-designed residences of the wealthy segments of Lynchburg's populace.

Lynchburg's growth patterns continued the trends established before the Civil War, such as the confinement of transportation and manufacturing activity to the waterfront and Lower Basin area, retail establishments

located on Main Street, and the stricter segregation of residents according to class and race. The homes of the wealthy were situated on the tops of the hills in Garland Hill, Daniel's, Court House, Federal, and Diamond Hill, with the homes of tenants, workers, and servants situated on the sides of the hills or on the slightly flatter area to the south. Camp Davis, formerly an old field south of Diamond Hill, also witnessed substantial development during this period. This area is now known informally as Diamond Hill South with many of its streets lined with the homes of the middle class, both black and white. Such streets as Pierce, Fillmore and Monroe in the College Hill neighborhood are comprised of long rows of nearly identical frame houses, revealing much about the economic makeup of this area and Lynchburg in general.

5. World War I to World War II (1914-1945)

Several trends occurred in the settlement patterns of Lynchburg in the interwar years that accelerated after World War II. Residential growth in the downtown area was stagnant after the turn of the century, with many new homes built in the suburban sections of the city, such as Rivermont, Peakland, Miller Park, and Fort Hill. Tobacco production declined steeply after the turn of the century, forcing the closing of many of the city's most venerable warehouses and factories. The importance of railroad transportation also declined after World War I, ending the role of the Lower Basin as the center of Lynchburg's transportation hub. Stricter racial segregation in housing, a result of Jim Crow laws, also began during the early 20th century, and has contributed to the hardening of racial boundaries in such areas as Diamond Hill and College Hill. Finally, the removal of many stores and businesses to suburban shopping malls and industrial parks after World War II has deprived the Main Street area of its once active commercial base.

ARCHITECTURE/PLANNING/LANDSCAPE DESIGN THEME



Figure V.R.1: Lynchburg High School, designed in 1899 by Edward G. Frye.
Source: Jones Memorial Library

R. Architecture/Planning/Landscape Design

The architecture/planning/landscape design theme explores the design values and practical arts of planning and constructing buildings, structures, landscapes and towns. Property types include architectural landmarks, planned communities and examples of landscape architecture.

Lynchburg was laid out in 1786 and its street plan has followed a grid plan ever since. Established as a mercantile and manufacturing center, most of its buildings were plain, utilitarian structures. Even today, the overall impression of Lynchburg is a city made up of vernacular dwellings and buildings from the late 19th century. However, increased wealth, the influx of talented builders and architects, the spread of new ideas and architectural trends, and advances in building technology contributed to the building of several significant architectural landmarks in Lynchburg during the 19th and early 20th centuries. These historic resources, included residences, churches, civic buildings, and public monuments, contribute much to Lynchburg's architectural heritage.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789)

Architecture and its practice were slow to develop during the colonization of the New World. Those immigrants from the great Baroque cities of Europe were unlikely to find reminders of home in the rude log cabins, stockades, and mud churches of 17th- and early-18th-century colonial America. The patrons of great architecture in Stuart and Georgian England--the Crown and court, the church, and the aristocracy--had almost no counterpart in British North America during this period. By the early 1700s a few talented individuals (usually known as housewrights or builders, rather than architects) along with "gentleman architects" had erected a number of significant buildings in Virginia. Almost no one in the colony was classically trained in architecture until the 1770s, however, and the design of most important domestic and civic buildings was usually based on popular architects' guides and manuals, whose plates were copied and adapted to the builders's skills and budgets.

The centers of culture and the arts in colonial Virginia were concentrated in the great plantations rather than in the towns. While producing rural residences of great beauty and artistic merit, this system resulted in few significant structures in the sparsely populated towns in Virginia, including Williamsburg which consisted of "crude misshapen brick kilns" in the words of Mr. Jefferson. Lynchburg, founded entirely on trade and commerce in 1786, contained mostly plain, utilitarian-looking residences and commercial buildings throughout most of the early 19th century.

Town planning was similarly provincial in character during the colonial years in Virginia. Although the establishment and specifications for towns was the subject of much legislation during this period in Virginia, little attention was apparently given to the aesthetic considerations of town planning. Where this had been done in the 18th century--Annapolis, Williamsburg, and ultimately Washington, D.C.--the results were generally

pleasing. At Lynchburg, as was true elsewhere throughout Virginia, a grid plan was superimposed on what can only be described as an inhospitable landscape. This produced the odd and disjointed street pattern that exists in downtown Lynchburg today, with steeply-inclined streets, several of them terminating at dangerous precipices or connected to adjoining streets by footpaths and bridges. Civic planning continued along the same pattern for the rest of Lynchburg's history, and its street plan is still marked by the grid system.

2. Early National Period (1789-1830)

S. Allen Chambers' book Lynchburg--An Architectural History gives the definitive history of the progress of architecture and the architectural profession in Lynchburg during the city's 200-year history. The earliest practitioners of the builders' arts in Lynchburg, according to Chambers, was the firm headed by Rowland Jones and Julius Curle who, according to an early court deposition, "kept more hands employed and done more work than any other undertaker in this part of the country" between the years 1793 and 1811.⁴² Either jointly or individually they were responsible for the design of numerous residences and the Mason's Hall in Lynchburg, none of which are known to be still standing.

The Georgian style had largely expired by the time Lynchburg was founded in 1786 and the few buildings which had any architectural pretensions during the early years of the city's history were in the Federal style. Such buildings as the Dr. John J. Cabell House (demolished), Sandusky, and a number of brick and frame residences built in the 1800-1810 period along Federal Street are exemplars of this style, with their attenuated proportions, refined brickwork, and entrances topped by graceful fanlight muntins. The interiors of these houses feature much hand-carved woodwork, particularly around the fireplace mantels and stair halls, executed by local craftsmen copying popular builders' manuals and guidebooks. Without exception, the "architects" connected with any of these buildings are not definitely known.

Point of Honor in present-day Daniel's Hill likewise has not been attributed to any one builder or craftsman, although its progress and finished appearance were undoubtedly influenced by its learned owner Dr. George Cabell. The most sophisticated example of Federal-style architecture in Lynchburg, it features a polygonal facade, tall Federal-style windows and doors, and graceful interior woodwork whose design is derived in part from Owen Biddle's The Young Carpenter's Assistant of 1810. (Figure V-R-2)

The quality of Lynchburg's carpenters and brickmasons during the 1800s and 1810s was apparently quite high and several of them were employed during the construction of the buildings at the University of Virginia. Mr. Jefferson praised the quality of Lynchburg workmen, saying "I found such brickwork and stone work as cannot be found in Albemarle" and hoped that

⁴² Chambers, An Architectural History, page 23.

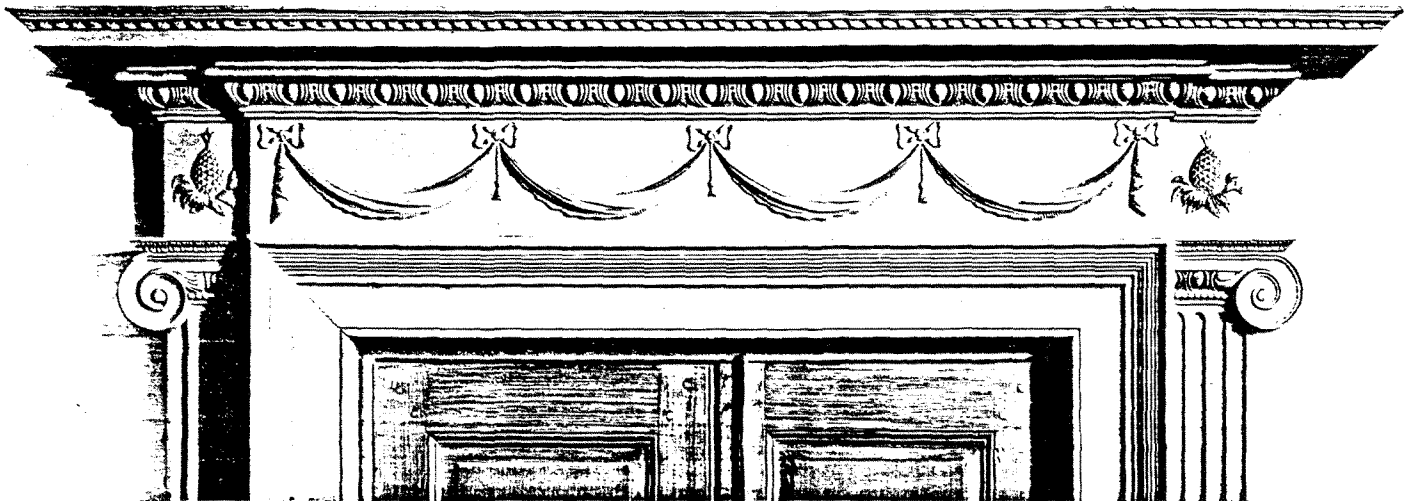


Figure V.R.2: Detail of parlor doorway at Point of Honor.
Source: Lynchburg-An Architectural History.

