

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For NPS use only

received

date entered

## 1. Name

historic Captain John T. Warner House

and/or common Warner-Rich House

## 2. Location

street &amp; number 822 East College Street

N/A not for publication

city, town Batesville

N/A vicinity of

~~Congressional district~~

First

state Arkansas

code 05

county

Independence

code 63

## 3. Classification

## Category

☐ district☒ building(s)☐ structure☐ site☐ object

## Ownership

☐ public☒ private☐ both

N/A Public Acquisition

☐ in process☐ being considered

## Status

☐ occupied☒ unoccupied☐ work in progress

## Accessible

☒ yes: restricted☐ yes: unrestricted☐ no

## Present Use

☐ agriculture☐ commercial☐ educational☐ entertainment☐ government☐ industrial☐ military☐ museum☐ park☒ private residence☐ religious☐ scientific☐ transportation☐ other:

## 4. Owner of Property

name Malcom Moore

street &amp; number P. O. Box 2151

city, town Batesville

N/A vicinity of

state Arkansas

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Independence County Courthouse

street &amp; number 192 East Main Street

city, town Batesville

state Arkansas

## 6. Representation in Existing Surveys

title Citizen Survey of Batesville

has this property been determined eligible? ☐ yes ☒ no

date April-May, 1979

☐ federal ☐ state ☐ county ☒ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock

state Arkansas 72201

## 7. Description

### Condition

☐ excellent  
☐ good  
☒ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved date \_\_\_\_\_

**Describe the present and original (if known) physical appearance**

### SUMMARY

The Captain John T. Warner House is a one-and-one-half-story wood frame structure constructed in 1879 on the southeast corner of South and Fifth Streets, currently College and Eighth Streets. Captain John T. Warner lived in the house from its construction until his death in 1931. During his residency, the house underwent several alterations and additions. The house today, however, conveys in detail and setting late-19th-century Batesville. Centered on a slightly elevated double lot site, the dwelling has a main block facing College Street and a central rear ell facing Eighth Street. Although the structure is basically vernacular in form, its two street facades are adorned with Eastlake-influenced details. These details are exhibited in the gable ends, dormers and on the side porch. The elevations facing the interior of the block are unadorned. The interior of the Warner House is likewise unadorned, the first floor of which is reflective of a 1920's remodeling while the half-story has a date of circa 1911.

### ELABORATION

The Captain John T. Warner House, according to tax assessment records, was built in 1879. As constructed, the Warner House was a one-story wood frame dwelling consisting of what is now the main block with an additional room on the east gable end. Tax assessment records reveal an improvement to the property about 1885. The existing rear ell extending south from the main block may have been added at this time. The Sanborn Fire Insurance Maps of Batesville show that the ell porch facing Eighth Street and a porch on the opposite side of the ell existed in 1901. The latter porch was enclosed by 1908. The maps also reveal that between 1908 and 1914 the room on the east end of the main block was removed and the main block and ell were raised to create a half-story.

The above mentioned additions and alterations to the Warner House were made under the supervision of Captain John T. Warner. Although Warner lived in the house until his death in 1931, alterations of the mid-1920's are thought to have been conducted under the supervision of his daughter Cora. Cora, for the acceptance of her husband-to-be, Jay Rich, updated the house interior on the first floor. Alterations at this time include the addition of a fireplace and chimney on the front facade, the removal of the west wall of a central hallway in the main block, and the replacement of all first floor windows and doors and their facings. A bathroom in the half-story was also a result of this remodeling. After her father's death, Cora Rich owned the house, unaltered since the mid-1920's, until her death in 1981.

The Warner House is today a one-and-one-half-story T-shaped structure on a cut sandstone foundation. The main block faces north on College Street with a central ell extending from the rear elevation. The rear ell has a one-story addition (a porch enclosure) on the east elevation. The main block and the ell are covered with gable roofs, each of which has a central dormer facing the two streets. The two street facades are decorated with Eastlake details while the elevations facing the block interior are unadorned. The details consistent on the entire exterior are a plain frieze and corner boards with crown mouldings.

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Page 1

The front facade (main block) contains a central entry flanked by two nine-over-one double-hung windows to the east and a chimney and one nine-over-one double-hung window to the west. Each window has plain facings and louvered wooden shutters. The central entry contains one wood door with six lights flanked by wood panels each surmounted by two lights. The entry is covered by a small gable roof supported by two brackets. A triangular shaped decoration of plain rectangular members sits in the interior apex of the gable. Above the entry is a gable roofed dormer with two windows. Each double-hung window contains one light, surrounded by sixteen stained border lights, over one light. Three decorated corner blocks connected by a scalloped jigsaw cut design top the stiles around the two windows. The gable is covered with notched weatherboards resembling scallops and a jigsaw cut panel, of Eastlake influence, in the interior apex.

The east gable end of the main block contains one nine-over-one double-hung window, with shutters, set slightly to the south of center on the first floor. The half-story contains one central one-over-one double-hung window. This window, as are all half-story gable windows, is longer than the first floor windows, a result of the 1920's remodeling of the first floor. The west gable end of the main block contains two nine-over-one double-hung windows with shutters. The half-story contains one central nine-over-one double-hung window. Decorating the gable are notched weatherboards and a jigsaw cut panel of a different design than that of the front dormer.

Running south from or perpendicular to the main block is a gable-roofed ell with a shed-roofed porch. The porch roof is supported by four full and two half turned posts on concrete pedestals and floor. The turned posts support the shed roof with brackets resembling quarter sections of a ship's wheel. Under the porch is a door with nine lights leading to the main block. The ell contains, from north to south, one stationary six-light window illuminating an interior stairway, a pair of nine-over-one double-hung windows, a door with one light surrounded by sixteen stained border lights and another stationary window of six lights. The center of the ell roof contains a gable roofed dormer of two double-hung windows with one light under an arrangement of diamond shaped panes. The key-like, scalloped and jigsaw cut details of the gable are like those of the front facade dormer. The gable end of the ell contains a pair of double-hung four-over-one windows on the first floor and one one-over-one double-hung window with half-story.

A one-story shed roofed addition, a porch enclosure, runs parallel to the one-and-one-half-story ell. At the south corner of this one-story section is a small screened porch with an entry to the one-and-one-half-story section and a pair of nine-over-one double-hung windows at the end of the one-story section. The east elevation of the ell contains, from south to north, a set of three nine-over-one double-hung windows and one window with eight lights in each of two casements. A shed-roofed dormer containing a casement window arrangement, like the one described above, sits on the east side of the ell's gable roof. This dormer is the 1920's bathroom addition.

The first floor interior of the main block consists of two rooms separated by double doors with ten lights each. The larger room to the west was used as a parlor and contains a simple brick mantel of the 1920's. The smaller room to the east was used



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first as a bedroom, later as a sitting room. The one-and-one-half-story section of the ell consists of a kitchen in the rear and a dining room is separated from the large parlor by double doors with ten lights each. The dining room contains, in the northwest corner, a quarter turn with winders staircase which has square newel posts and turned balusters. The one-story section of the ell contains a small hall, bathroom and bedroom. All rooms on the first floor have mid-1920's ceiling light fixtures and have the simple window and door facings of the 1920's remodeling.

The raising of the house roof gives the half-story a circa date of 1911. The half-story interior displays, however, the same simple unadorned nature reflected in the first floor. The stairway in the dining room leads into an open area containing the front facade dormer over the main block. This area is flanked by a bedroom on either side. The rear ell contains the bathroom and another bedroom.