the high quality of their work would "introduce a reform of the barbarous workmanship hitherto practiced."⁴³

3. Antebellum Period (1830-1860)

The next great stylistic wave to affect American architecture in the 19th century--the Greek Revival style--struck Lynchburg with only a glancing blow in the 1840s and 1850s. With few trained architects and builders able to champion its acceptance, most architecture continued to follow traditional late Georgian and Federal prototypes with Greek Revival-style ornament simply grafted on. One notable exception was the handsome brick City Courthouse, built to the design of Lynchburg architect William Ellison between 1853 and 1855. Ellison's designs, which evidenced a strong grasp of classical details and proportions, were combined with a superb site to produce a building that has withstood the vagaries of architectural style and fashion. His successful incorporation of a Roman dome and cupola separated Ellison from the more pedantic copyists of the past.

The popularity of the Gothic Revival style in Lynchburg was equally spotty. Particularly well-favored for the design of churches, the style was employed by Ellison in the design of the Second Presbyterian Church and St. Paul's Episcopal Church (part of the latter building is still extant). The design of Lynchburg College (1856-57) by architect James T. Murfree featured a series of castellated structures somewhat in the picturesque Gothic style and no doubt owed a large debt to A.J. Davis's work at Virginia Military Institute in Lexington. The Gothic Revival style was apparently only rarely applied to residential buildings in Lynchburg; the same was true of the nationally-popular Italianate style.

4. Civil War (1860-1865); Reconstruction and Growth (1865-1914)

Although Lynchburg possesses some notable examples of Federal and Greek Revival style architecture from the antebellum period, it is the architecture of the years after the Civil War that is the city's pride. Lynchburg during this period wholeheartedly embraced the panoply of national architectural styles and attracted nationally-known architects to execute special commissions. At the same time local architects were beginning to be considered less as tradesmen than as members of a learned and respected profession. This latter phenomenon was due in no small part to the appointment of Augustus Forsberg, a talented Swedish architect trained in the Baltimore firm of Niernsee and Nielsen, as City Engineer in 1872. Forsberg was responsible for much of the civic architecture and public works of the 1870-1890 period including the College Hill and Clay Street Reservoirs, the City Pumphouse, City Market, and the Biggers School. Forsberg also turned his hand at designing for private clients, as in the Holy Cross Catholic Church in 1879. Robert C. Burkholder was another prolific architect of this period, producing designs for the Court Street Baptist Church and numerous residences on Court Street in Courthouse Hill and Cabell Street in Daniel's Hill. (Figure V-R-3)

⁴³ Scruggs, History of Lynchburg, page 36.



Figure V.R.3: Robert C. Burkholder House (1875). Source: Lynchburg-An Architectural History.

The churches built along Church, Clay, and Court Streets in downtown Lynchburg during the 1880s and 1890s are as much a testament to the great skill and versatility of Lynchburg's architects as to the devotion of the faithful who commissioned them. St. Paul's Episcopal Church was designed by Philadelphia architect Frank Miles Day, but 8th Street Baptist Church, First Presbyterian Church, Court Street Methodist Church and First Methodist Church were all the work of local architect Edward G. Frye. All skillful adaptations and interpretations of the Romanesque/Gothic Revival styles, they create an architectural assemblage equalled in few places elsewhere in Virginia (Figure V-R-4). The College Hill Baptist Church on Floyd Street in the College Hill neighborhood was designed by J.M.B. Lewis and is a particularly robust example of brick Romanesque Revival design.

Residential architecture also reached the full flower of maturity during this period, as both the holders of well-established wealth and the nouveau-riche built residences in the fashionable Diamond Hill and Garland Hill (and to a lesser extent College Hill) neighborhoods. (Figure V-R-5) The architect Edward G. Frye is thought to have designed houses at 1508 Grace Street, 1700 Grace Street, 1616 Grace Street, 922 Floyd Street, 1305 10th Street. The house he designed for the Craddock family at 208 Madison Street was featured in the April 1898 edition of the Southern Architect. In addition to the enormously prolific Frye and his partner Aubrey Chesterman, architects J.M.B. Lewis, Bennett Cardwell, Samuel Craighill, Walter Tinsley, and a young Stanhope Johnson were called upon to design houses in a multitude of styles throughout the city using a wide variety of materials. The reputations of several of these architects transcended the city's boundaries and examples of their works can be seen in Danville, Charlottesville, and Roanoke.

Several public buildings remain from this period to show the diversity of Lynchburg's architects. The former Lynchburg High School, located on Federal Street, was built in 1899 to the design of Edward G. Frye. It reveals the influence of such nationally prominent architects such as H.H. Richardson and William Morris Hunt in its recessed central entrance, irregular asymmetrical design, segmental arches, and varied roof line. According to the Lynchburg News, it was the handsomest and best-equipped High School building in the South." Frye was praised for his work: "Without attempts at tawdry ornamentation, the building presents a tasteful and attractive appearance from without."⁴⁴

In addition, the superlative group of Georgian Revival buildings designed by Ralph Adams Cram for nearby Sweet Briar College in 1901 set the standard for architecture in that style for many years to come in Lynchburg and may have influenced such architects as Stanhope Johnson and Pendleton S. Clark.

⁴⁴ Julie Stamps, Edward G. Frye: A Critical History, (Paper prepared for Art History Seminar, Randolph Macon Women's College), 1988, page 8. A copy of this paper is at Jones Memorial Library in Lynchburg.

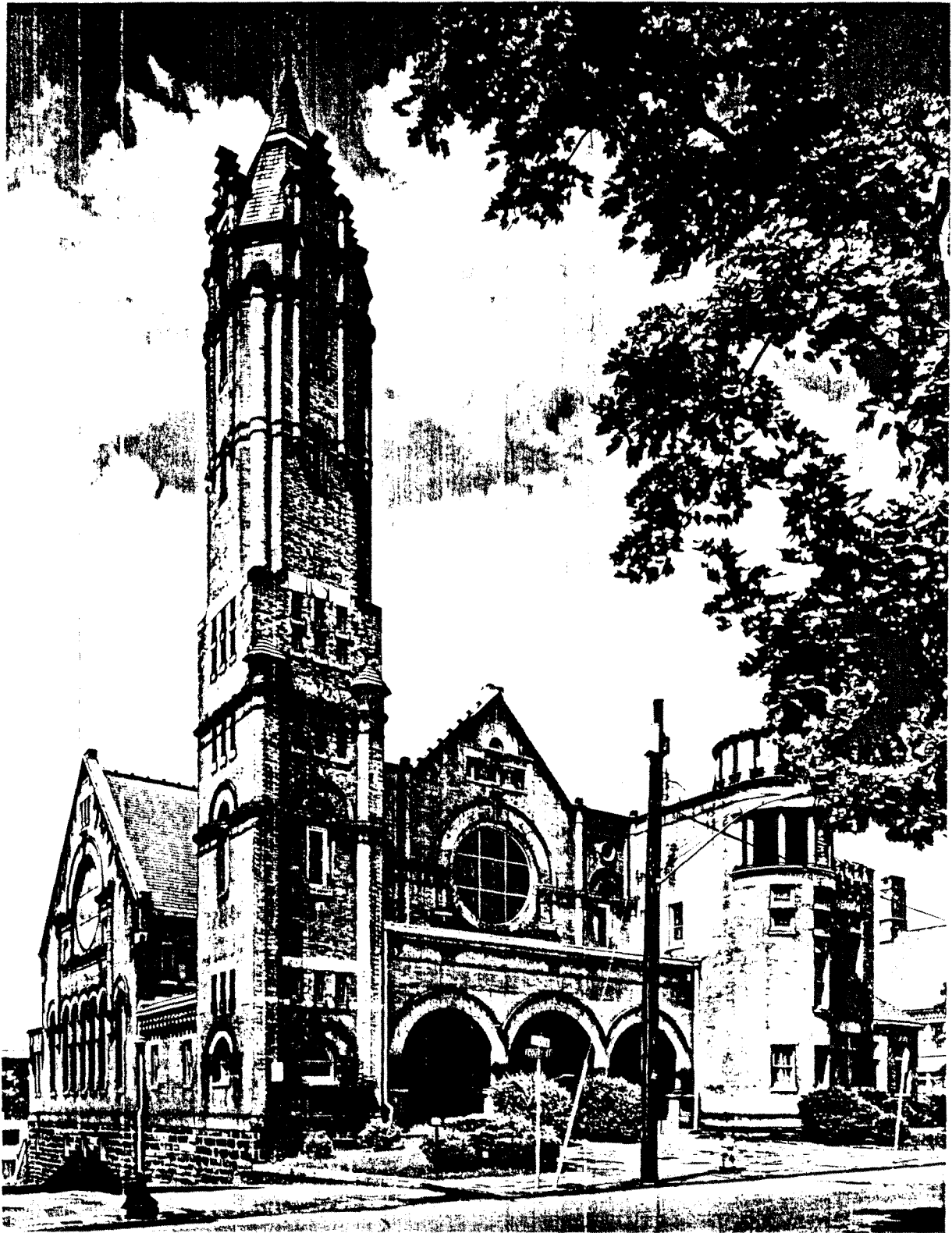


Figure V.R.4: First Presbyterian Church (1899).
Source: Greenhorne & O'Mara, Inc.



Figure V.R.5: Carrington House (1909). Source: Lynchburg-An Architectural History.

The demand for architect-designed buildings and residences was not confined to the city's affluent neighborhoods. The services of Lynchburg's architects were so often sought that examples of the works of Lewis, Johnson (and his two partners Pettit and McLaughlin) and Frye are seen along many stretches of middle-class Pierce and Fillmore Streets in Diamond and College Hills and along Grace Street. The residential work of Frye is often distinguished by the decorative cross hatching of the attic gables, as well as the use of small-pane attic windows.

5. World War I to World War II (1914-1945)

By the 1920s the demand for residential commissions in the crowded downtown area had all but dried up, due to the growth of the more spacious suburban Rivermont and Miller Park areas and their extensions, Peakland and Fort Hill, respectively. Architects still continued to produce designs for buildings in downtown however, including Westminster Presbyterian Church (1926) built on the crest of College Hill by Walter Crowe, the R.E. Lee School on Polk and 12th Streets in Diamond Hill South by J. Bryant Heard, a new City Market by Stanhope Johnson and Marshall Lodge Hospital by architects Craighill and Cardwell. Several notable Federal government buildings were designed and built during this period in Lynchburg, reflecting the increasing role that the Federal government was playing in the establishment of official styles. Monument Terrace, designed in 1926 by Aurbrey Chesterman to connect Church and Court Streets was one of the significant landmarks of this period, and has become one of Lynchburg's most widely known symbols since then. Perhaps the most individualistic building erected during this period was the Allied Arts building, the Art Deco masterpiece of Stanhope Johnson which was for many years Lynchburg's only skyscraper. The use of native greenstone makes it nearly unique in the state.

TECHNOLOGY/ENGINEERING THEME

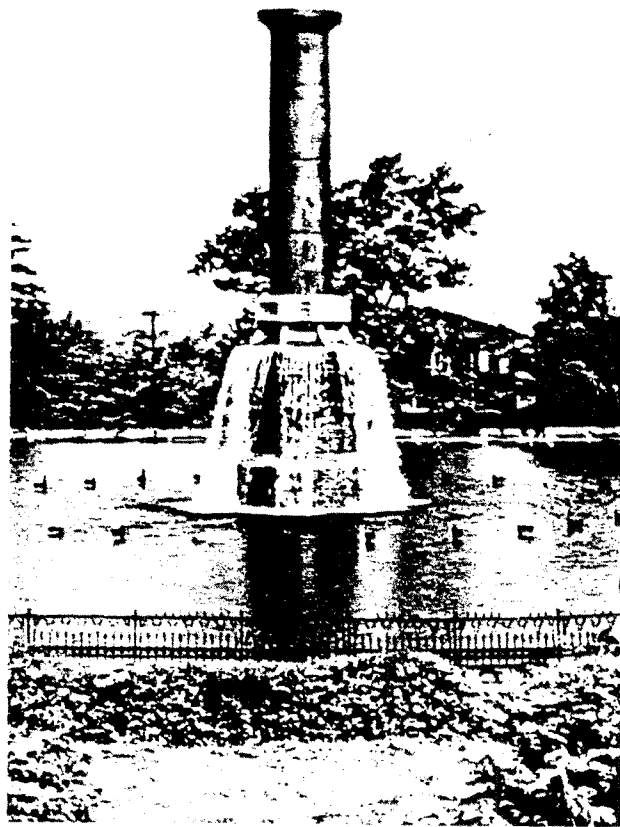


Figure V.S.1: Standpipe at College Hill Reservoir (Photo circa 1905).
Source: Jones Memorial Library

S. Technology/Engineering

This theme relates to the utilization of and evolutionary changes in material culture as a society adapts to its physical, biological, and cultural environments. Property types include bridges, dams, waterworks and reservoirs.

The technological developments that have occurred in Lynchburg throughout its two centuries of growth have been directed primarily at two ends: the provision of a readily-available supply of drinking water, and the spanning of the James River, Blackwater Creek, and other gullies and canals by bridges. Each innovation in technology was usually built to replace an existing resource, however, and thus the number of historic engineering resources still extant in Lynchburg are few.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National Period (1789-1830)

John Lynch's ferry across the James River, established in 1757, eventually proved inadequate for the level of north-south traffic through Lynchburg. Therefore, the first of many bridges crossing the James River, a wooden covered bridge, was built at the foot of 9th Street by John Lynch in 1812. This served the city until the 1870s.

The building of reservoirs and pipelines to bring usable water to the hill neighborhoods of Lynchburg commenced in 1799 when the Lynchburg Fire Company was granted "the privilege of sinking several wells on Main Street and of erecting pumps for the safety and convenience of citizens."⁴⁵ In the 1810s a "watering Committee" was formed to investigate the transport of water from springs by wooden pipe. In 1813 a wooden reservoir was built near Church Street, but soon proved woefully inadequate. Portions of this wooden pipe line system were being dug up in Lynchburg as late as the early 1930s.

Most farsighted business and civic leaders realized that if Lynchburg was to grow in spite of its disadvantageous geographic setting, the most up-to-date engineering technology would have to be employed to solve the persistent water problem. In 1825 John Victor was appointed chairman of a committee to recommend improvements. Victor obtained the services of civil engineer Albert Stein to make plans for a pipeline and reservoir. The stone pumphouse and reservoir, completed in 1828, were objects of civic pride and much admiration from visitors to the town. Parts of the reservoir, located on Clay Street between 6th and 7th Street, may survive in the present reservoir on that site.