Outbuildings on the property included a one-and-one-half-story building in the extreme southeast corner of the lot which was built before 1901. By 1914 the structure became a dwelling and by 1923 an auto house. Other outbuildings, including storage sheds and another auto house, were built and removed between 1901 and 1930. All of these wood frame structures existed in the southeast or interior corner of the property. One exception, a one-story wood frame dwelling, was constructed on the northwest corner of the property about 1911. It is also at this time that the east room of the main block was removed. It is believed by local residents that all or part of this room was used in the construction of the one-story dwelling which was removed by 1930.

## 8. Significance

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

**Specific dates** 1879-1908 **Builder/Architect** Unknown

### Statement of Significance (in one paragraph)

#### SUMMARY

The Captain John T. Warner House is significant by its association with the productive life of its original owner, Captain John T. Warner. Warner contributed greatly to White River transportation and to Batesville commerce and government. Batesville is historically the trade center for much of Northcentral Arkansas. The town's commercial prominence was facilitated by steamboat trade on the upper White River. Warner began his career as a pilot and master on the White in 1874 and retired in 1926, making his career the second longest in White River history. During the decades between 1870 and 1890 freight capacity and passenger luxury reached their height. Warner was one of the most successful owners and captains of steamboats during this period. He is also credited with beginning a dynasty of Warner captains that would span 100 years. The success of Warner was extended to politics as he, a self-educated lawyer, was elected mayor of Batesville in 1885. As mayor, he was instrumental in having electric light and water systems installed. Warner made significant contributions to city improvements in Batesville and to trade on the White River.

#### ELABORATION

From its earliest settlement, circa 1810, Batesville has been the trade center for much of Northcentral Arkansas. The town's settlement and prominence as a trade center was facilitated by the White River, a tributary of the Mississippi. The White River historically has the greatest number of navigable miles of all rivers in Arkansas. The Springfield Advertiser, Springfield, Missouri, declared in 1844 that the White was the most important river in the Ozarks.

The White is naturally divided into the Upper, located in the Ozark Mountains, and the Lower, located in the Mississippi River Delta. The point of division is where the Black River empties into the White. Batesville is located approximately twenty-five miles upriver from or west of the divide. The Batesville landing represented the uppermost point to which the larger steamboats of the Lower White could navigate the river. From Batesville, smaller steamers entered the Ozarks.

The Civil War divided trade on the White River into two eras. The second era began after the Civil War and lasted approximately thirty-five years or until just after the turn of the 20th century. The greatest development in water transportation on the Upper White occurred between 1870 and 1890; freight capacity and passenger luxury reached their zenith. During this time, the riverport of Batesville reached its most prosperous periods as a commercial center. The North Arkansas Pilot of Batesville credited the town in 1879 with being the trade center for eight counties.

It is during this flourishing era for steamboats and Batesville that John T. Warner began his career of piloting and mastering steamers and of public service. Warner, born in 1846 in Shelbyville, Tennessee, came to Batesville with his parents in 1858.

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National Park Service

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In 1874, after just three years experience on the river, he was licensed as a master and pilot of steamboats in southern and western rivers flowing into the Gulf of Mexico.

During this career, Warner owned at least five steamboats and was master or pilot of at least twelve others operating on the White and Black Rivers. Nearly 100 steamers operated on the Upper White during the second era, yet there were only three other captains who owned as many as or more than Warner, who was by far one of the most successful.

Warner's success was not limited to transportation on the White River. He was a self-educated lawyer who served as mayor of Batesville from 1895 to 1899. Batesville was in the height of prosperity. This prosperity was marked by city improvements such as the installation of electric lights and water systems, which were the result largely of Mayor Warner's efforts.

Although Warner continued his river career after the turn of the century, transportation on the Upper White had begun to decline as the White River branch of the Iron Mountain Railroad completed its line from Batesville to Aurora, Missouri in 1906. The last steamer to make a trip above Batesville was the Huff, owned and captained by Warner, in 1908. He officially retired in 1926 making his career the second longest in the history of White River navigation.

Warner's contribution to river transportation is measured not only by his accomplishments but also by his beginning what was to be considered a dynasty of Warner captains. This Warner dynasty spanned approximately 100 years, from the steamboat era to the era of diesel tugs. Warner's younger brother, Edwin, began his experiences on the White River with his older brother and was licensed as a master and pilot in 1878. The Warner brothers, widely known for their skill and daring, were considered the most brilliant pilots on the White River. These brothers produced six sons who also became pilots and captains. Members of this second generation of Warner captains founded the Warner and Tamble Transportation Company still in operation in Memphis, Tennessee.



## 9. Major Bibliographical References

See continuation sheet.

## 10. Geographical Data

Acres of nominated property Less than one acre

Quadrangle name Batesville, Arkansas

Quadrangle scale 1:24,000

UMT References

A 

1	1	5
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6	2	1	2	4	2	1	0
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3	1	9	5	1	9	4	1	3	1	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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H 

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Verbal boundary description and justification

Lots 1 & 2 of Block 29, School Addition

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

## 11. Form Prepared By

name/title Sarah Brown, Historian

organization Arkansas Historic Preservation Program date March 1, 1982

street & number Suite 500, Continental Building telephone (501) 371-2763

city or town Little Rock state Arkansas 72201

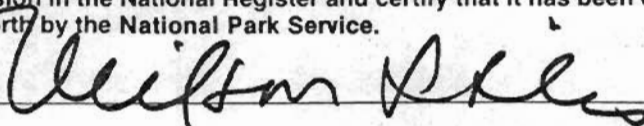
## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title State Historic Preservation Officer

date 7-28-82

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

EXP. 12/31/84

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

**National Register of Historic Places  
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Page 1

Batesville, Arkansas. Private Collection of Wilson Powell. Transportation on the White River papers. (Mimeographed.)

Brown, Roberta. Batesville, Arkansas. Interview, 3 February 1982.

Huddleston, Duane. "Navigation of the Buffalo River, the Epic Trip of the Steamboat Dauntless." Independence County Chronicle vol. 10 no. 1 (October, 1968).

"Impact of the Coming of Steamboats Traced in History of Arkansas." Arkansas Gazette, 6 April 1970, p. A7.

Johnston, Virginia. Batesville, Arkansas. Interview, 7 February 1982.

Powell, Wilson. "Arkansas' Warner Family-A Saga of the Rivers." Arkansas Gazette, 30 March 1969, p. 34.

Pratt, Kenneth. "The Warner-Rich House, A Study in Historic Preservation," paper prepared for study at Arkansas College, Batesville, Arkansas, 1981.

Sanborn Map Company. Fire Insurance Maps of Batesville, Arkansas. Pelham, N.Y.: Sanborn Map Co., 1901, 1908, 1914, 1923, 1930, and 1946.

"Steamboat Era Brought Civilization to the Ozarks." Sunday News and Leader, Springfield, Missouri, 8 August 1976, p. A23.

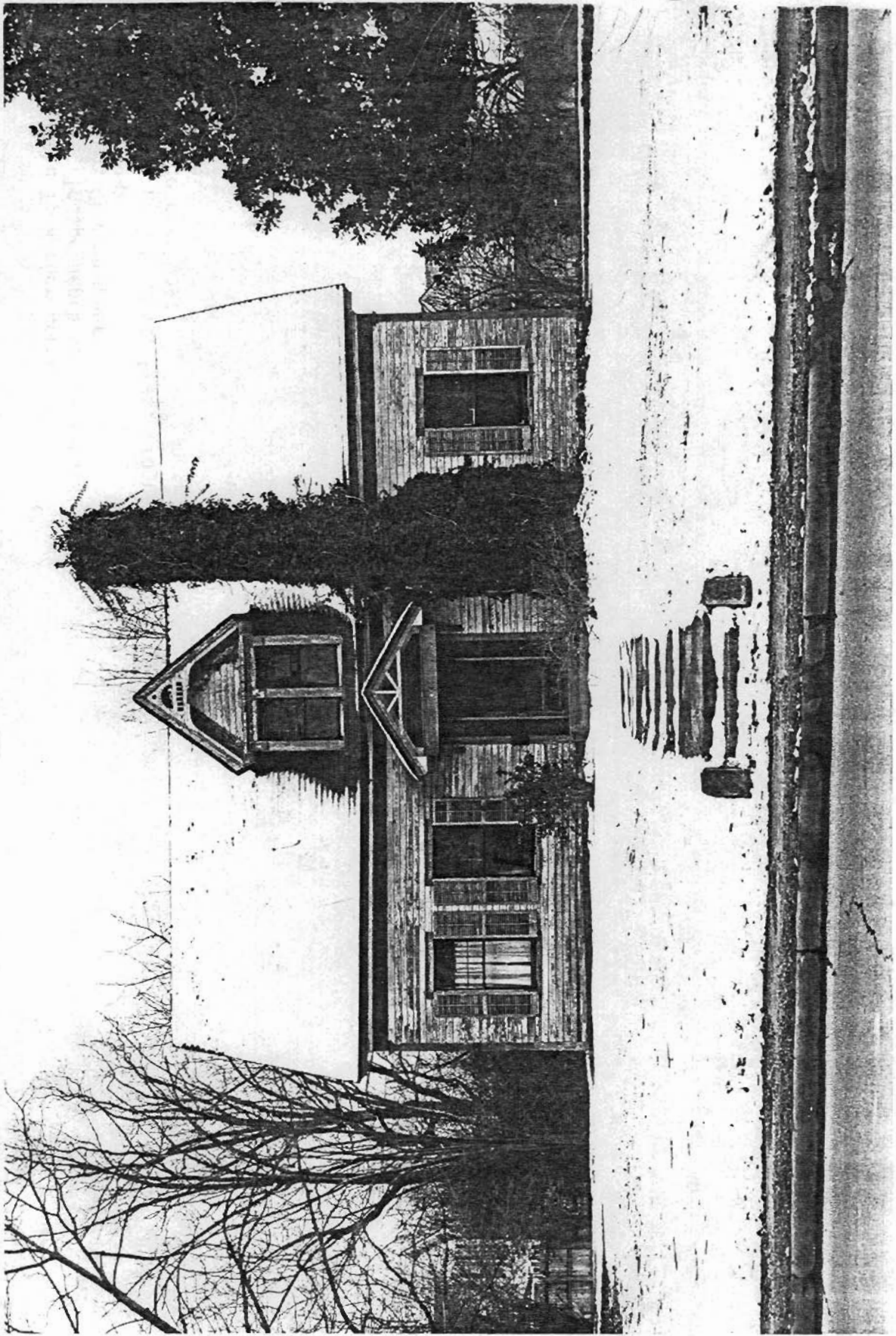
Tebbetts, Diane. Batesville, Arkansas. Interview, 7 February 1982.

Warner, Charles. "The Warners of Batesville." Independence County Chronicle vol. 10 no. 1 (October, 1968).

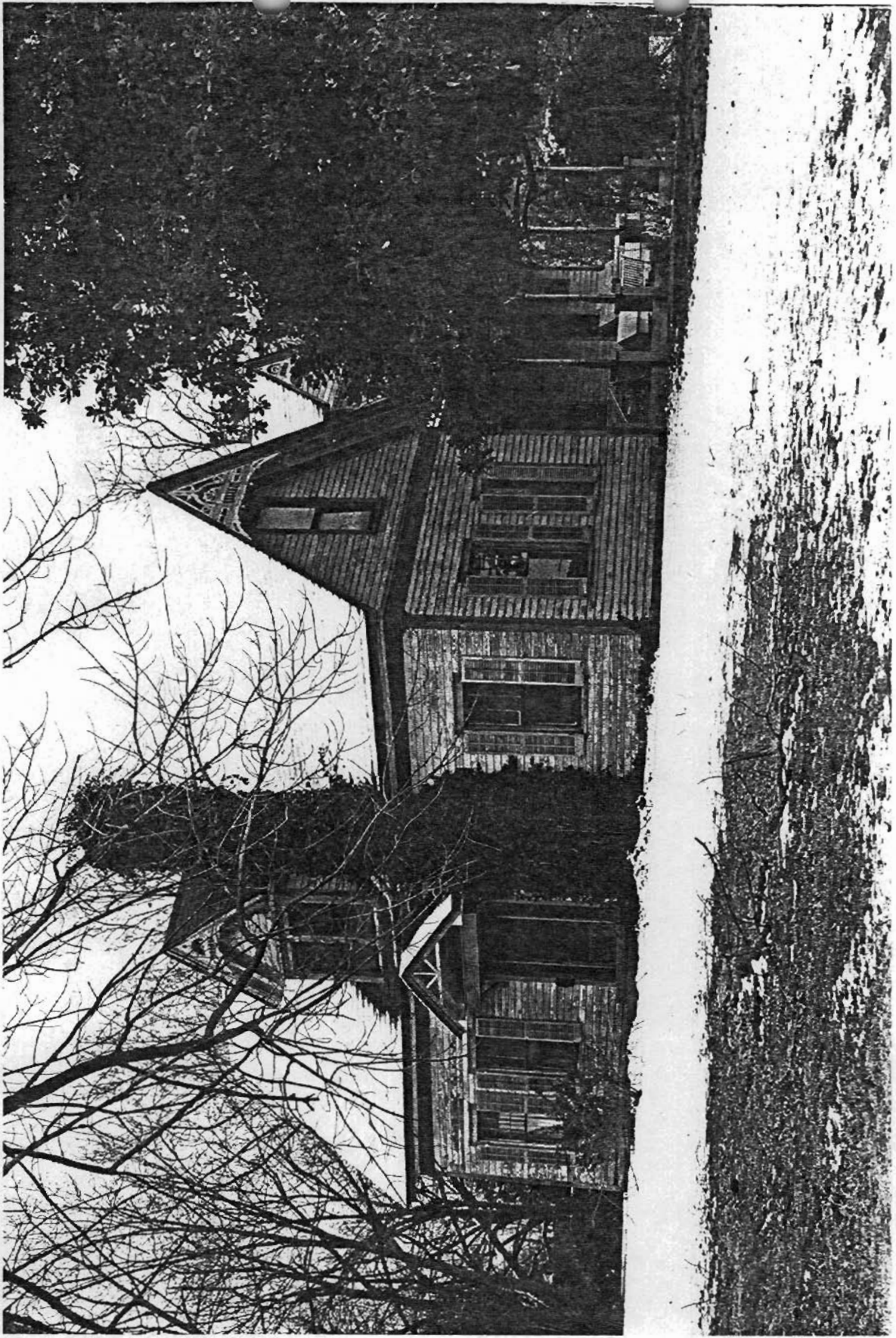
Warner, Vera. Batesville, Arkansas. Interview, 3 February 1982.

Wolf, John Q. "Early Days on the White River." Arkansas Gazette, 8 September 1940, Sunday Magazine Section, p. 7.