2. Antebellum Period (1830-1860)

The coming of the James River and Kanawha Canal, as well the first railroad trains in 1849, spurred the building of several new bridges in Lynchburg.

⁴⁵ Christian, Lynchburg, page 27.

Excavation of the Lower Basin for the holding of canal boats, as well as the construction of the canal, was in itself a major technological feat. A handsome stone-arched bridge was built in 1839 to carry 9th Street over the canal. The bridge still stands, distinguished by its keystone inscribed with the date of construction and its builder James King. A number of early bridges, none still standing, were built to carry railroad traffic over the James River, by way of Percival's Island, as well as over Blackwater Creek.

3. Civil War (1860-1865); Reconstruction and Growth (1865-1914)

As Lynchburg's manufacturing economy and its transportation network grew exponentially after the Civil War, the building of adequate bridges became of more critical concern. The old covered bridge of John Lynch was replaced in the early 1870s by a metal one, which was itself replaced by another metal bridge after a disastrous flood in 1878. Bridges were also the key to physical expansion in the city, with the Rivermont Bridge, built in 1891, linking the Rivermont area with the older downtown. None of these historic bridges is still standing, having been replaced with modern concrete ones.

The appointment of the talented Swedish architect Augustus Forsberg as City Engineer in 1871 greatly aided the construction of important civic engineering projects. Both the Clay Street and College Hill Reservoirs were built during his tenancy, as was the City Pumphouse at the foot of Orange Street. Both reservoirs were once uncovered and the College Hill reservoir was encircled by an iron fence and the surroundings attractively landscaped. Both are now enclosed and are not accessible to the public.

4. World War I to World War II (1914-1945)

One of the most imposing bridges ever built in Virginia was the Williams Viaduct, built across the James River at the foot of 5th Street in 1916. Providing an appropriately impressive approach to the city from the north, the concrete bridge featured graceful arches, and a wide deck. This bridge was replaced by a modern concrete bridge, the John Lynch Memorial Bridge in 1982, as was the Rivermont bridge shortly thereafter.

VI. RESEARCH DESIGN

A. Objectives

A historic resource survey is most effective when it is integrated into comprehensive historic preservation planning. Goals for survey activities can then be identified as part of the planning process. Survey goals were established from the beginning among VDHR, the City of Lynchburg Department of Community Planning and Development (DCPD), and G&O architectural historians. These survey goals included:

1. Conduct a complete and comprehensive architectural survey, according to VDHR's standards and guidelines, of the College Hill neighborhood in Lynchburg.
2. Prepare oral and written presentations of findings, including a written final report for the project. This final report would include a comprehensive historic context for the entire downtown Lynchburg area using the 18 historic themes developed by VDHR.
3. Provide the necessary historical and architectural information to recommend nomination of the College Hill neighborhood survey area and any significant individual historic resources within the neighborhood to the National Register of Historic Places and the Virginia Landmarks Register. VDHR has already determined that the neighborhood does appear to qualify for National Register listing, and it was expected that information gathered during the survey would validate this action.
4. Increase public awareness of and interest in the history of the College Hill neighborhood.

B. Survey Methodology

The survey methodology as proposed by G&O was accepted by VDHR and DCPD and consisted of the following five components:

1. Public Involvement

The involvement of neighborhood residents and other interested citizens in the survey was made a high priority by the DCPD. To this end, news releases describing the survey were distributed on January 21, 1993 to the print and television media. Local historians and other interested residents were contacted throughout the project for both specific information on individual resources, as well as general history of the project area. The Historic Lynchburg Foundation (HLF) provided invaluable assistance during the course of the survey. Travis McDonald of the HLF coordinated four volunteers who photographed buildings in College Hill.

2. Archival Research

In cooperation with VDHR, G&O architectural historians developed a research plan for this study. The plan involved an examination of previous survey

work in the study area; a review of existing historical information on both the study area and the entire downtown area of Lynchburg; and the search for and distillation of additional information on the study area.

Architectural historians from G&O conducted research at numerous archives and libraries throughout the duration of this project. These included the Jones Memorial Library and the archives of the DPCD in Lynchburg; the VDHR archives in Richmond; the Alderman Library and Fiske Kimball Fine Arts Library at the University of Virginia in Charlottesville; and the Library of Congress and National Archives in Washington, D.C.

A wide variety of research sources was used throughout the survey. They included:

a. City Directories and Gazetteers

These span a period between the 1830s and the present. The directories were especially useful for verifying street addresses, as well as providing historical information on stores and businesses in Lynchburg.

b. Sanborn Map Company Insurance Maps

Copies were made of the complete set of Sanborn Map Company Insurance maps for Lynchburg published between 1885 and 1907 and held at the Library of Congress. These supplemented the set of Sanborn maps dated 1955 which are kept by Mr. William Inge at the Lynchburg Assessor's Office.

c. Historic Maps

19th- and 20th-century atlases and maps of Lynchburg and Campbell County were examined. Particularly valuable was Gray's Map of Lynchburg (1877).

d. Photographs

The extensive collection of historic photographs and postcards kept at the Jones Memorial Library was examined, as were a number of pictorial histories of Lynchburg.

e. General and Architectural Histories

A number of comprehensive general histories of Lynchburg were consulted throughout the project. Lynchburg: An Architectural History by S. Allen Chambers, Jr. was the single most valuable research source used during this project. Extensively researched and annotated, this book gave detailed histories of neighborhoods, individual buildings, and architects in Lynchburg.

Existing information on College Hill on file at the VDHR archives was also copied and/or consulted. These included the Preliminary Information Form (PIF) for the College Hill Historic District and the College Hill Baptist

Church, the National Register form for the Kentucky Hotel (Terrell-Langhorne House), and existing survey information on historic resources within the district.

During the summer of 1984 student/historian Kay Nichols was employed by the City of Lynchburg to conduct a reconnaissance level survey of individual buildings in many of Lynchburg's neighborhoods, including College Hill. Survey information included short architectural descriptions and a photograph of each resource, although only minimal historical information was supplied.

Existing information on previously surveyed resources on file at the VDHR archives was reviewed for completeness and for whether they could be possibly eligible for listing on the National Register. Three historic resources located within the College Hill survey area have been previously surveyed by VDHR. They include:

<u>Name</u>	<u>Address</u>	<u>VDHR #</u>
Kentucky Hotel	5th and Jackson Streets	118-177
Trolley Car Barn	200 block 6th Street	118-173
College Hill Baptist Church	1101 Floyd Street	118-204

The Kentucky Hotel is listed on the National Register of Historic Places. The College Hill Baptist Church was determined eligible for listing on the Virginia Landmarks Register in 1983. The Lynchburg Light Traction Company Trolley Barn, although significant as a reminder of Lynchburg's trolley system, appeared to have undergone too many alterations for listing on the National Register.

Eleven resources located within the College Hill Survey area are already included within the boundaries of the Federal Hill Historic District, listed on the National Register of Historic Places.

3. Fieldwork Methodology

An initial meeting was held in Lynchburg to discuss the survey, survey products, and survey boundaries. In attendance were Annette Chenault of the City of Lynchburg, David Edwards and Anne Miller Andrus of VDHR, and Geoffrey Henry and Elizabeth Hughes of Greenhorne & O'Mara. Several changes were made to the initial scope of work at this meeting. Because a Preliminary Information Form had already been prepared for the College Hill neighborhood, this was no longer required of the survey. Because there was the possibility that architecturally or historically significant resources could be located in the College Hill neighborhood, it was decided to survey six resources on the intensive level, using the VDHR Intensive Level Form.

The study area was driven and the proposed boundaries were reconfirmed. Six buildings to be surveyed on the intensive level were identified and mapped. Buildings selected appeared to possess the necessary architectural

and/or historical significance for listing on the National Register of Historic Places, and therefore were thought to merit further study and evaluation. These resources include:

College Hill Baptist Church, 1101 Floyd Street
Westminster Presbyterian Church, Floyd and 11th Streets
Jackson Street Methodist Church, 901 Jackson Street
522 Jackson Street
Gordon House, 1023 Jackson Street
Micajah Davis House, 1100 Jackson Street

The latter two resources are located within the boundary of the Federal Hill Historic District.