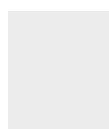
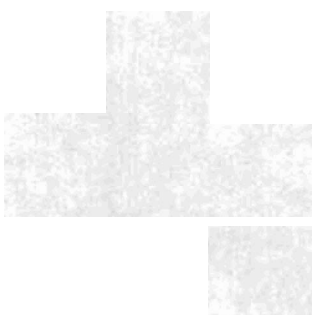


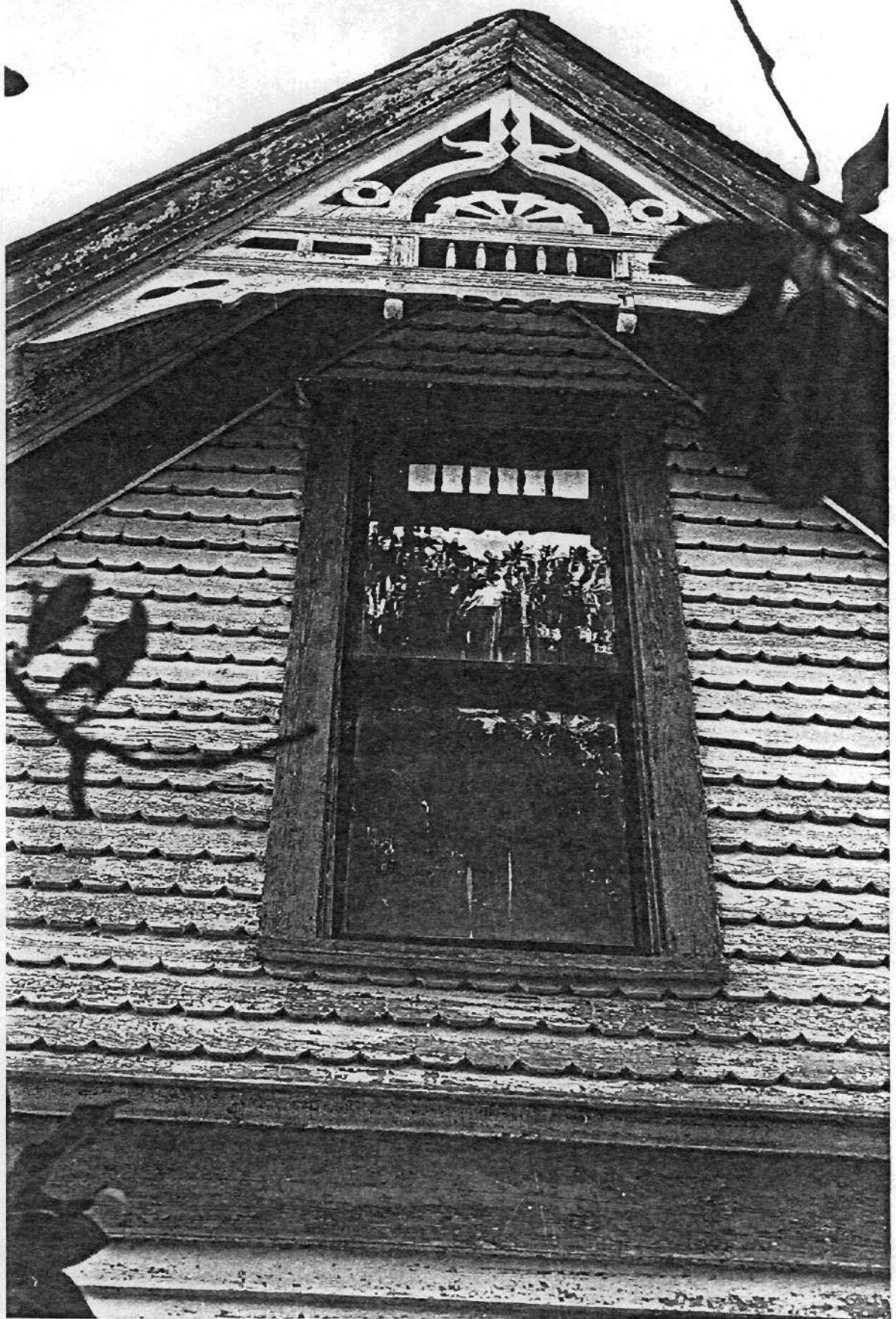
Captain John T. Warner House  
Batesville, Independence Co., Arkansas  
Sarah Brown, Photographer  
February, 1982  
Negative at the Ark. Hist. Pres. Program  
View from the northwest  
Photo 1 of 5





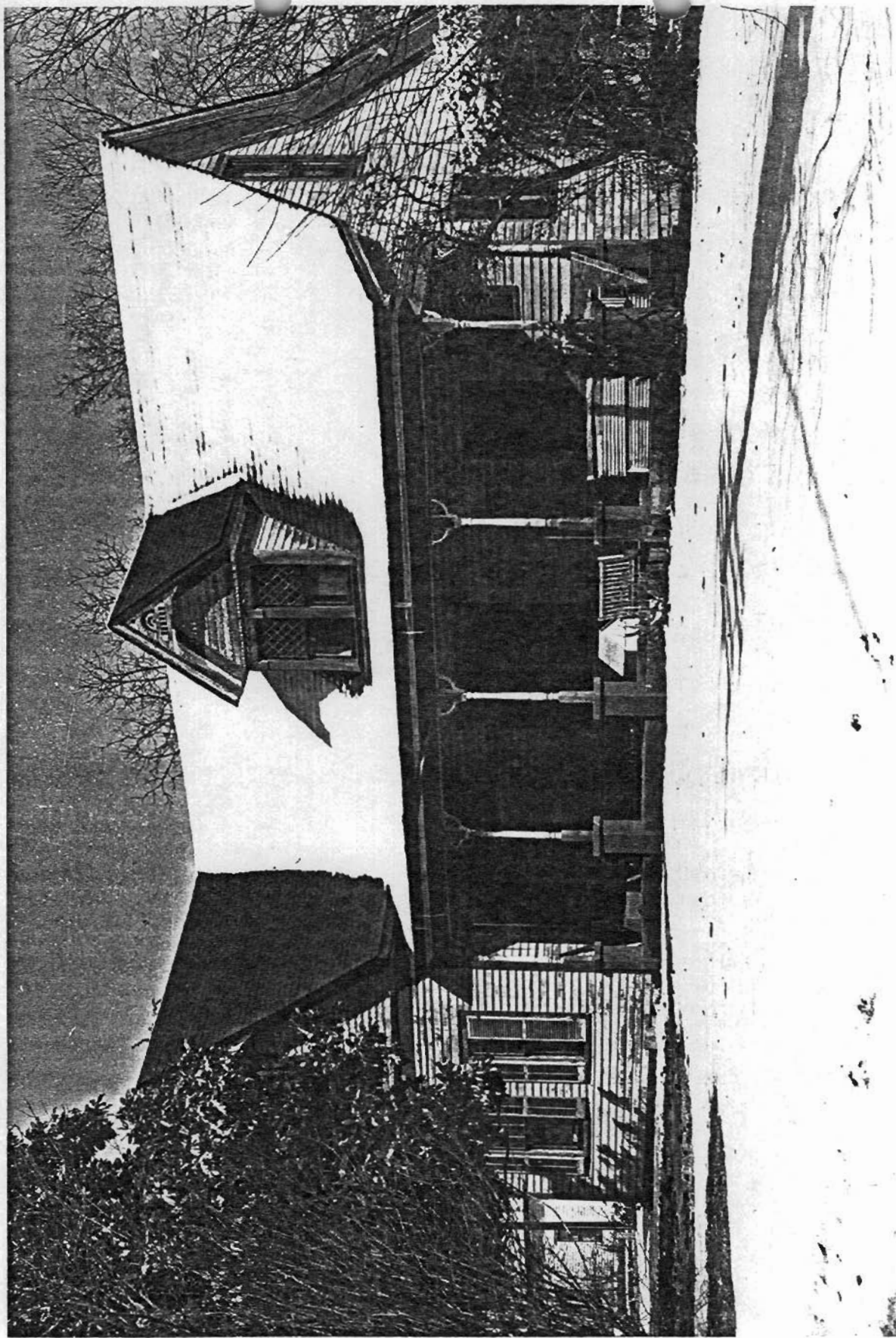
Captain John T. Warner House  
Batesville, Independence Co., Arkansas  
Sarah Brown, Photographer  
February, 1982  
Negative at the Ark. Hist. Pres. Program  
View from the west  
Photo 2 of 5



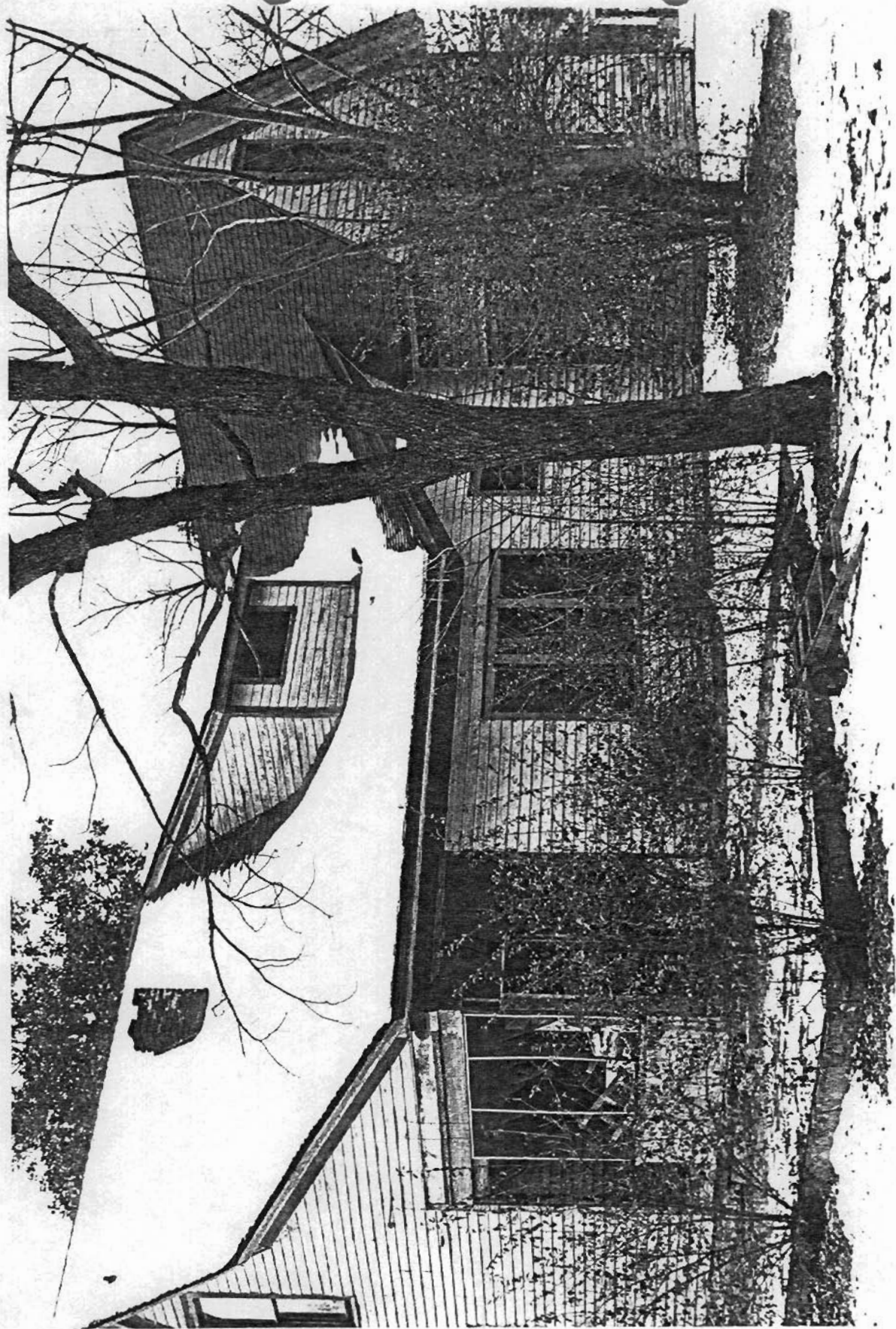


Captain John T. Warner House  
Batesville, Independence Co., Arkansas  
Sarah Brown, Photographer  
February, 1982  
Negative at the Ark. Hist. Pres. Program  
View from the west of the west gable end  
of the main block  
Photo 3 of 5





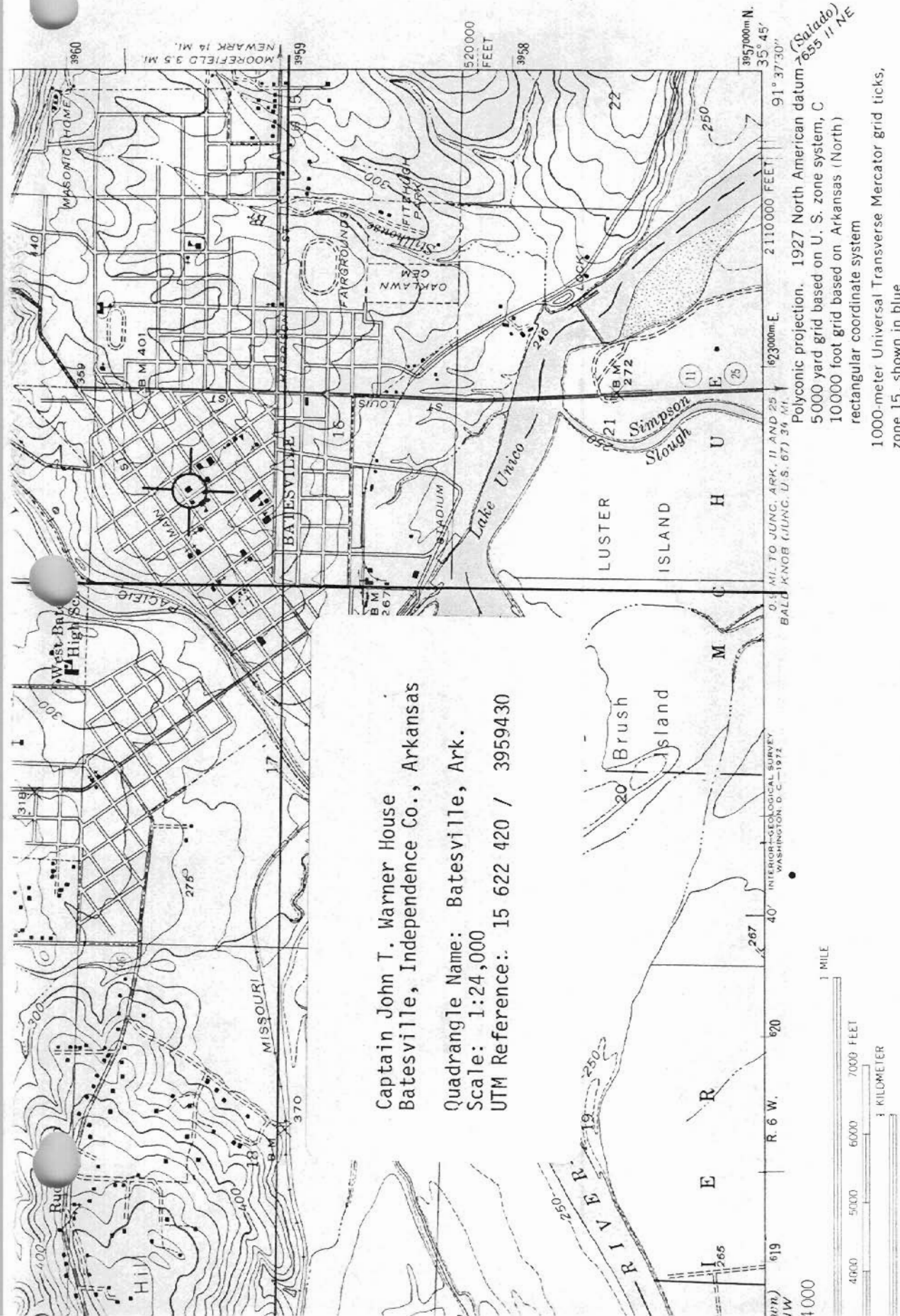
Captain John T. Warner House  
Batesville, Independence Co., Arkansas  
Sarah Brown, Photographer  
February, 1982  
Negative at the Ark. Hist. Pres. Program  
View from the southwest  
Photo 4 of 5