The actual fieldwork began on March 12, 1993 and was completed for resources surveyed on the reconnaissance level by April 10, 1993. The study area was surveyed by the G&O architectural historians working in a team. Using a print-out of the computerized VDHR Reconnaissance Level Survey Form, all resources, both historic and non-historic, were recorded and photographed. Sanborn maps were consulted where needed to establish approximate dates of construction. Simple site plans were drawn for all surveyed resources. Addresses were noted on tax maps supplied by the City of Lynchburg, which served as field maps throughout the project.

The list of resources to be surveyed on the intensive level was divided among the surveyors. Individual owners, tenants, pastors of churches, and local officials were contacted to obtain interior access for each site, if possible. Using a print-out of the computerized VDHR Intensive Level Survey Form these resources were recorded and photographed.

4. Data Entry

Data entry proved to be the most difficult stage of this project. Data entry of survey information was done through a cooperative arrangement with Traceries, a historic preservation firm in Chevy Chase, Maryland

5. Written Presentation of Findings

A written survey report, detailing findings of the survey, evaluations of surveyed resources, and recommendations for further study, was the final product of the College Hill survey. The survey report also included an historic context written for the entire downtown area of Lynchburg.

C. **Expected Results**

Because VDHR has already determined the College Hill neighborhood eligible for the Virginia Landmarks Register, it was expected that the comprehensive survey of the neighborhood would reconfirm this finding. Based on a review of S. Allen Chamber's Lynchburg - An Architectural History, which contained a number of resources located in the College Hill neighborhood, it was also expected that there would be several resources eligible for individual listing on the National Register of Historic Places. These resources

included the Westminster Presbyterian Church, the College Hill Baptist Church, and the John Warwick Daniel Statue.

VII. SURVEY FINDINGS

A. Architectural Overview of College Hill

The College Hill neighborhood survey area is an approximately 60-block (37-acre) area located in the northern half of Lynchburg. Its boundaries, defined by the Lynchburg Department of Planning and Community Development in consultation with VDHR extend from the rear property lines of properties on the north side of Jackson Street on the north, 12th Street on the east and southeast, the north side of Buchanan Street on the south, and Park Avenue and Fifth Street on the west and southwest.

The district consists of nine streets running east-west and named primarily for U.S. Presidents: Buchanan, Fillmore, Pierce, Polk, Monroe, Polk, Floyd, Wise, and Jackson Streets. These are intersected by numbered streets running north-south and at right angles to these streets. Park Avenue, the one street in the district that breaks with the standard grid pattern, predates the layout of the neighborhood. Using a more gradual gradient over the hill than the other streets, it follows the trace of an older road connecting 5th and 12th Streets, which were the two main roads from Lynchburg to the west in the early 19th century. Park Avenue defines the southwestern boundary of the district. Because of the extremely hilly topography of this district, 9th Street does not run continuously and is interrupted at Wise Street. Likewise Jackson Street terminates just west of 12th Street. The district has otherwise maintained its original street system, with parts dating from the 1850s, as well as some alleys established in the 1920s.

The district is overwhelmingly residential in character and contains houses dating from the early 1800s to the present. The majority of houses, however, date from the late 19th and early 20th centuries, when this area was developed intensively. The houses are almost always of frame construction (although most houses dating from the antebellum period are brick) and are characterized by several basic building types and styles, including I-house, vernacular Victorian, vernacular Queen Anne, bungalow, and American Four Square. Nearly all are single-family houses, although there are some duplexes, and even a few row houses on Wise Street. The houses in the district range in condition from deteriorated to excellent, with most of them being fair to good in condition. The district contains few non-contributing resources, and retains a high level of visual integrity.

Of the streets in the College Hill district, 12th Street, 5th Street and Park Avenue contain most of the non-contributing resources in the district; most of these are mid- to late-20th-century commercial buildings.

The numbered streets run north-south and contain a number of houses crowded onto the small lots. Among the houses on 6th and 7th Streets are the William Phaup House and several other early 19th-century brick residences. Eighth and 9th Streets north of Polk Street also contain a few antebellum houses. South of Polk Street the houses date primarily from the late 19th and early 20th centuries. Tenth Street between Floyd and Wise Streets

contains a number of large Queen Anne style residences, some of them designed by architect Edward G. Frye. Eleventh Street between Fillmore and Wise Streets is dominated by the Westminster and College Hill Baptist Churches and their parking lots. North of Wise Street, houses on 11th Street date from the late 19th century.

Buchanan, Fillmore, and Pierce Streets are comprised mostly of residences dating from the late 19th and early 20th centuries. Floyd Street runs along the crest of College Hill and is the highest point in the city. Two of the most architecturally significant buildings in the district, the College Hill Baptist and Westminster Presbyterian churches, as well as the John Warwick Daniel Statue are located along this street. Wise Street contains an eclectic collection of Greek Revival, Colonial Revival, Queen Anne, Craftsman, American Four Square and vernacular residences. Polk, Taylor, and Monroe Streets, which are extremely hilly, contain primarily residences from the late 19th and early 20th centuries, although several corner lots on Polk Street contain early 19th-century brick and frame vernacular residences. Jackson Street contains some of the oldest houses in Lynchburg, including houses clustered around the intersections of 6th, 7th, and 8th Streets, as well as the Jackson Street Methodist Church. The eastern half of Jackson Street contains two significant examples of Federal period architecture, as well as several well-preserved Victorian residences. This portion of the street is already contained within the Federal Hill National Register Historic District.

B. Survey Reports

As part of the requirements for this survey, the survey data was entered into the Integrated Preservation Software (IPS) database. One of the most tangible benefits of the data base is the ability to tabulate reports detailing specific findings of the survey and grouping these findings by specific categories. Individual reports were prepared for such aspects as the style, condition and function of surveyed resources. These reports are contained in Appendices D through G.

Appendix D contains a list of surveyed resources in College Hill arranged in numerical order by VDHR Survey Number. Information includes street address, date of construction, building type and use (or "wuzit"), and the USGS quad in which the resource is located.

Appendix E contains a list of surveyed resources in College Hill catalogued by style and arranged numerically by street number.

Appendix F contains a list of surveyed resources in College Hill catalogued by whether or not they are threatened and the type of threat. They are arranged by VDHR survey number.

Appendix G contains a frequency report of surveyed resources in College Hill according to style.

VIII. EVALUATION

A. Criteria

There are four National Register of Historic Places Criteria, three of which relate to the College Hill Historic District. Definitions of the NR criteria are provided in Appendix A.

Criterion A relates to the broad patterns of history, as well as specific events. Most of the historic resources in the College Hill Survey Area contribute to the district's significance under Criterion A. For example, the high number of generally well-preserved, late 19th- and 20th-century residences is indicative of the sustained growth of Lynchburg during this period, fueled by the city's status as a major transportation and manufacturing center in south Piedmont Virginia.

Criterion B relates to significant individuals. The two houses at 1100 and 1101 Wise Street may be significant for their associations with members of the Craddock and Terry families, important in the development of the shoe industry in Lynchburg. Because most of the resources in College Hill were surveyed on the reconnaissance level, only a few buildings were intensively researched. There are undoubtedly buildings in the district associated with locally significant individuals; these will become more apparent after further research on individual sites is conducted, as recommended in the section of this report pertaining to survey findings.

Criterion C relates to a resource significant as the work of a master or which embodies a distinctive building type or style. There are a number of buildings within the College Hill district that may be significant under Criterion C. These include the John Warwick Daniel Statue, sculpted by Sir Moses Ezekiel, the Westminster Presbyterian Church, designed by architect Walter Crowe, or the house at 1101 Wise Street, probably designed by the architectural firm of Craighill & Cardwell which is a significant example of the Colonial Revival style in the district.