Captain John T. Warner House  
Batesville, Independence Co., Arkansas  
Sarah Brown, Photographer  
February, 1982  
Negative at the Ark. Hist. Pres. Program  
View from the southeast

Photo 5 of 5



Captain John T. Warner House  
 Batesville, Independence Co., Arkansas

Quadrangle Name: Batesville, Ark.  
 Scale: 1:24,000  
 UTM Reference: 15 622 420 / 3959430

1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

**BATESVILLE, ARK.**

AMS 7655 I SW - SERIES V884

1943

N 3545 - W 3537.5 / 7.5

1000 foot grid based on Arkansas (North) rectangular coordinate system

5000 yard grid based on U. S. zone system, C

Polyconic projection. 1927 North American datum (Salado)

35° 45' 35" N. 91° 37' 30" E

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123000m E

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INTERPOLATED GEOLOGICAL SURVEY WASHINGTON D.C. 1972

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619

R 6 W.

620

1 MILE

4000

4000 5000 6000 7000 FEET

3 KILOMETER

10-foot Contours

sea level

120 feet

**ROAD CLASSIFICATION**

Heavy duty ——— 4 LANE 16 LANE Light-duty ———

Medium-duty ——— 4 LANE 16 LANE Unimproved dirt ———

U. S. Route State Route

OLDRADO 80225 OR WASHINGTON, D. C. 20242

ON COMMISSION, LITTLE ROCK, ARKANSAS 72201

D SYMBOLS IS AVAILABLE ON REQUEST

United States Department of the Interior  
National Park Service

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Inventory—Nomination Form**

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Type all entries—complete applicable sections

NR listed 9-02-82

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date entered

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historic Captain John T. Warner House

and/or common Warner-Rich House

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street & number 822 East College Street

N/A not for publication

city, town Batesville

N/A vicinity of

~~Congressional district~~

First

state Arkansas

code 05

county

Independence

code 63

**3. Classification**

**Category**

☐ district

☒ building(s)

☐ structure

☐ site

☐ object

**Ownership**

☐ public

☒ private

☐ both

N/A **Public Acquisition**

☐ in process

☐ being considered

**Status**

☐ occupied

☒ unoccupied

☐ work in progress

**Accessible**

☒ yes: restricted

☐ yes: unrestricted

☐ no

**Present Use**

☐ agriculture

☐ commercial

☐ educational

☐ entertainment

☐ government

☐ industrial

☐ military

☐ museum

☐ park

☒ private residence

☐ religious

☐ scientific

☐ transportation

☐ other:

**4. Owner of Property**

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street & number P. O. Box 2151

city, town Batesville

N/A vicinity of

state Arkansas

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Independence County Courthouse

street & number 192 East Main Street

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state Arkansas

**6. Representation in Existing Surveys**

title Citizen Survey of Batesville

has this property been determined eligible? ☐ yes ☒ no

date April-May, 1979

☐ federal ☐ state ☐ county ☒ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock

state Arkansas 72201



## 7. Description

### Condition

☐ excellent  
☐ good  
☒ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved date \_\_\_\_\_

**Describe the present and original (if known) physical appearance**

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The above mentioned additions and alterations to the Warner House were made under the supervision of Captain John T. Warner. Although Warner lived in the house until his death in 1931, alterations of the mid-1920's are thought to have been conducted under the supervision of his daughter Cora. Cora, for the acceptance of her husband-to-be, Jay Rich, updated the house interior on the first floor. Alterations at this time include the addition of a fireplace and chimney on the front facade, the removal of the west wall of a central hallway in the main block, and the replacement of all first floor windows and doors and their facings. A bathroom in the half-story was also a result of this remodeling. After her father's death, Cora Rich owned the house, unaltered since the mid-1920's, until her death in 1981.

The Warner House is today a one-and-one-half-story T-shaped structure on a cut sandstone foundation. The main block faces north on College Street with a central ell extending from the rear elevation. The rear ell has a one-story addition (a porch enclosure) on the east elevation. The main block and the ell are covered with gable roofs, each of which has a central dormer facing the two streets. The two street facades are decorated with Eastlake details while the elevations facing the block interior are unadorned. The details consistent on the entire exterior are a plain frieze and corner boards with crown mouldings.

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The front facade (main block) contains a central entry flanked by two nine-over-one double-hung windows to the east and a chimney and one nine-over-one double-hung window to the west. Each window has plain facings and louvered wooden shutters. The central entry contains one wood door with six lights flanked by wood panels each surmounted by two lights. The entry is covered by a small gable roof supported by two brackets. A triangular shaped decoration of plain rectangular members sits in the interior apex of the gable. Above the entry is a gable roofed dormer with two windows. Each double-hung window contains one light, surrounded by sixteen stained border lights, over one light. Three decorated corner blocks connected by a scalloped jigsaw cut design top the stiles around the two windows. The gable is covered with notched weatherboards resembling scallops and a jigsaw cut panel, of Eastlake influence, in the interior apex.

The east gable end of the main block contains one nine-over-one double-hung window, with shutters, set slightly to the south of center on the first floor. The half-story contains one central one-over-one double-hung window. This window, as are all half-story gable windows, is longer than the first floor windows, a result of the 1920's remodeling of the first floor. The west gable end of the main block contains two nine-over-one double-hung windows with shutters. The half-story contains one central nine-over-one double-hung window. Decorating the gable are notched weatherboards and a jigsaw cut panel of a different design than that of the front dormer.

Running south from or perpendicular to the main block is a gable-roofed ell with a shed-roofed porch. The porch roof is supported by four full and two half turned posts on concrete pedestals and floor. The turned posts support the shed roof with brackets resembling quarter sections of a ship's wheel. Under the porch is a door with nine lights leading to the main block. The ell contains, from north to south, one stationary six-light window illuminating an interior stairway, a pair of nine-over-one double-hung windows, a door with one light surrounded by sixteen stained border lights and another stationary window of six lights. The center of the ell roof contains a gable roofed dormer of two double-hung windows with one light under an arrangement of diamond shaped panes. The key-like, scalloped and jigsaw cut details of the gable are like those of the front facade dormer. The gable end of the ell contains a pair of double-hung four-over-one windows on the first floor and one one-over-one double-hung window with half-story.

A one-story shed roofed addition, a porch enclosure, runs parallel to the one-and-one-half-story ell. At the south corner of this one-story section is a small screened porch with an entry to the one-and-one-half-story section and a pair of nine-over-one double-hung windows at the end of the one-story section. The east elevation of the ell contains, from south to north, a set of three nine-over-one double-hung windows and one window with eight lights in each of two casements. A shed-roofed dormer containing a casement window arrangement, like the one described above, sits on the east side of the ell's gable roof. This dormer is the 1920's bathroom addition.

The first floor interior of the main block consists of two rooms separated by double doors with ten lights each. The larger room to the west was used as a parlor and contains a simple brick mantel of the 1920's. The smaller room to the east was used

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first as a bedroom, later as a sitting room. The one-and-one-half-story section of the ell consists of a kitchen in the rear and a dining room is separated from the large parlor by double doors with ten lights each. The dining room contains, in the northwest corner, a quarter turn with winders staircase which has square newel posts and turned balusters. The one-story section of the ell contains a small hall, bathroom and bedroom. All rooms on the first floor have mid-1920's ceiling light fixtures and have the simple window and door facings of the 1920's remodeling.

The raising of the house roof gives the half-story a circa date of 1911. The half-story interior displays, however, the same simple unadorned nature reflected in the first floor. The stairway in the dining room leads into an open area containing the front facade dormer over the main block. This area is flanked by a bedroom on either side. The rear ell contains the bathroom and another bedroom.

Outbuildings on the property included a one-and-one-half-story building in the extreme southeast corner of the lot which was built before 1901. By 1914 the structure became a dwelling and by 1923 an auto house. Other outbuildings, including storage sheds and another auto house, were built and removed between 1901 and 1930. All of these wood frame structures existed in the southeast or interior corner of the property. One exception, a one-story wood frame dwelling, was constructed on the northwest corner of the property about 1911. It is also at this time that the east room of the main block was removed. It is believed by local residents that all or part of this room was used in the construction of the one-story dwelling which was removed by 1930.



## 8. Significance

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

Specific dates 1879-1908

Builder/Architect Unknown

### Statement of Significance (in one paragraph)

#### SUMMARY

The Captain John T. Warner House is significant by its association with the productive life of its original owner, Captain John T. Warner. Warner contributed greatly to White River transportation and to Batesville commerce and government. Batesville is historically the trade center for much of Northcentral Arkansas. The town's commercial prominence was facilitated by steamboat trade on the upper White River. Warner began his career as a pilot and master on the White in 1874 and retired in 1926, making his career the second longest in White River history. During the decades between 1870 and 1890 freight capacity and passenger luxury reached their height. Warner was one of the most successful owners and captains of steamboats during this period. He is also credited with beginning a dynasty of Warner captains that would span 100 years. The success of Warner was extended to politics as he, a self-educated lawyer, was elected mayor of Batesville in 1885. As mayor, he was instrumental in having electric light and water systems installed. Warner made significant contributions to city improvements in Batesville and to trade on the White River.

#### ELABORATION

From its earliest settlement, circa 1810, Batesville has been the trade center for much of Northcentral Arkansas. The town's settlement and prominence as a trade center was facilitated by the White River, a tributary of the Mississippi. The White River historically has the greatest number of navigable miles of all rivers in Arkansas. The Springfield Advertiser, Springfield, Missouri, declared in 1844 that the White was the most important river in the Ozarks.

The White is naturally divided into the Upper, located in the Ozark Mountains, and the Lower, located in the Mississippi River Delta. The point of division is where the Black River empties into the White. Batesville is located approximately twenty-five miles upriver from or west of the divide. The Batesville landing represented the uppermost point to which the larger steamboats of the Lower White could navigate the river. From Batesville, smaller steamers entered the Ozarks.

The Civil War divided trade on the White River into two eras. The second era began after the Civil War and lasted approximately thirty-five years or until just after the turn of the 20th century. The greatest development in water transportation on the Upper White occurred between 1870 and 1890; freight capacity and passenger luxury reached their zenith. During this time, the riverport of Batesville reached its most prosperous periods as a commercial center. The North Arkansas Pilot of Batesville credited the town in 1879 with being the trade center for eight counties.

It is during this flourishing era for steamboats and Batesville that John T. Warner began his career of piloting and mastering steamers and of public service. Warner, born in 1846 in Shelbyville, Tennessee, came to Batesville with his parents in 1858.

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In 1874, after just three years experience on the river, he was licensed as a master and pilot of steamboats in southern and western rivers flowing into the Gulf of Mexico.

During this career, Warner owned at least five steamboats and was master or pilot of at least twelve others operating on the White and Black Rivers. Nearly 100 steamers operated on the Upper White during the second era, yet there were only three other captains who owned as many as or more than Warner, who was by far one of the most successful.

Warner's success was not limited to transportation on the White River. He was a self-educated lawyer who served as mayor of Batesville from 1895 to 1899. Batesville was in the height of prosperity. This prosperity was marked by city improvements such as the installation of electric lights and water systems, which were the result largely of Mayor Warner's efforts.

Although Warner continued his river career after the turn of the century, transportation on the Upper White had begun to decline as the White River branch of the Iron Mountain Railroad completed its line from Batesville to Aurora, Missouri in 1906. The last steamer to make a trip above Batesville was the Huff, owned and captained by Warner, in 1908. He officially retired in 1926 making his career the second longest in the history of White River navigation.

Warner's contribution to river transportation is measured not only by his accomplishments but also by his beginning what was to be considered a dynasty of Warner captains. This Warner dynasty spanned approximately 100 years, from the steamboat era to the era of diesel tugs. Warner's younger brother, Edwin, began his experiences on the White River with his older brother and was licensed as a master and pilot in 1878. The Warner brothers, widely known for their skill and daring, were considered the most brilliant pilots on the White River. These brothers produced six sons who also became pilots and captains. Members of this second generation of Warner captains founded the Warner and Tamble Transportation Company still in operation in Memphis, Tennessee.

## 9. Major Bibliographical References

See continuation sheet.

## 10. Geographical Data

Acres of nominated property Less than one acre

Quadrangle name Batesville, Arkansas

Quadrangle scale 1:24,000

UMT References

A 

1	5
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6	2	2	4	2	0
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3	9	5	9	4	3	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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Verbal boundary description and justification

Lots 1 & 2 of Block 29, School Addition

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

## 11. Form Prepared By

name/title Sarah Brown, Historian

organization Arkansas Historic Preservation Program date March 1, 1982

street & number Suite 500, Continental Building telephone (501) 371-2763

city or town Little Rock state Arkansas 72201

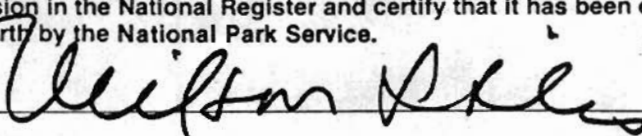
## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title State Historic Preservation Officer