B. Integrity

Integrity is the ability of the property to convey its significance. To be listed on the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. Within the concept of integrity, the National Register criteria recognize seven aspects that, in various qualities, define integrity. These aspects are location, design, setting, materials, workmanship, feeling, and association. These aspects are included in the evaluation process for all surveyed properties, whether they are surveyed on the intensive or the reconnaissance level.

Steps in assessing integrity include: defining the essential physical features of the resource, determining whether the essential physical features are visible, determining whether the property needs to be compared to other properties, and determining which aspects of integrity are

essential to the property's being nominated to the National Register of Historic Places.

The applicable criteria used in evaluation also determine the degree to which considerations of integrity should apply. A resource evaluated according to its significance under Criterion C will usually need to possess a higher level of integrity than one evaluated according to either Criterion A or B.

The resources in the College Hill neighborhood, presently made up of mostly low and moderate-income residences, have not been well maintained over the last 20 years. Some are in deteriorated condition, or have undergone numerous alterations, and thus not possess a high level of integrity. Many more are in fair or good condition, and still more have undergone numerous alterations or additions over the years. Thus, most are generally not eligible for individual listing on the National Register. However, as a group they embody the predominant architectural trends of this area, and convey a strongly unified feeling, and are thus considered contributing to the architectural character of the district.

Non-residential resources, such as stores and churches are generally in much better condition, and possess a higher level of integrity. This partially accounts for the high percentage of churches that may be individually eligible for the National Register of Historic Places, even though churches and other religious buildings are considered an exception to the National Register criteria.

The integrity of the College Hill district as a whole needs to be assessed in order to determine whether or not it is eligible for listing on the National Register. For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. Character defining features such as building height and distribution, materials, scale, and treatment all must be assessed when determining both the significance of the district and the district's boundaries.

Generally, the College Hill neighborhood retains a uniform level of integrity. There are few significant modern intrusions, and these are scattered and unobtrusive. Most of the original scale, skyline, topography, street pattern, and building types are intact. In addition the historically residential character of the neighborhood remains intact.

C. Survey Findings

The six intensively surveyed resources were individually evaluated for their eligibility for listing on the National Register. In addition, one object, the John Warwick Daniel Statue on Park Avenue, surveyed on the reconnaissance level, was also evaluated for its individual eligibility. The entire College Hill Survey area was evaluated for its eligibility as one or more historic districts.

The Gordon House, Micajah Davis House, and the house at 522 Jackson Street do not appear to possess the necessary architectural and historical significance for individual listing on the National Register. The first two are already included within the Federal Hill Historic District as contributing resources.

As a result of the College Hill Historic architectural survey, one historic district and four individual historic resources were found potentially eligible for listing on the Virginia Landmarks Register and the National Register of Historic Places.

1. College Hill Historic District

a. Boundaries

The boundaries of the proposed College Hill Historic District are shown on Map B. The district is bounded by 12th Street—a major thoroughfare—and the proposed Diamond Hill South Historic District on the east and southeast, Park Avenue and 5th Street on the south and west, and the Federal Hill National Register Historic District on the north and northeast.

b. Statement of Significance

The College Hill Historic District is significant under Criteria A and C with resources important in the areas of domestic and religious architecture, religion, transportation, and ethnicity/immigration. Resources within the district date from the early 1800s to the present and include some of the oldest buildings in the City of Lynchburg. They represent a number of domestic types and several stylistic periods, and are mostly vernacular in style. There are a number of architect-designed residences in the district as well, representing the work of several well-known late 19th- and early 20th-century architects, such as Edward G. Frye, Walter Crowe, J.M.B. Lewis, and Craighill & Cardwell. Several churches in the district are significant examples of late 19th- and 20th-century architecture and one relates to the history of the city's large black population. The district has historically contained a large percentage of black residents and the resources within the district are significant for their association with the black history of Lynchburg. Also in the district is the last remaining building associated with the Lynchburg trolley system.

The district as a whole maintains a good level of integrity. Many individual houses, however, have undergone alterations and some are in deteriorated condition. For this reason few buildings in the district are individually eligible for listing on the National Register. Modern intrusions in the district are few in number, and the streets have maintained their historic scale and feeling.

2. College Hill Baptist Church

a. Boundaries

The College Hill Baptist Church property is bounded by 12th, Eleventh, Floyd Streets and the rear property lines of properties on the north side of Fillmore Street between 12th and 11th Streets.

b. Statement of Significance

The College Hill Baptist Church is significant under Criterion C within the area of architecture, although as a religious building, it is an exception to the National Register criteria. The main part of the church was built in 1897 to the design of J.M.B. Lewis. Lewis, whose commissions are seen in several Southern states, designed a number of residences in Lynchburg during the early 20th century. The College Hill Baptist Church was probably his largest commission in Lynchburg. The church is an excellent example of Romanesque Revival architecture with several classical details.

The interior of the church was accessible but photographs were not permitted. The interior contains a wealth of original features and is in a good state of preservation. Notable are the coffered ceiling and the marble baptismal pool.

The College Hill Baptist Church was determined eligible for listing on the Virginia Landmarks Register in 1983, but no further action has been taken by the church in nominating it to the National Register.

c. Integrity

The College Hill Baptist Church maintains a high level of integrity. Additions were made to the church in 1912 and 1956 and are compatible in scale, materials, and workmanship.

3. Jackson Street Methodist Church

a. Boundaries

The boundaries of the Jackson Street Methodist Church property correspond to the legal and tax boundaries shown as parcel 010-04-05 on Map C. The church is located at the southeast corner of 9th and Jackson Streets.

b. Statement of Significance

The Jackson Street Methodist Church may be significant under Criterion A within the area of ethnic/immigration and Criterion C within the area of architecture, although as a religious property, it is considered an exception to the National Register criteria. The church was built in 1868, possibly to the design of Augustus Forsberg. Forsberg, a Swedish architect associated with the Baltimore architectural firm of Niernsee and Nielson, was appointed City Engineer in 1872. He was responsible for the

construction of municipal buildings and structures in Lynchburg during the 1870s and 1880s including the Grace Street firehouse, the city pumphouse and market, as well as the Clay Street and College Hill reservoirs. The facade of the church was rebuilt in 1907, probably to the design of either architect J.M.B. Lewis or the firm of Frye and Chesterman. Lewis, whose architectural commissions are seen in several Southern states designed several residence in Lynchburg in the early 20th century. The firm of Frye and Chesterman produced some of the most significant examples of ecclesiastical and residential architecture in Lynchburg during the late 19th and early 20th centuries.

The church is also associated with Lynchburg's large black population. Jackson Street Methodist Church hosted several nationally-important black political and social reformers in the late 19th and 20th centuries, including Frederick Douglass, Booker T. Washington and W.E.B. DuBois.

c. Integrity

The Jackson Street Methodist Church maintains a high level of integrity. The renovations to and redesign of the facade dating from 1907 are significant in their own right and contribute to the importance of the church. The interior has retained some features of the church before the 1907 remodelling, and has remained generally intact since that date.

4. Westminster Presbyterian Church

a. Boundaries

Westminster Presbyterian Church is bounded by 10th, 11th, Floyd, and Wise Streets.

c. Statement of Significance

The Westminster Presbyterian Church, consisting of the church, church offices, and auditorium buildings, are significant under Criterion A within the area of architecture. Because it is a religious property, the church is considered an exception to the National Register criteria.

The church was built in 1926 to the design of Walter Crowe, who along with his partner Pendleton Clark were two of Lynchburg's leading architects during the early and mid 20th century. Individually or together, they designed buildings at Sweet Briar College, the extension of the Guggenheimer Hospital, and several residences. The church is a significant example of 20th-century Gothic Revival architecture and is one of the purest examples of this style to be found in Lynchburg. The church was featured in the October 1927 issue of Architectural Forum, reflecting the prominence of the architect. The church was also the last major ecclesiastical building to be constructed in downtown Lynchburg.

c. Integrity

The Westminster Presbyterian Church maintains a high level of integrity.

However, its setting has been altered somewhat by the demolition of surrounding residences for church parking lots, as well as the addition of a brick education wing to the north of the church.

5. John Warwick Daniel Statue

a. Boundaries

The John Warwick Daniel Statue is located on a triangular lot bounded by 8th and Floyd Streets and Park Avenue.

b. Statement of Significance

The statue is the major memorial in Lynchburg to U.S. Senator John Warwick Daniel and was erected shortly after his death in 1912. The statue may be significant under Criterion C within the area of art. The statue is the only known commission in Lynchburg by Sir Moses Ezekiel. Ezekiel (1844-1917), a native of Richmond, attended V.M.I. and participated in the famous cadet charge at the Battle of New Market. He studied anatomy at the Medical College of Virginia and art at Royal Academy in Berlin. In the 1870s he established a studio at the Baths of Diocletian in Rome. Except for occasional visits to the U.S., he remained in Rome until his death in 1917.

c. Integrity

The John Warwick Daniel Statue retains a high level of integrity. Its setting on a busy intersection has remained essentially unchanged.

XII. RECOMMENDATIONS

A. Recommendations for National Register Eligibility

Surveyed resources were evaluated against the National Register Criteria (See chapter VIII) and their eligibility, both for inclusion within one or more historic districts or individually, was assessed.

The following resources are recommended for nomination to the National Register of Historic Places and the Virginia Landmarks Register:

1. John Warwick Daniel Statue (VDHR# 118-226-074)
2. Westminster Presbyterian Church (VDHR# 118-226-090)
3. Jackson Street Methodist Church (VDHR# 118-226-190)

The following resources have already been determined eligible for listing on the Virginia Landmarks Register. They are recommended for nomination to the National Register of Historic Places.

1. College Hill Historic District
2. College Hill Baptist Church (VDHR# 118-226-091)

B. Recommendations for Further Survey

The College Hill neighborhood contains some of Lynchburg's oldest historic resources, as well as several resources of historical and architectural significance. These include buildings that appear to predate the Civil War, are attributed to well-known architects, or are associated with individuals prominent in the history of Lynchburg and College Hill. In particular, there are several resources that may be significant in Lynchburg's black history, a subject that has been studied on only a cursory level.

However, because the survey of the College Hill neighborhood was conducted almost entirely on the reconnaissance level, many of these buildings did not receive the level of study necessary for their evaluation for individual eligibility for the National Register and Virginia landmarks Register. Most were not evaluated for architectural integrity on the interior.

Recommendations for further study include the survey of the following resources on the intensive level, as noted on the survey form, either by VDHR staff, LDCPD staff, volunteers from the Historic Lynchburg Foundation, or neighborhood residents:

Fillmore Street

1001 Fillmore Street
1019 Fillmore Street
1101 Fillmore Street
1113 Fillmore Street
1115 Fillmore Street

Floyd Street

822 Floyd Street
824 Floyd Street
922 Floyd Street
1003 Floyd Street

Jackson Street

515 Jackson Street
517 Jackson Street
522 Jackson Street
523 Jackson Street
601 Jackson Street
700 Jackson Street
911 Jackson Street
1001 Jackson Street
1011 Jackson Street
1104 Jackson Street

Monroe Street

922 Monroe Street
923 Monroe Street
1109 Monroe Street

Polk Street

514 Polk Street
717 Polk Street
921 Polk Street

Wise Street

904 Wise Street
1000 Wise Street
1002 Wise Street
1008 Wise Street
1014 Wise Street
1020-1022 Wise Street
1018 Wise Street
1103 Wise Street
1110 Wise Street
1118 Wise Street

Numbered Streets

911 6th Street
William Phaup, 6th Street
1000 8th Street
1101-1103 8th Street
1305 10th Street

C. Preservation Organizations, Neighborhood Associations, and Historical Societies

Lynchburg contains a number of preservation organizations, neighborhood citizens associations, and historical societies that provide valuable local information and contacts.

Lynchburg Historical Foundation

P.O. Box 248
Lynchburg, Virginia 24504
804-528-5353

Inner City Community Task Force

Mr. Dennis Newton
505 Washington Street
Lynchburg, Virginia 24504

Lynchburg Chamber of Commerce Visitors Center

216 12th Street
Lynchburg, Virginia 24504
804-847-1811

Lynchburg City Museum

Mr. Tom Ledford, Director
901 Court Street
Lynchburg, Virginia 24504
8094-847-1459

Diamond Hill and Diamond Hill South

Mr. Ron Tinsley
Diamond Hill Neighborhood Watch and Restoration Society
P.O. Box 1624
Lynchburg, Virginia 24504
804-845-1602

Mr. Jim Carrington
Diamond Hill Historic Society
P.O. Box 803
Lynchburg, Virginia 24505
804-845-7680

Chauncey Spencer (Owner and Operator of the Anne Spencer House-Museum)
1312 Pierce Street
Lynchburg, Virginia 24505
804-847-0795

Hortense Colmore
Marshall A.M.E Chapel
1307 Fillmore Street
804-846-8945

Daniel's Hill

Ms. Brenda Jackson-Daniel's Hill Neighborhood Association
308 Cabell Street
Lynchburg, Virginia 24504
804-528-1682

Seminary Hill

Rev. William Thomas-Seminary Hill Neighborhood Association
2306 Grayfield Avenue
Lynchburg, Virginia 24501
804-528-3579

White Rock Hill

Ms. Phyllis Jones-White Rock Hill Neighborhood Association
1117 Virginia Street
Lynchburg, Virginia 24505

Mrs. Nattie Thornhill
1117 Virginia Street
Lynchburg, Virginia 24504
804-845-0993

Dearington-Tinbridge Hill

Mr. Aubrey Baurber-Dearington/Tinbridge Hill Neighborhood Association
94 Polk Street
Lynchburg, Virginia 24504
804-847-8393

Mrs. Leslie Camm
301 Smyth Street
Lynchburg, Virginia 24501
804-847-8976

Federal Hill

Mr. Norman Faria-Federal Hill Historical Association
1601 12th Street
Lynchburg, Virginia 24504

College Hill

Mr. Gerard Hutcherson-College Neighborhood Association
918 5th Street
Lynchburg, Virginia 24504
804-846-1337

Garland Hill

Mrs. Nancy Jamerson Weiland-Garland Hill Neighborhood Association
619 First Street
Lynchburg, Virginia 24504
804-528-4530

Mrs. Irene Smith
Garland Hill Welcome Center
Madison House Bed & Breakfast
123 Madison Street
Lynchburg, Virginia 24504
804-528-1503

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APPENDIX A

NATIONAL REGISTER CRITERIA FOR EVALUATION

- Criterion A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Properties that are associated with the lives of persons significant in our past.
- Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations (Exceptions)

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or
- D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from distinctive design features, or from association with historic events; or
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. a property achieving significance within the past 50 years if it is of exceptional importance.

APPENDIX B



COMMONWEALTH of VIRGINIA

Hugh C. Miller, Director

Department of Historic Resources

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Richmond, Virginia 23219

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FAX: (804) 225-4261

11 March 1992

Paul E. Harvey
Community Development Planner
City of Lynchburg
City Hall
Lynchburg, Virginia 24505

Re: College Hill Redevelopment Project, Lynchburg
DHR file # 90-948-F
Grace Street Project Area, Lynchburg
DHR file # 91-2025-F

Dear Mr. Harvey:

Thank you for requesting the participation of the Department of Historic Resources in the 28 February public hearing on the Grace Street project area and the College Hill Redevelopment Project. The field examinations of the buildings to be affected have helped us to understand the scope of the projects, and the nature and condition of the buildings to be affected.