date 7-28-82

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration



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National Park Service

National Register of Historic Places  
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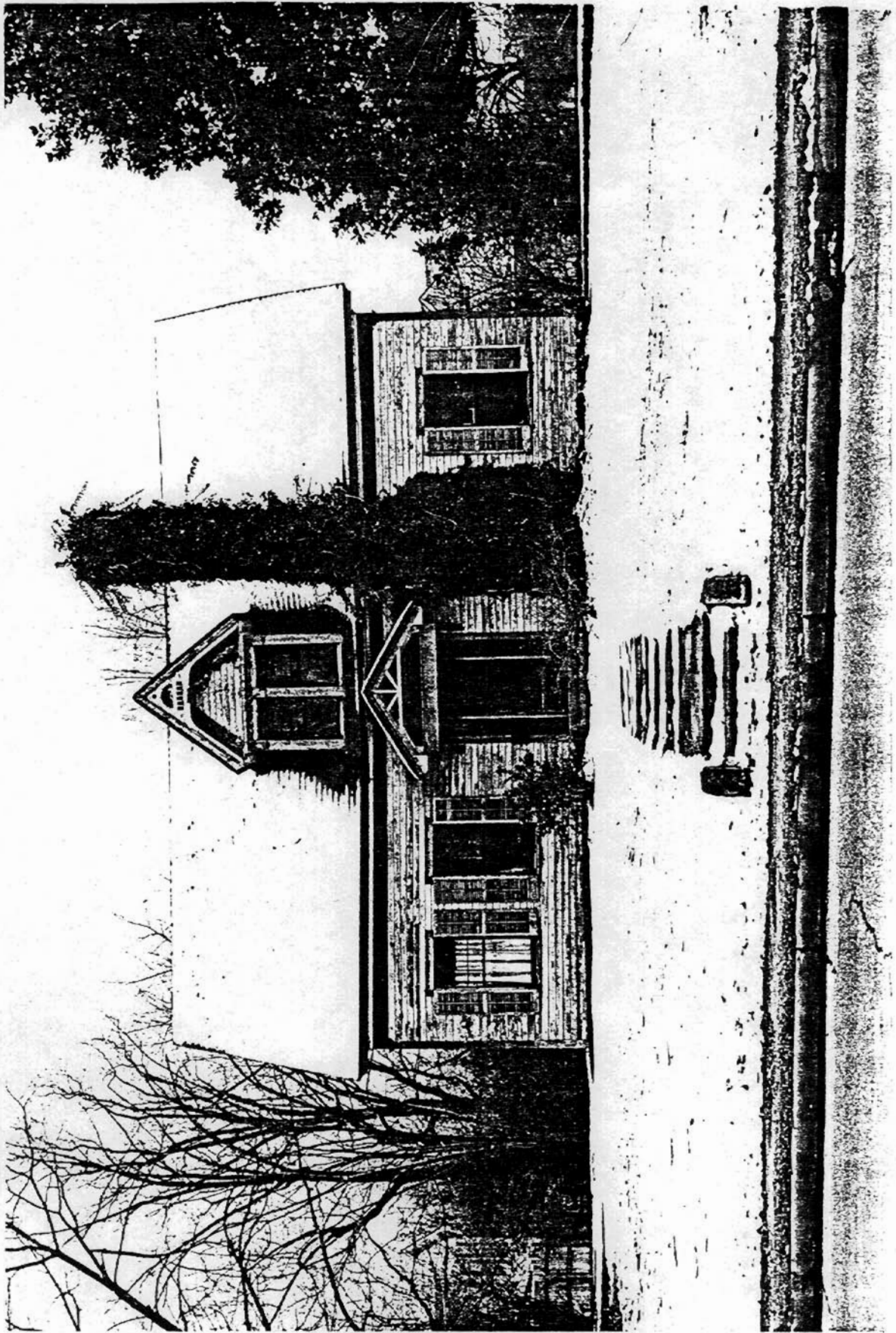
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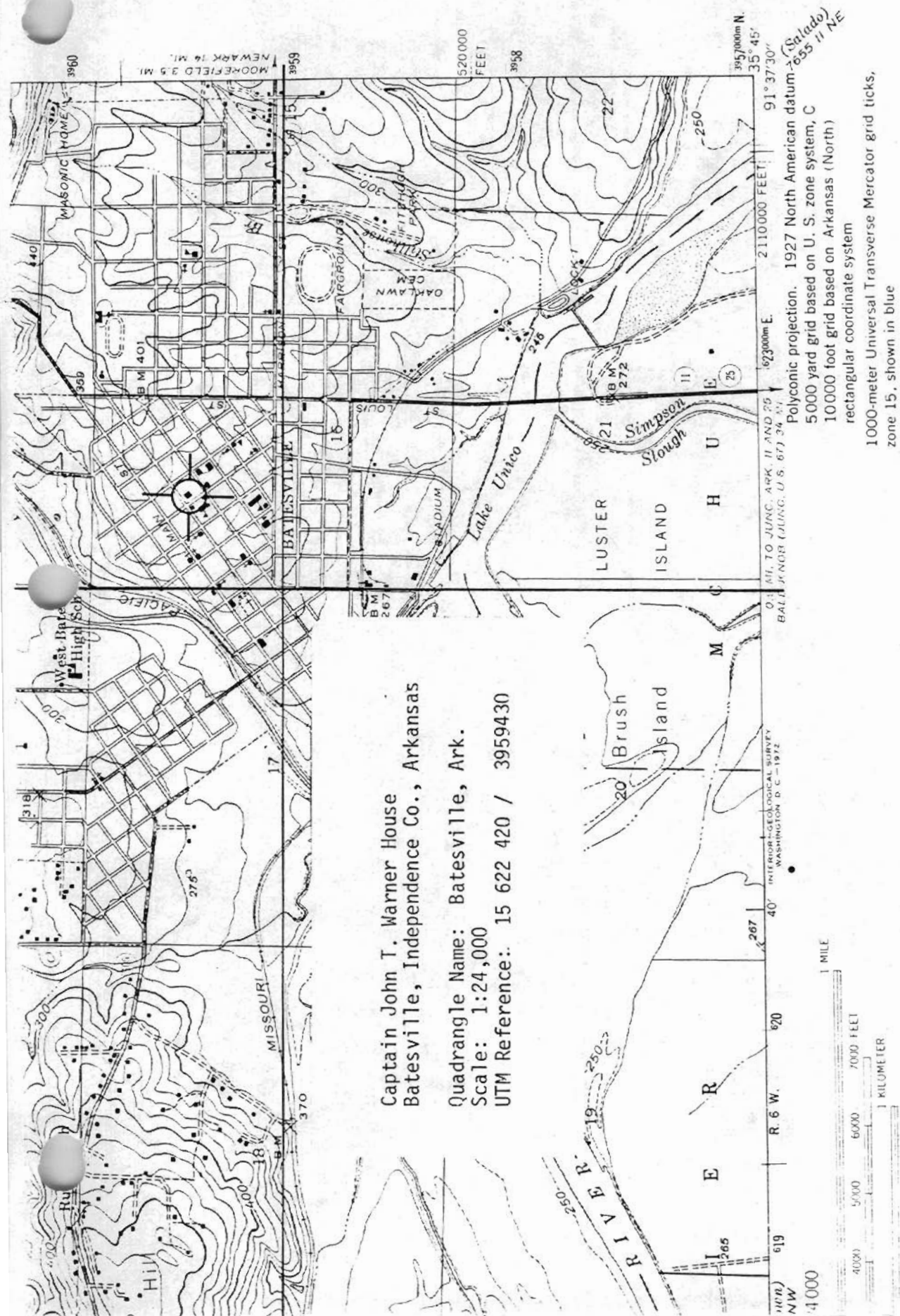
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Captain John T. Warner House  
 Batesville, Independence Co., Arkansas

Quadrangle Name: Batesville, Ark.  
 Scale: 1:24,000  
 UTM Reference: 15 622 420 / 3959430

at 20 feet  
 10-foot Contours  
 Sea level

1 MILE  
 4000 5000 6000 7000 FEET  
 1 KILOMETER

ROAD CLASSIFICATION

Heavy duty	4 LANE 16 LANE	Light duty
Medium duty	4 LANE 16 LANE	Unimproved dirt

U.S. Route      State Route

POLYCONIC PROJECTION. 1927 North American datum. (Salado)  
 5000 yard grid based on U. S. zone system, C  
 10000 foot grid based on Arkansas (North)  
 rectangular coordinate system  
 1000-meter Universal Transverse Mercator grid ticks,  
 zone 15, shown in blue

BATESVILLE, ARK.

N 3545 - W 3537.5 / 7.5  
 1943  
 AMS 7655 I SW - SERIES V884

COLORADO 80225 OR WASHINGTON, D. C. 20242  
 ION COMMISSION, LITTLE ROCK, ARKANSAS 72201  
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