It is appropriate to seek input from interested parties at this early stage of the process, and the public hearing was an excellent forum for introducing those interested parties to the projects and receiving their initial comments. The Section 106 review process actively solicits input from governments, organizations, and individuals who do not have regulatory participation in the process. Additional interested parties to these projects have come forward subsequent to the 28 February public hearing. On 5 March 1992 Mr. John Wells of this office met with Mr. Ronald Tinsley, a resident of Lynchburg and a spokesman for Diamond Hill Neighborhood Watch and Restoration, Inc. Mr. Tinsley has expressed concern for the Grace Street project, and has asked to be considered an interested party. On 6 March 1992 Mr. Wells and Mr. David Edwards met with Ms. Tamara Green and Messrs. Richard Gerbracht and Preston Smith, students at the University of Virginia, who have also expressed interest in the Grace Street project, and have asked to be considered interested parties.

The Section 106 review procedures for the two undertakings are at the following stages.

College Hill Redevelopment & Conservation Project

It has been determined that the College Hill Redevelopment & Conservation undertaking will affect the Federal Hill Historic District, a district which is listed on the National Register of Historic Places. Specific rehabilitation projects that affect buildings in the Federal Hill Historic District are being reviewed by the Department of Historic Resources for compliance with *The Secretary of the Interior's Standards for Rehabilitation*. Recently, the rehabilitation at 1102 Federal Street (DHR project no. 92-0099-F) and 922 Harrison Street (DHR project no. 91-1100-F) have been reviewed, and we have agreed on findings of No Adverse Impact. These projects have also been reviewed by the City's Architectural Review Board.

Several other rehabilitation projects that are part of the College Hill Redevelopment & Conservation Project are located in the area roughly bounded by Jackson Street and the Federal Hill Historic District on the northeast; by 5th Street on the northwest; by Park Avenue on the west; by Buchanan Street on the southwest; and by 12th Street on the southeast. This is part of the city traditionally called College Hill. The City of Lynchburg, fulfilling the federal obligations for identification of cultural resources in the undertaking's area of potential effect, inquired of the Department of Historic Resources whether this neighborhood, with its high concentration of older residences, might satisfy the National Register of Historic Places criterion C. By our letter dated 22 November 1991, we agree that this district appeared to meet the criteria for listing on the National Register.

This does not mean that College Hill is listed on, or nominated for listing on, the National Register, nor does this constitute a formal determination of eligibility for College Hill. A consensus agreement on an area's eligibility, reached between the federal agency (in this case, the City of Lynchburg, acting for the United States Department of Housing and Urban Development) and the State Historic Preservation Office (the Virginia Department of Historic Resources) can allow a project to proceed without the time-consuming nomination process.

It is on this basis that the Department of Historic Resources has reviewed the proposed rehabilitation projects in the College Hill area. Most recently, many of the Lyn-Cag CDBG rehabilitations in the area have been reviewed by the Department. Many of these rehabilitation projects have been cleared with findings of No Adverse Effect. A two-party Memorandum of Agreement between the City and the Department of Historic Resources has been recommended by this Department, defining measures for clearing the remainder of the proposed projects. This was forwarded to the City for consideration with our letter of 3 January 1992.

The Department of Historic Resources has recently received from the Department of Housing and Urban Development and the Lynchburg Redevelopment and Housing Authority applications for Public Housing Development at three locations in Lynchburg, including six sites in the College Hill neighborhood. We will be reviewing these applications with the premise that

the area satisfies the criteria for listing on the National Register of Historic Places.

Grace Street Project Area

The Diamond Hill Historic District, a district which is listed on the National Register of Historic Places, is located just east of the project, in the project's area of potential effect. The project will have a more direct impact on the older residential neighborhood that is roughly bounded by the Diamond Hill Historic District on the northeast; by the Lynchburg Expressway on the east; by Spencer Street on the southwest; and by 15th Street on the northwest. This is the neighborhood commonly called Diamond Hill South. The City of Lynchburg, fulfilling the federal obligations for identification of cultural resources in the undertaking's area of potential effect, inquired of the Department of Historic Resources whether this neighborhood, with its high concentration of older residences, might satisfy the National Register of Historic Places criterion C. We agree that this district appears to meet the criteria for listing on the National Register.

As with the College Hill neighborhood, this does not mean that Diamond Hill South is listed on, or nominated for listing on, the National Register, nor does this constitute a formal determination of eligibility for College Hill. No comprehensive architectural or historical analysis of the neighborhood has been compiled, and it is not clear where the area's historic boundaries should be identified. A consensus agreement on an area's eligibility, reached between the federal agency (in this case, the City of Lynchburg, acting for the United States Department of Housing and Urban Development) and the State Historic Preservation Office (the Virginia Department of Historic Resources) can allow a project to proceed without the time-consuming nomination process.

It is on this basis that we have given initial review comments on the Lyn-Cag rehabilitation projects in the neighborhood, and on the proposed acquisition and demolition projects that are part of the Grace Street Project Area. Most recently, our letter of 22 January 1992 argued that demolition of buildings in this area would constitute an Adverse Effect, and recommended revisions to these elements of the project.

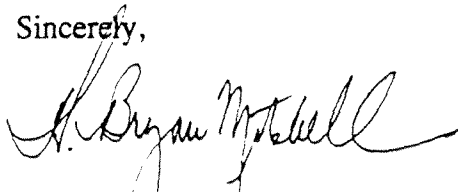
In cases where the federal Agency Official and the State Historic Preservation Officer do not agree about the National Register eligibility of properties that may be affected, the law states that the Agency Official shall obtain a determination from the Secretary of the Interior, pursuant to applicable National Park Service regulations.

Ms. Green and Messrs. Gerbracht and Smith have indicated that, as part of their studies at the University of Virginia, that they are considering a more in-depth documentary study of the Diamond Hill South neighborhood, with the intended goal of providing an appropriate basis for formal evaluation of the area's eligibility for the National Register of Historic Places. This is to the advantage of the City, the area residents and property owners, and the Department of Historic Resources. In the event that the City does not agree that the area satisfies the National

Register criteria and wishes to pursue a determination from the Secretary of the Interior, the research of these students should provide most or all of the necessary documentation.

We look forward to continuing work with you on these projects. Please contact John E. Wells of this office if you have questions about the review procedures.

Sincerely,



H. Bryan Mitchell
Deputy State Historic Preservation Officer

cc: Richard D. Jacques, City of Lynchburg
Fred Ickes, City of Lynchburg
Scott Glass, Lynchburg Architectural Review Board
Edward H. McCann, Lynchburg Redevelopment and Housing Authority
Leslie D. Faircloth, Lynchburg Redevelopment and Housing Authority
Sandra Crowther, Lynchburg Historical Foundation
Heidi James, Lynchburg Historical Foundation
Jody Lahendro, Lynchburg Historical Foundation
Jim Carrington, Diamond Hill Historical Society
Dennis G. Newton, Inner City Community Task Force
Sylvia E. Spinner
Gene Erb, Lynchburg General Hospital
Darrell Powers, Centra Health
Ronald Tinsley, Diamond Hill Neighborhood Watch & Restoration, Inc.
Tamara Green/Richard Gerbracht/Preston Smith
Advisory Council on Historic Preservation

APPENDIX C

PROPERTIES LOCATED WITHIN DOWNTOWN LYNCHBURG LISTED ON THE NATIONAL
REGISTER OF HISTORIC PLACES

Academy of Music
Point of Honor
Lynchburg City Courthouse
Garland Hill Historic District
Old City Cemetery (Methodist Cemetery)
Western Hotel
Anne Spencer House
Carter Glass House (also a National Historic Landmark)
Main Hall, Randolph-Macon Women's College
Diamond Hill Historic District
Federal Hill Historic District
Court Street Baptist Church
J.W. Wood Building
Daniel's Hill Historic District
First Baptist Church
St. Paul's Episcopal Church
Diamond Hill Historic District Extension
Allied Arts Building
Kentucky Hotel
Lower Basin Historic District
James River and Kanawha Canal Company Sites Thematic Nomination
Bragassa Toy Store